

Val. Borst's Improved Harness Saddles.

[46.]

No. 119,112.

Fig. 1

Patented Sep. 19, 1871.

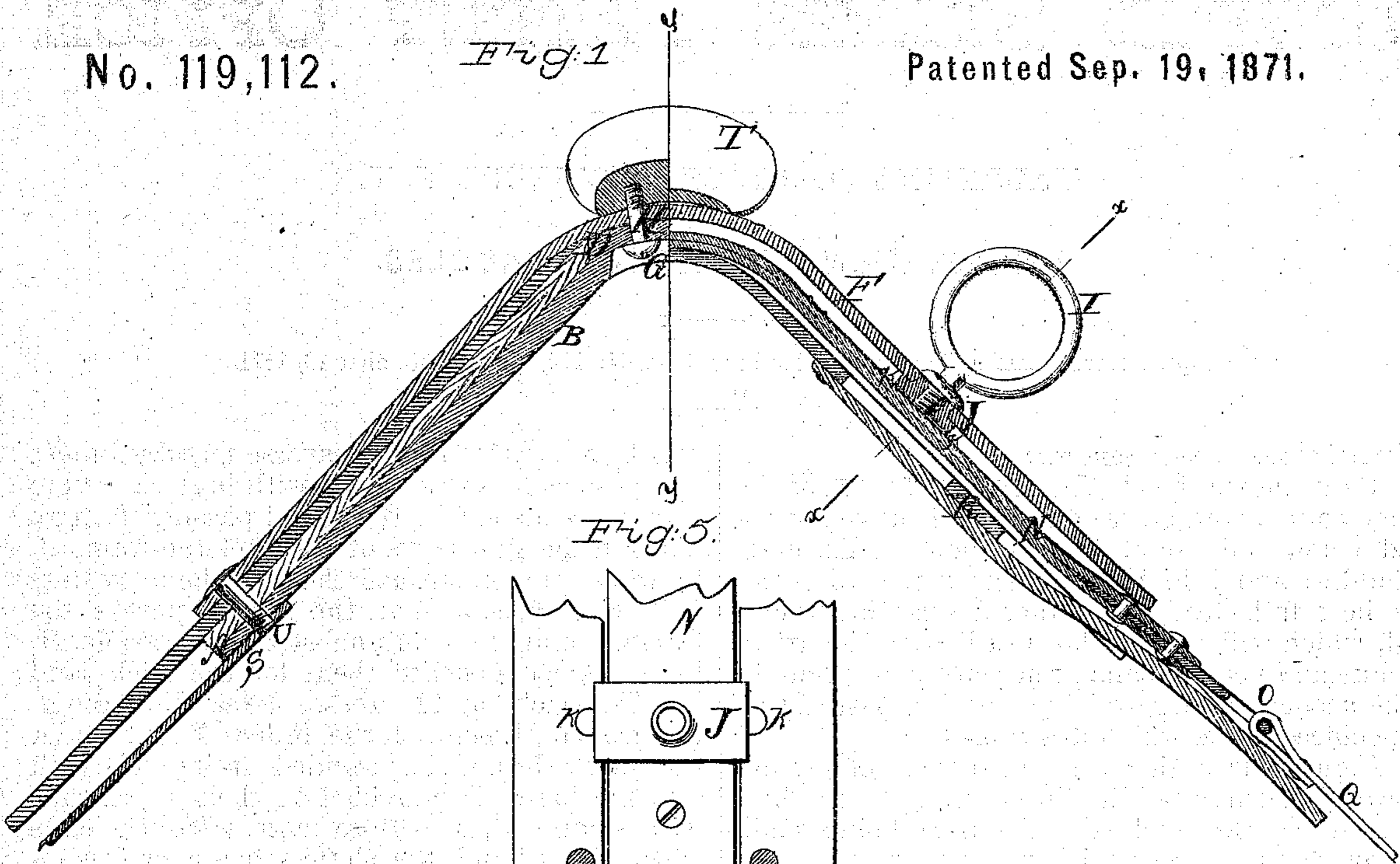


Fig. 5.

