

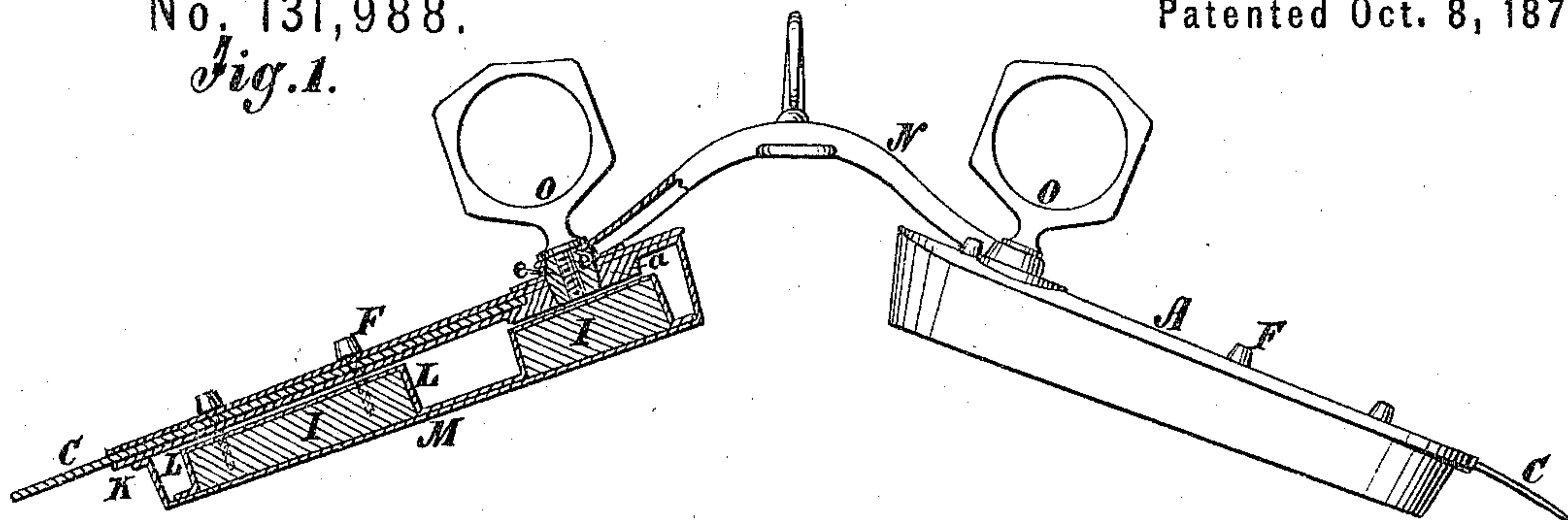
M. E. ABBEY.

Improvement in Harness-Saddles.

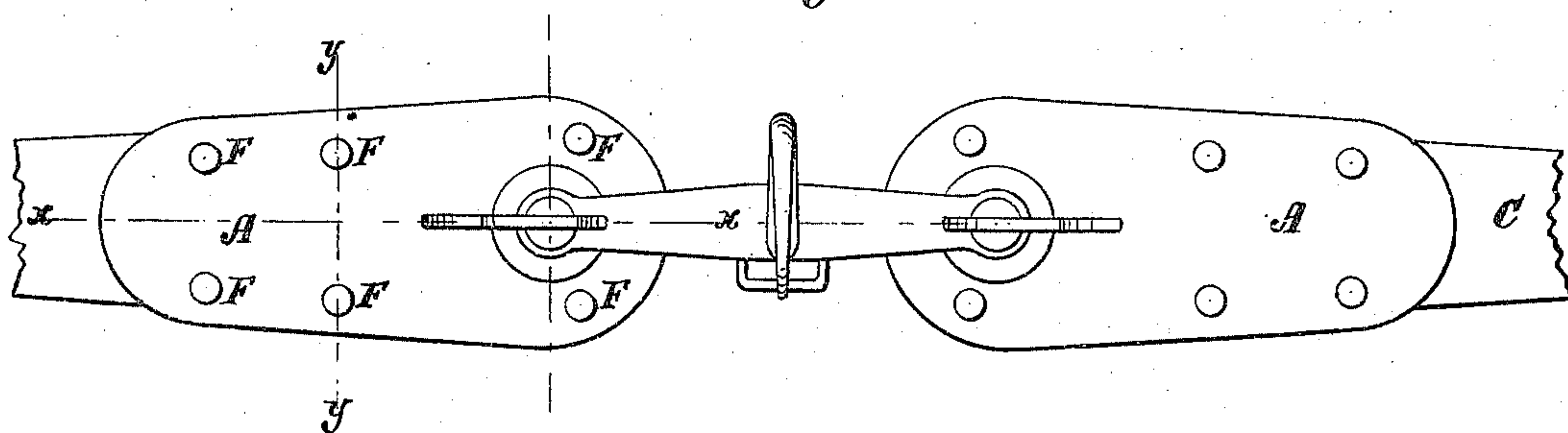
No. 131,988.

