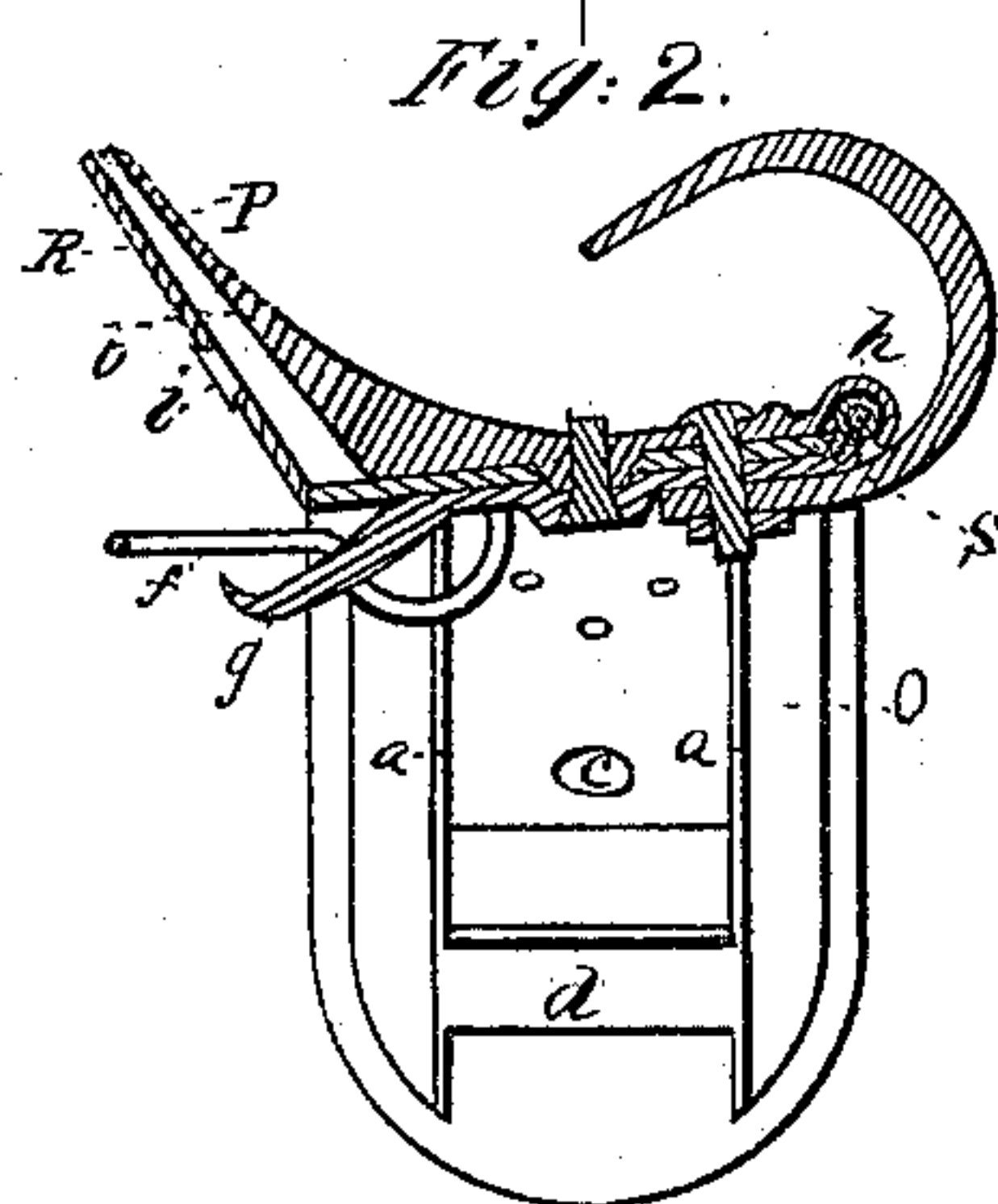
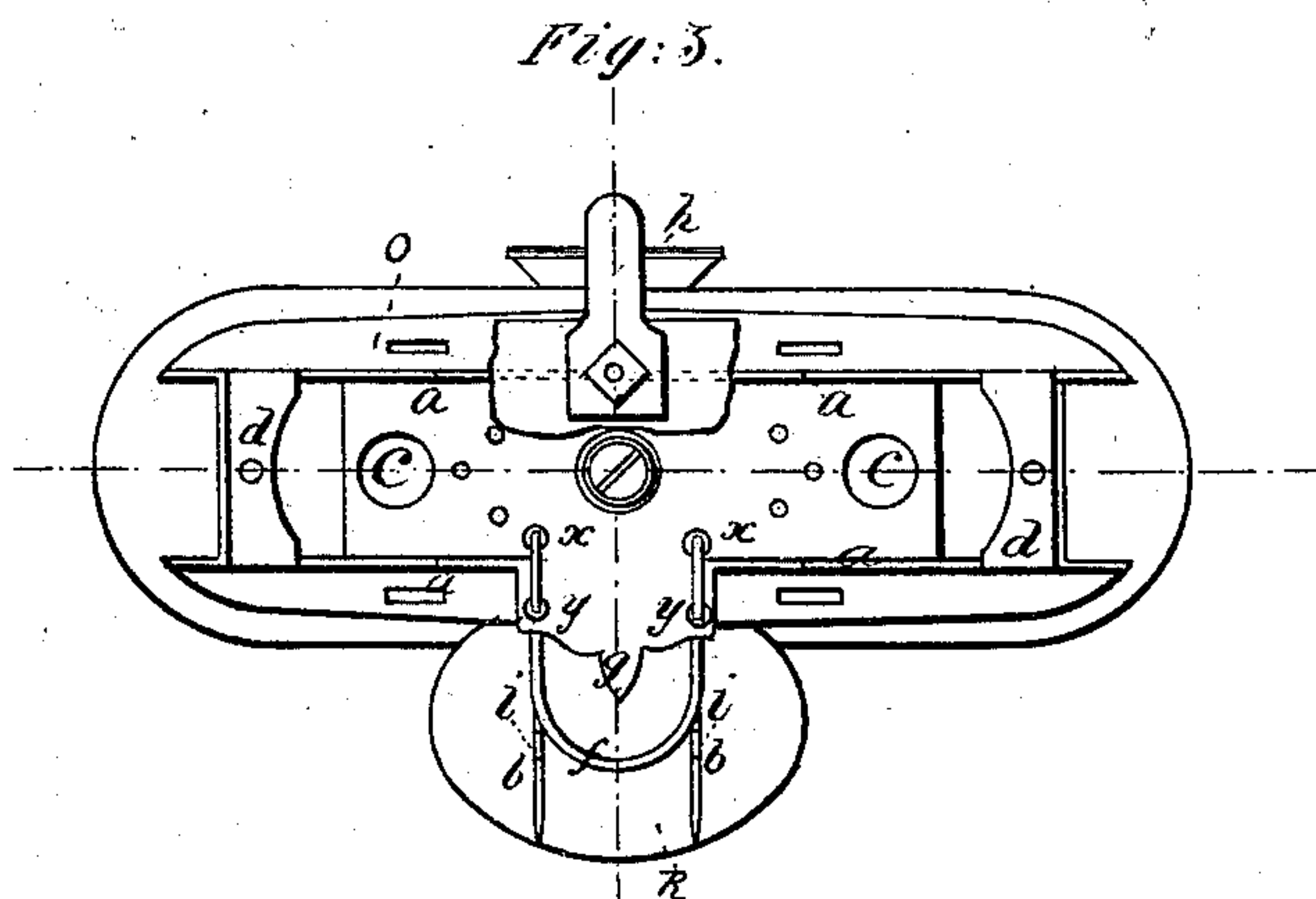