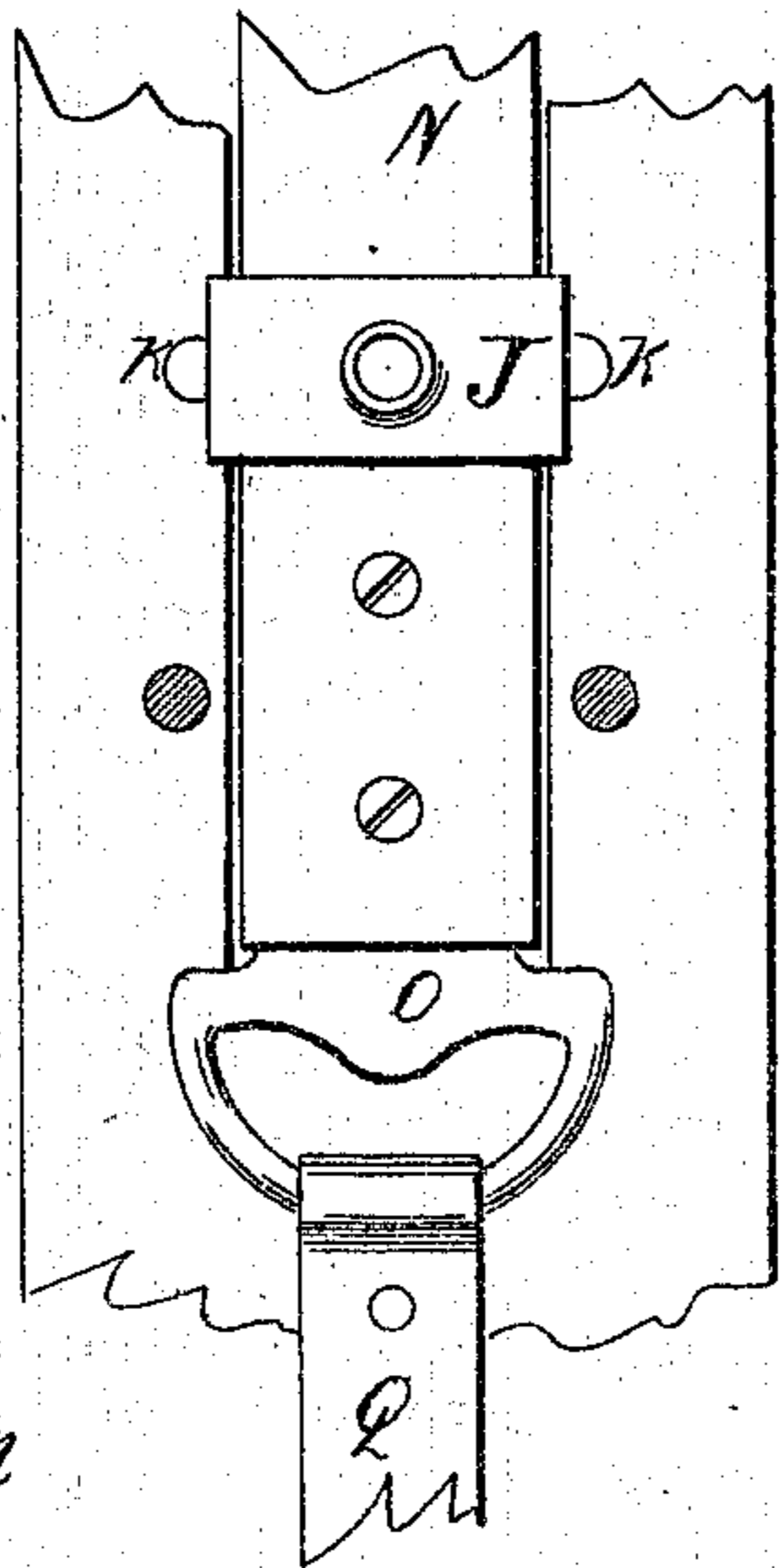


Fig. 3.