Patented Oct. 8, 1872.

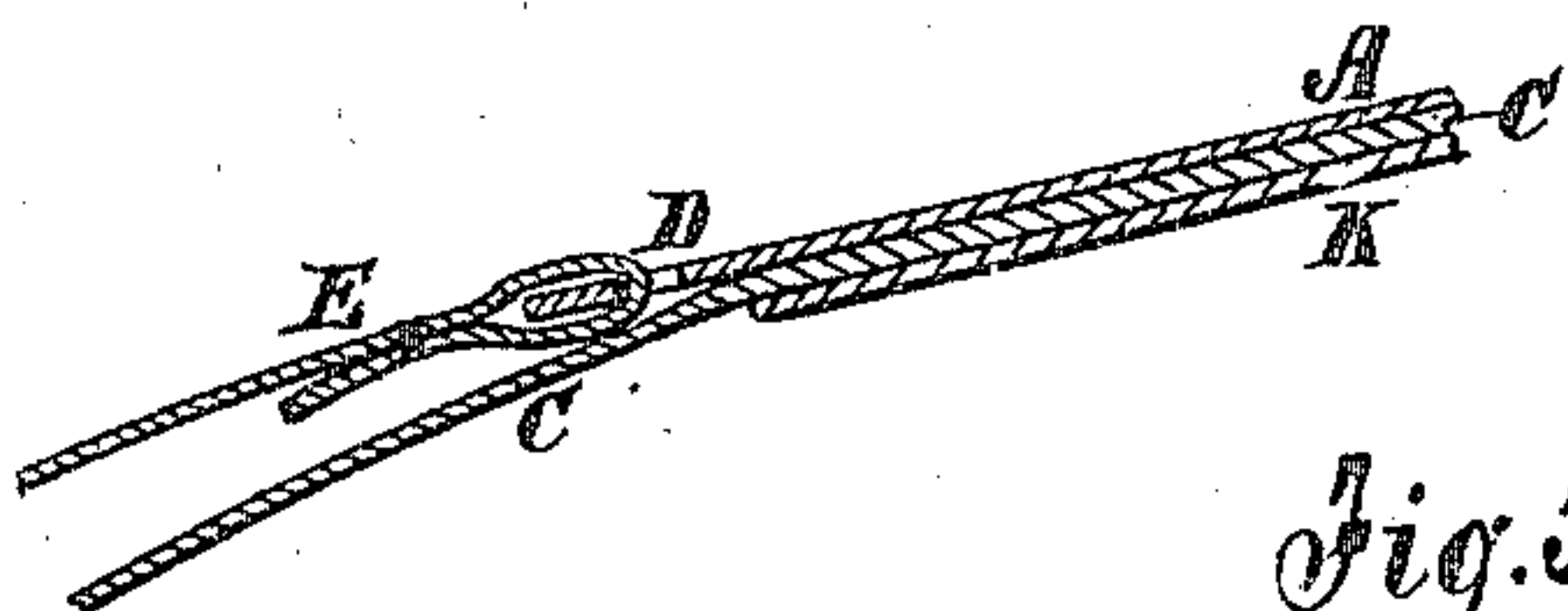
*Fig. 1.*



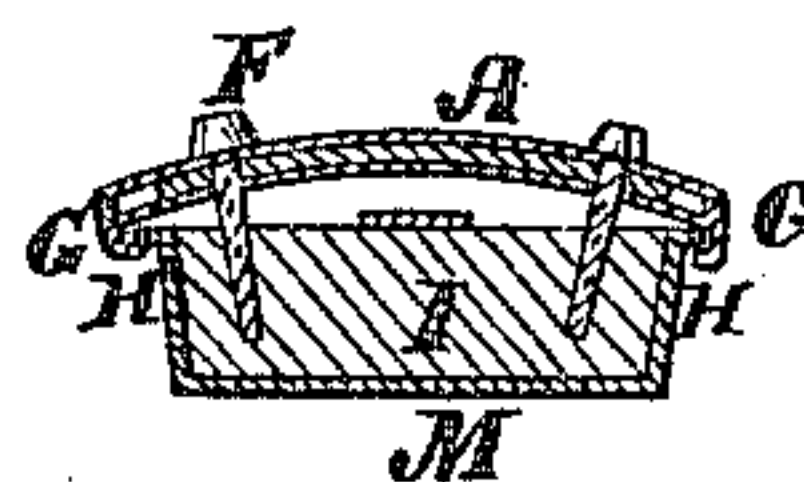
*Fig. 2.*



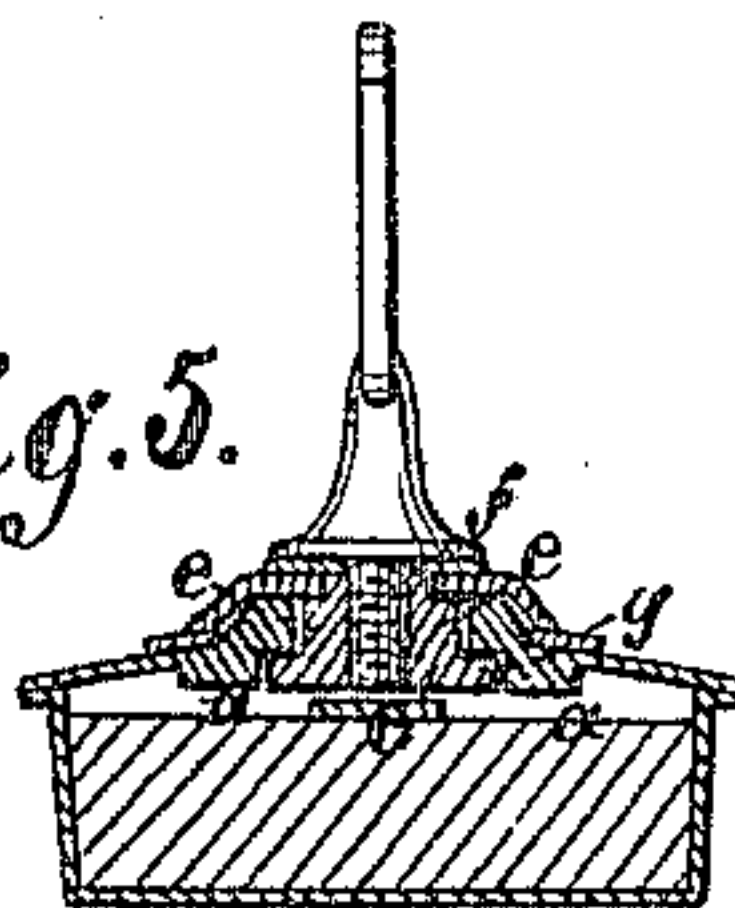
*Fig. 3.*



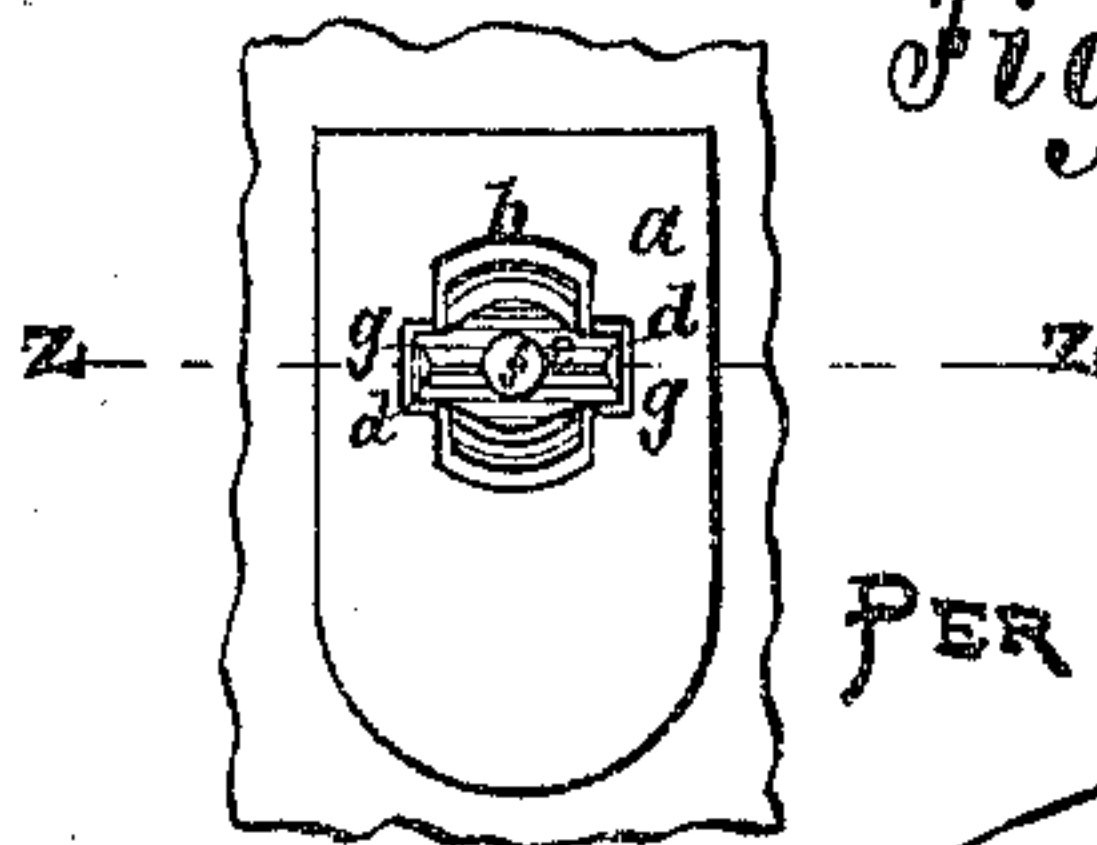
*Fig. 4.*



*Fig. 5.*



*Fig. 6.*



Witnesses:

A Benneventorf.  
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Inventor:

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# UNITED STATES PATENT OFFICE.

MASON ELLIS ABBEY, OF SARDIS, MISSISSIPPI.

## IMPROVEMENT IN HARNESS-SADDLES.

Specification forming part of Letters Patent No. 131,988, dated October 8, 1872.

### CASE C.

*To all whom it may concern:*

Be it known that I, M. E. ABBEY, of Sardis, in the county of Panola and State of Mississippi, have invented a new and useful Improvement in Harness, of which the following is a specification:

My invention relates to improvements in the class of harness-pads made of wood or other hard substance; and consists in forming pads of wooden or other hard blocks and sheet-metal plates inclosing or covering the same on the under side, and in the manner of connecting these parts with each other and the top plates of the pad, as hereinafter described. I thus form a pad combining lightness and strength in a high degree, and calculated to obviate the objections commonly urged against stuffed pads, as being poor conductors of heat.