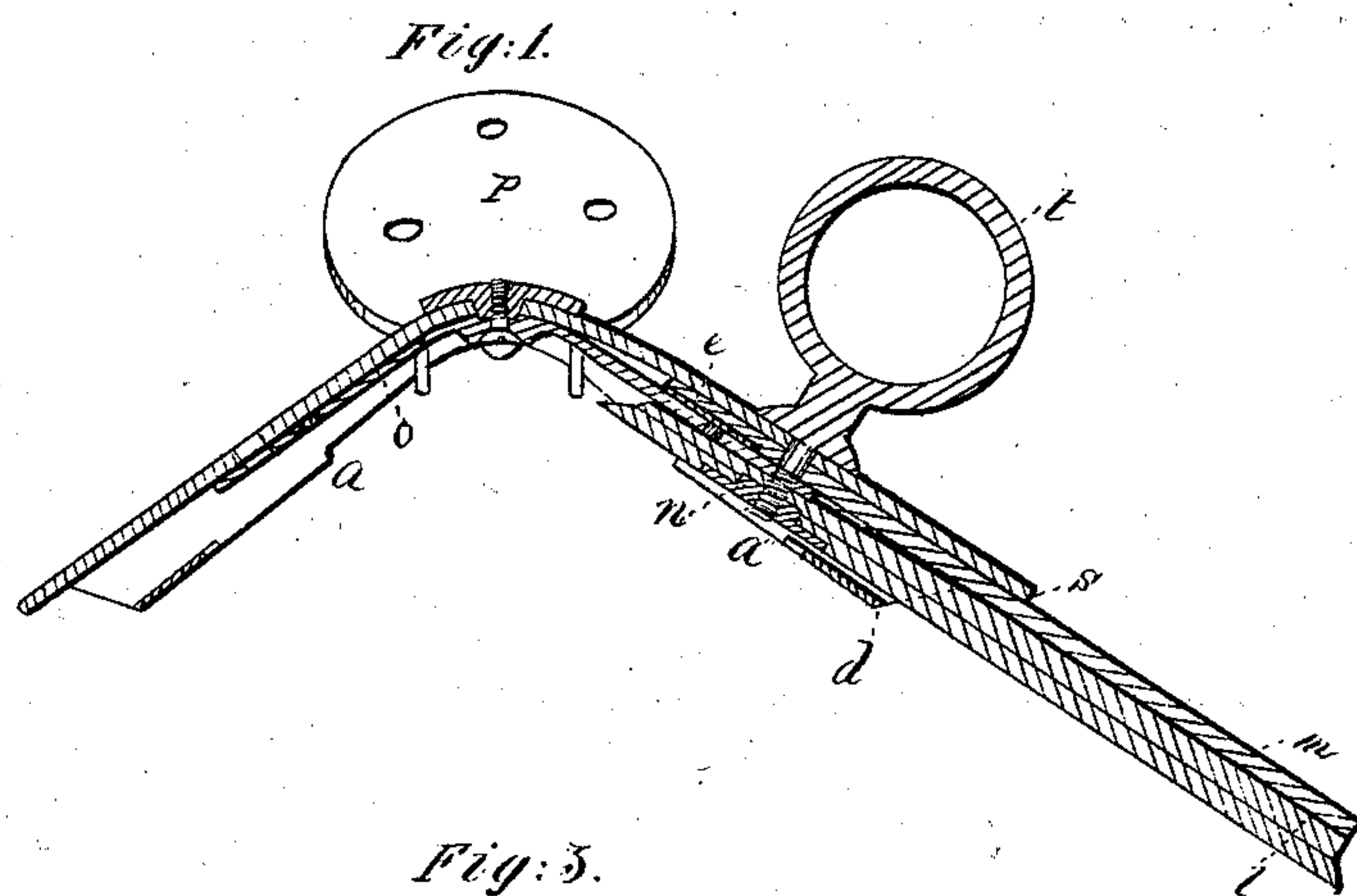