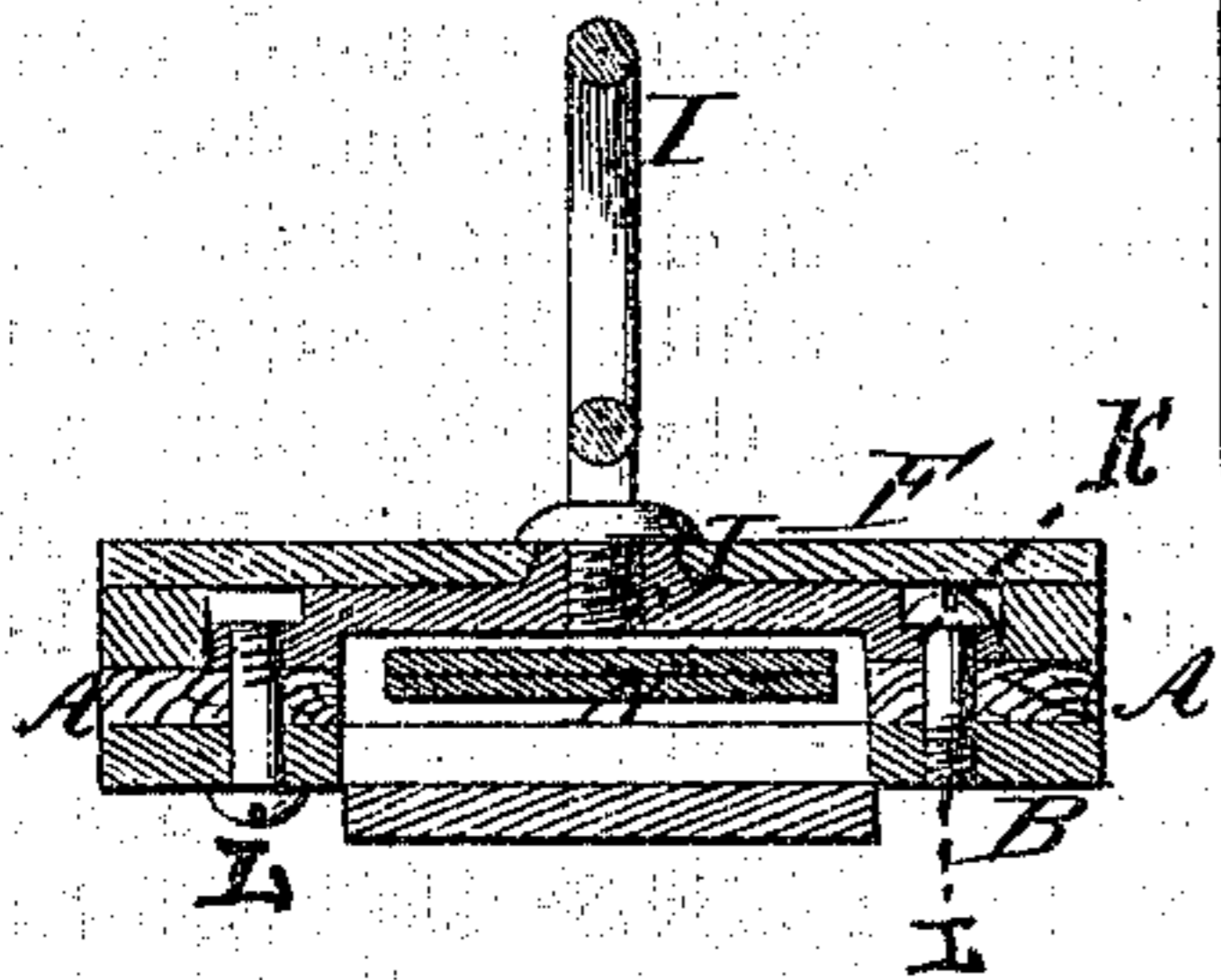


Fig. 2.