Figure 1 is partly a side elevation and partly a section of a harness-saddle constructed according to my improvement. Fig. 2 is a plan view. Fig. 3 is a section on line *x x*, Fig. 2, showing the attachments of the girt-straps. Fig. 4 is a cross-section on the line *y y* of Fig. 2. Fig. 5 is a section on the line *z z* of Fig. 2 and Fig. 6, showing the adjustable connection of the bridge with the pads. Fig. 6 is a plan view of the under side of said connection.

Similar letters of reference indicate corresponding parts.

A represents the top plates, to be of metal, preferably, but in some cases of strong leather. The pads are so formed as to provide a cavity for the girt-strap C, and the plate A may have a slot, D, at the lower end for the attachment of another girt-strap, E. The top plates and pads are secured together by bolts or screws F passing through the girt-strap C, and securing it also. They are further secured by the edges G of the top plates being turned

down under flanges H of the part which will be either of cast metal or wood in the part I, either with a cover, M, or not. N represents the metal bridge connecting the end parts of the saddle, to which it is secured by the terret-screws O.

The essential objects of this improvement are to produce cheap and durable saddles, either for work or fine harness. For connecting the bridge to the pads adjustably, I have a cast-metal plate, *a*, secured under the top plate A, which said plate has an elongated hole, *b*, as shown in Fig. 6, and sockets *d* on the under side connecting with said hole, and in this hole I arrange the nut *e*, into which the terret *j* is screwed, which said nut has trunnions *g* at the lower side which fit in said sockets and hold the nut in said plate, while allowing it to oscillate on an axis at right angles with the longitudinal axis of the bridge. The said nut screws up tight against the shoulder of the terret-screw without cramping the plate A so as to interfere with the oscillating of the nut and terret relatively to the saddle.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A harness-pad formed of blocks I and metal plates A and M applied thereto, substantially as shown and described, for the purposes specified.

2. The plate M having flanges H H, combined with top plate A having edges G G turned down under said flanges, as and for the purposes set forth.

MASON ELLIS ABBEY.

Witnesses:

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