J. MACLURE.
Harness-Saddles.

No. 149,873.

Patented April 21, 1874.



Witnesses.

Oliver Drake
David Collins

Inventor.

John MacLure
By Drake & Co. his att.

UNITED STATES PATENT OFFICE.

JOHN MACLURE, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN HARNESS-SADDLES.

Specification forming part of Letters Patent No. 149,873, dated April 21, 1874; application filed February 11, 1873.

To all whom it may concern:

Be it known that I, JOHN MACLURE, of Newark, in the county of Essex and State of New Jersey, have invented certain Improvements in Saddles for Harness, of which the following is a specification:

This invention relates to a combination of devices forming a saddle-tree, or frame of a saddle, which devices, and the manner of their combination, are hereinafter fully described and explained.

The object of this invention is to provide a saddle-tree which will enable a workman to make a harness-saddle more durable in structure and more readily capable of being repaired than those heretofore made, and at the same time of a more uniform and handsome appearance.

Heretofore the usual mode of making a saddle has been to secure the backbands upon the outer surface of the saddle-tree. This method of construction renders necessary the use of much stuffing or padding on the under side of the tree-plate, in order that the saddle may fit the back of a horse.

In this invention the saddle is built, and the backbands are secured, on the under side of the tree-plate instead of on the upper side thereof. This method of construction requires the use of less padding in the saddle, and less skill on the part of the workman to make a "good job," and it leaves the upper side of the tree-plate smooth and uniform in appearance.

In the drawing forming part of this specification, Figure 1 is a transverse section of a saddle in which my improvements are combined, showing on one side the skirt *s*, the flap *m*, the tree-plate *O*, and the backband *l*. Fig. 2 is a longitudinal section through the center of the saddle. Fig. 3 is a plan of the tree-plate inverted.