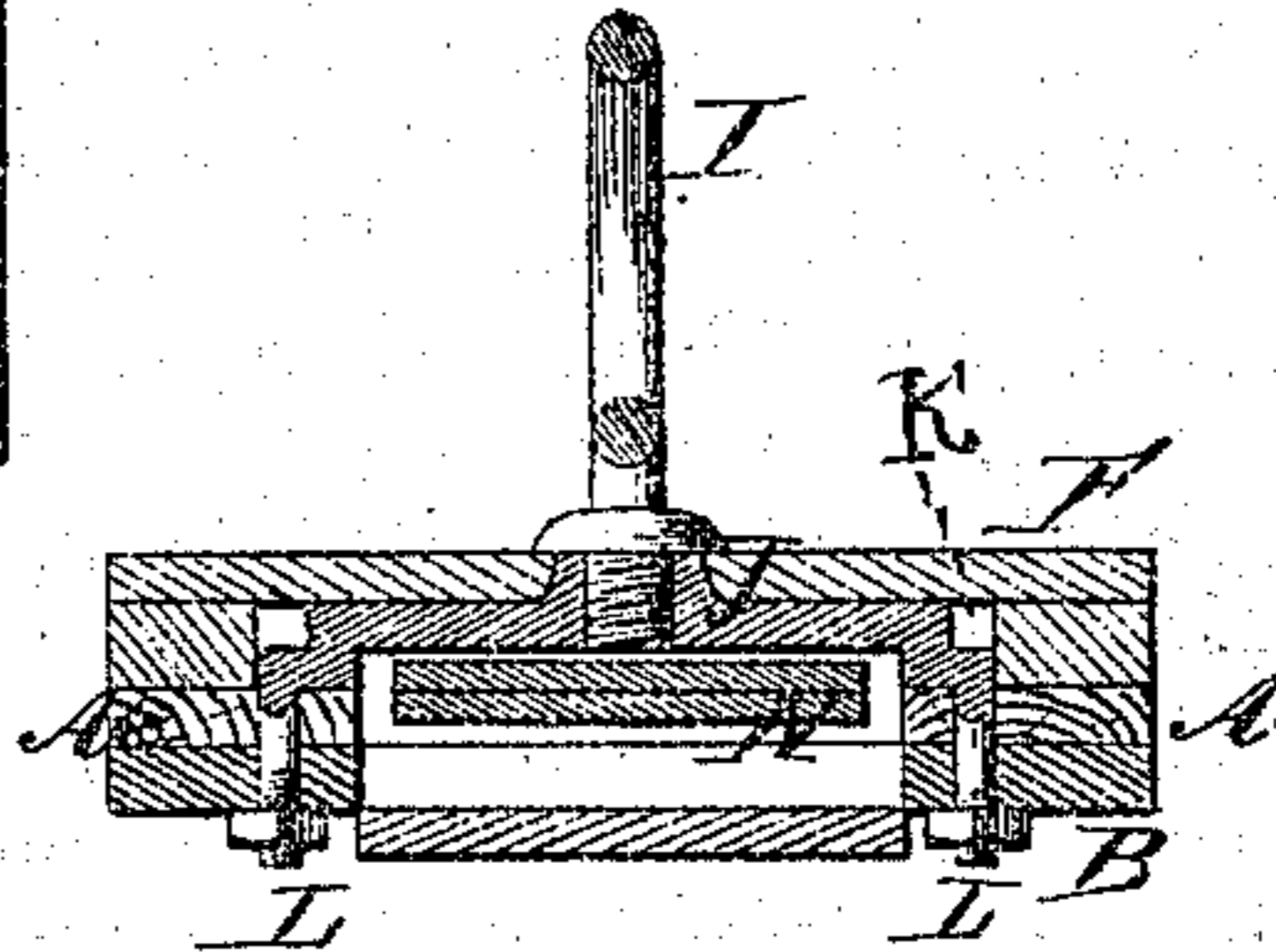
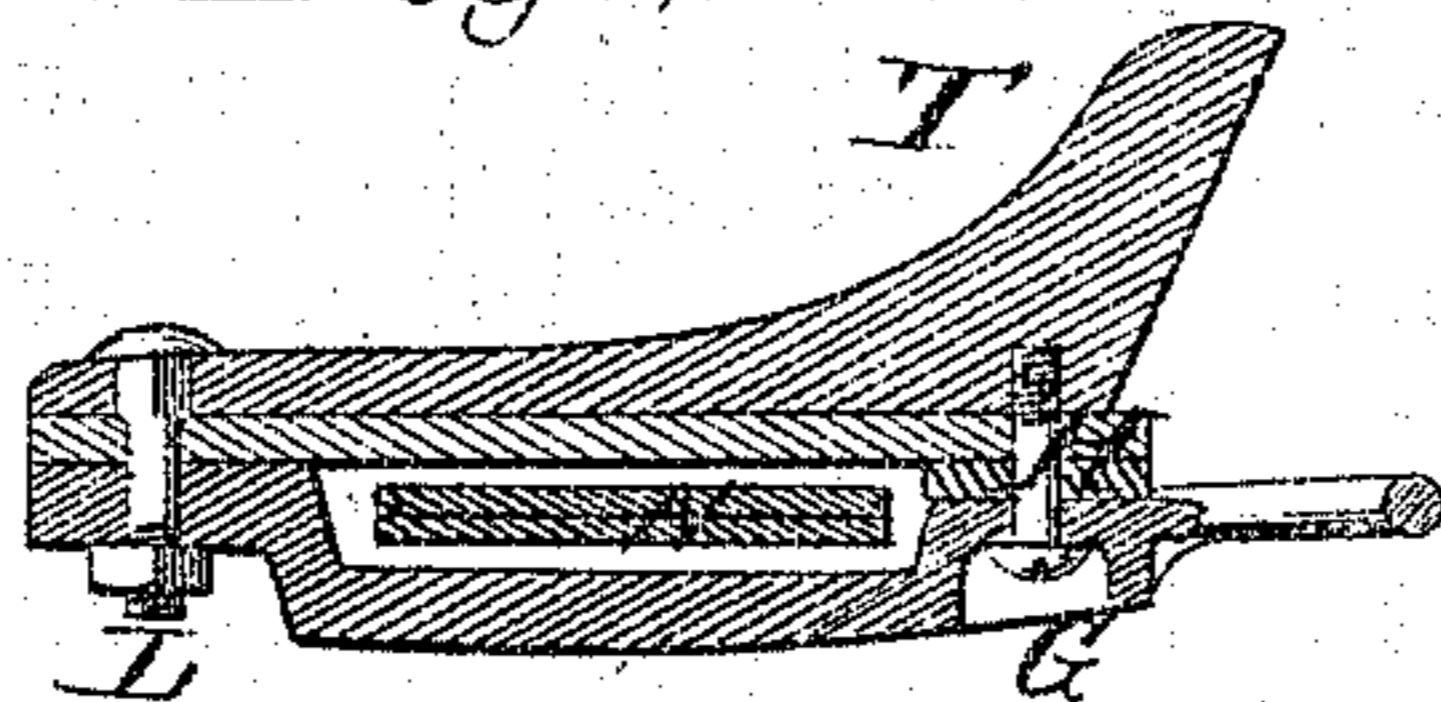