In these figures, *a a* are ribs on the under side of the tree-plate. *b b* are ribs on the under side of the cantel. *c* is a hole in the tree-plate for the reception of the shank of the terret. *d* is a plate or web joining the ribs *a a* at or near their extremities, in the manner clearly shown in the drawing. *e* is a thin metal plate riveted to the flap across the slot in its end. *f* is a crupper-loop, made of wrought-iron wire, passing through two holes in the rear central

margin of the tree-plate, and secured thereto by its curved ends fitting into two other holes near those above mentioned in the tree-plate, in the manner clearly shown in Figs. 2 and 3. *g* is a hook or projecting point formed on the rear part of the tree-plate, to which the facing of the padding is fastened when finishing the saddle. *h* is a shield on the front end of the seat-plate; one of its objects is to protect that part of the saddle from the wear and tear occasioned by the continued friction of the check-rein; another of its objects will be hereinafter explained. *i i* are rivets formed on ribs *b b*. *l* is the backband. In the drawing it is shown as formed of two thicknesses of leather, but any desired number of thicknesses can be used. *m* is the flap. *n* is a nut or terret-socket, secured in the backband by either rivets or screws. This nut receives the threaded shank of the terret. *O* is the tree-plate. *P* is the cantel or back of the seat-plate. *R* is a plate forming the back lining of the cantel. It is secured by the rivets *i i* to the ribs *b b* on the under side of the cantel. *s* is the skirt. *t* is the terret. *x x y y* are holes in and near the rear central margin of the tree-plate for the reception and retention of the wire crupper-loop *f*.

The advantages accompanying the use of these devices, the methods of shaping them and employing them in combination, and their functions, are substantially as follows:

The tree-plate *O* is smooth on its upper surface, so that the flap may present a smooth and handsome appearance. The ribs *a a* on the under side of the tree-plate form a groove between them about three-eighths of an inch deep at the end of the tree-plate, and of a little less depth near the center of the tree-plate, following the taper of the ribs in that direction. This groove is wide enough to retain the backband, which passes between the ribs and over the cross-plate *d* which unites the ribs, in the manner shown in Figs. 1 and 3. The nut or terret-socket *n* is secured, in the manner hereinbefore mentioned, to the backband, and at such a point therein that, when the backband is in its place, the nut will be opposite to the hole *c* in the tree-plate, so that the threaded shank of the terret may pass through it and unite the skirt-flap, tree-plate, and backband

all together. Should either a terret or back-band, or both, be broken, either or both can be removed by simply unscrewing the terret, and new ones can at any time be inserted without disfiguring the saddle or removing any other of its parts. The flap *m* should be cut so as to fit neatly upon the upper side of the tree-plate, and of a width suitable thereto. This flap has a slot in its end through which the shank of the terret passes. In the end of this slot, opposite to the end crossed by the metal strip *e*, a tongue is cut in the flap. This tongue serves to fill up any inequalities in the thicknesses of the materials used in the making of the saddle, where they join outwardly from and near to the shank of the terret.

It is frequently desirable in the manufacture of a cheap class of harness to work up "odds and ends" of stock in the saddles. In such cases the saddle is made in two parts, jointed in the center, and bent up at one end above the check-hook. A joint so formed is always an "eye-sore." In order to remedy this defect, and also for the purpose hereinbefore mentioned, I have devised the shield *h* formed on the front end of the seat-plate, which effectually accomplishes the objects desired, being at the same time both useful and ornamental. The advantage of constructing the crupper-loop *f* detached from the tree-plate, instead of being cast on as part of the tree-plate, is that it is not so liable to be broken, and it may

also be removed when desired and covered with leather stitched on by a machine. If the loop be cast on the tree-plate the leather can only be stitched on by hand.

As my invention, I claim—

1. The tree-plate *O*, having its upper surface flush, and provided upon its under side with ribs *a a*, tapering in but one direction and united at the under edges of their lower and wider extremities by a cross-plate, *d*, in the manner substantially as described, for the purposes set forth.

2. The tree-plate *O* having its central rear margin perforated with holes *x y*, whereby it is adapted to receive the curved ends of the wire crupper-loop *f*, in the manner substantially as described and set forth.

3. The seat-plate *P h*, having a shield, *h*, formed on the front end thereof, in the manner substantially as described, whereby the saddle is given a neater finish, and is at the same time protected from the wear of the check-rein, substantially as set forth.

4. The ribs *b b*, provided with rivets *i i* on the under side of cantel *P*, whereby the plate or back lining *R* is secured to the cantel, in the manner substantially as described and set forth.

JOHN MACLURE.

Witnesses:

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DAVID COLLINS.