Fig. 4.



Witnesses.

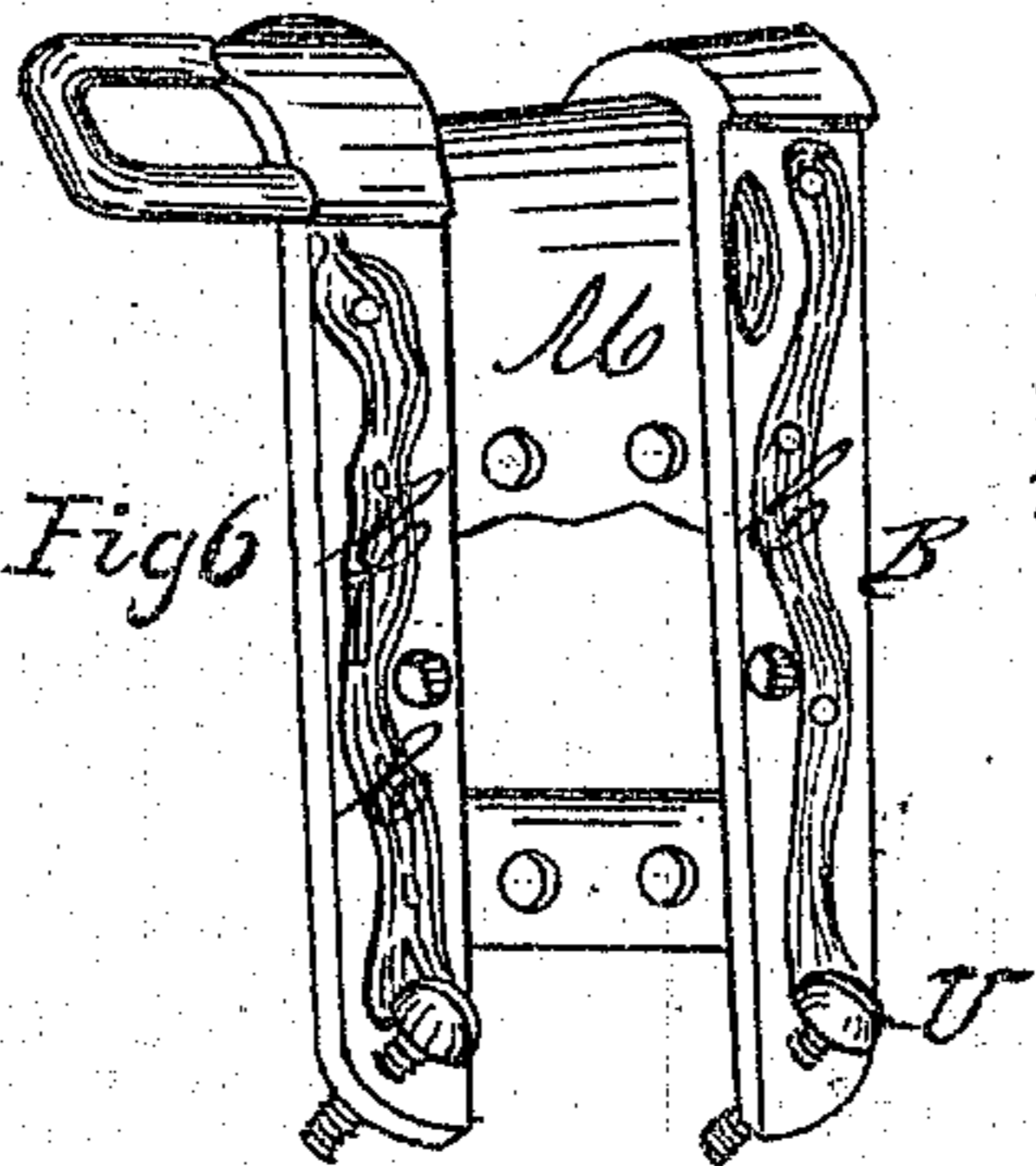
C. Wahlert.

E. Bickel.

Inventor.

Valentine Borst

Van Santvoord & Haupt
Attys



UNITED STATES PATENT OFFICE.

VALENTINE BORST, OF NEW YORK, N. Y.

IMPROVEMENT IN HARNESS-SADDLES.

Specification forming part of Letters Patent No. 119,112, dated September 19, 1871.

To all whom it may concern:

Be it known that I, VALENTINE BORST, of the city, county, and State of New York, have invented a new and useful Improvement in Harness-Saddle; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which drawing—

Figure 1 is a side view, in section, of my improved harness-saddle, the section of that half of the saddle which is to the right being made through the terret-hook, and of that to the left through the saddle-frame near its edge. Fig. 2 is a cross-section in the line *x x* of Fig. 1, showing the transverse terret-brace provided with lugs. Fig. 3 is also a cross-section in the line *x x* of Fig. 1, showing the brace that supports the terret fastened by screw-bolts. Fig. 4 is a cross-section in the line *y y* of Fig. 1, through the cantel. Fig. 5 is a top view of one side of the saddle. Fig. 6 is a view of the metal frame, showing the depression in its surface.

Similar letters indicate corresponding parts.

This invention relates to an improvement in harness-saddles; and consists of a certain construction and arrangement of parts, as will hereinafter more fully be set forth.

A, wherever it occurs, designates the wooden mountings, which consist of four strips of wood arranged separately and independently from each other on each side of the saddle, along its front and rear parts, without crossing the top or summit of the saddle, as in previous constructions. In order to arrange the wooden mountings A in this manner, I have made the metal skeleton-frame B with depressed surfaces C on each side, along both the front and the rear, so that the upper ends of the wooden mountings can lie flush with the upper surface of the metal frame, as at D, from whence the wooden mountings extend down on each side to the ends of the frame and form a suitable surface to receive the leather covering E, whose ends form the flaps of the saddle, and which covering is surmounted by the jockey-leather F. The cantel T is placed upon the jockey F, and is held to the skeleton-frame B by bolts G, one of which is seen in Fig. 1, whose heads are contained and concealed in an under recess, H, made for that purpose in the under side of the skeleton-frame. The ter-

rets I are mounted in transverse metallic braces J, whose ends are provided with lugs K, having screw-threads cut on them, and passing through holes in the side parts of the skeleton-frame B, to whose under surface they are held by nuts L. The braces J span the central part of the frame B and allow an unobstructed passage, M, to be formed beneath them for the back-band N. The back-band N crosses the saddle through the groove M beneath the braces J and under the jockey F, and is provided at its ends with suitable loops, O, provided on their upper ends with shanks P, which are fastened to the ends of the back-band, the shanks being in this instance rigid metallic extensions of the loops, and being enveloped in the folds of the band. The eyes of the loops O are curved so as to allow the straps or rings Q, which extend from them to the thills of a cart or other burden, to move from side to side therein as the thills or burden is swayed to and fro while the animal travels along, thereby relieving the saddle from the common tendency of being shoved back and forth on the sides of the animal, as is the case where the back-band is in one piece.

My improvement also consists in strengthening the ends of the metallic skeleton-frame B by casting thereon cross-pieces R, which stiffen and strengthen the ends, and furnish means for fastening to the ends of the frame elastic extension-plates S, of sheet metal, for supporting the saddle-flaps and keeping the lower parts of the saddle in proper shape.

The ends of the jockey have been heretofore secured to the saddle by bolts and nuts; but in order to avoid the use of nuts, and thus lighten the saddle and improve its appearance, I produce screw-threaded holes in the ends of the skeleton-frame B, which receive screws U U for fastening the ends of the jockey.

What I claim as new, and desire to secure by Letters Patent, is—

The skeleton-frame B, depressions C, groove M, removable braces J J, lugs K K, bolts L, and independent wooden strips A, all constructed and arranged as herein shown and described.

This specification signed by me this 15th day of May, 1871.

VALENTINE BORST.

Witnesses:

W. HAUFF,
E. F. KASTENHUBER.