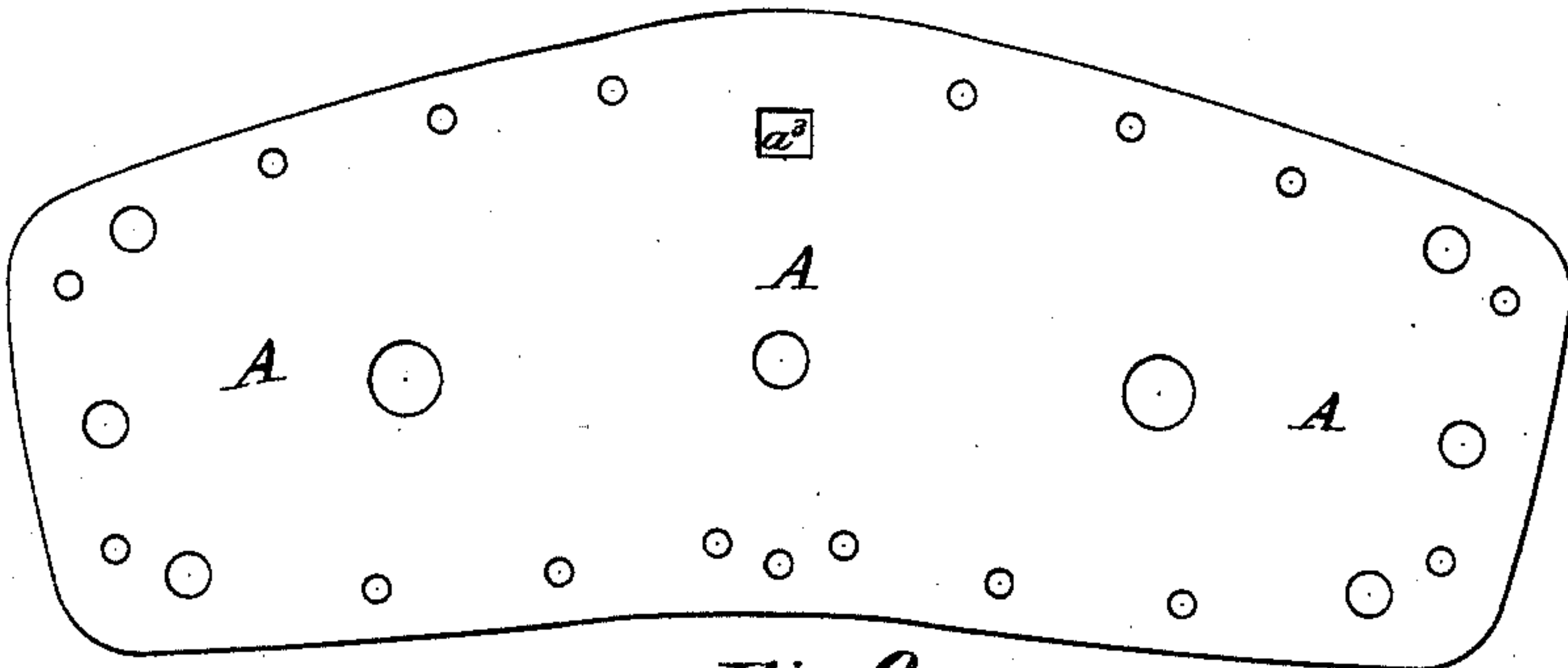


J. W. SCHWANER.  
HARNESS-SADDLE.

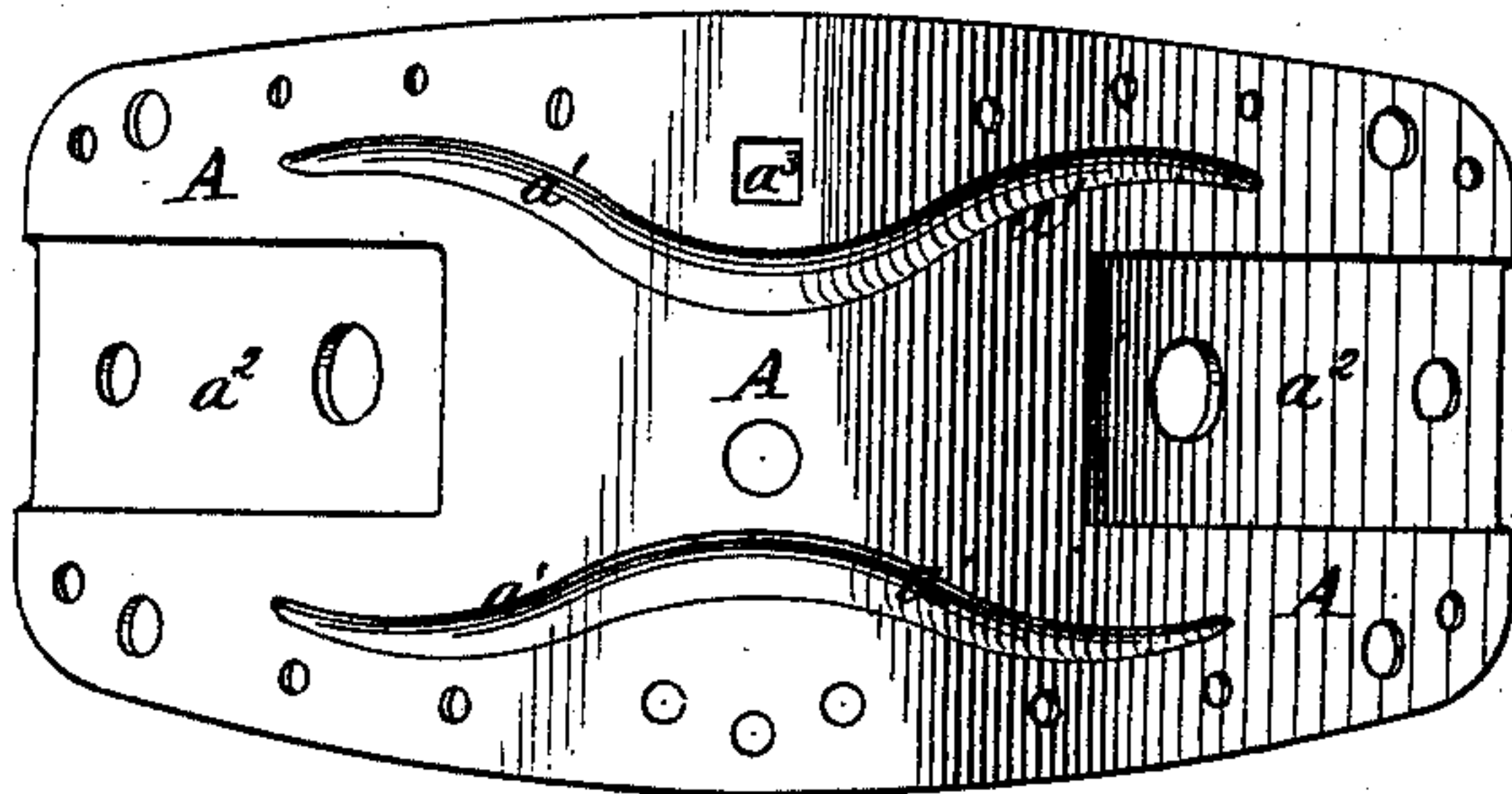
No. 170,774.

Patented Dec. 7, 1875.

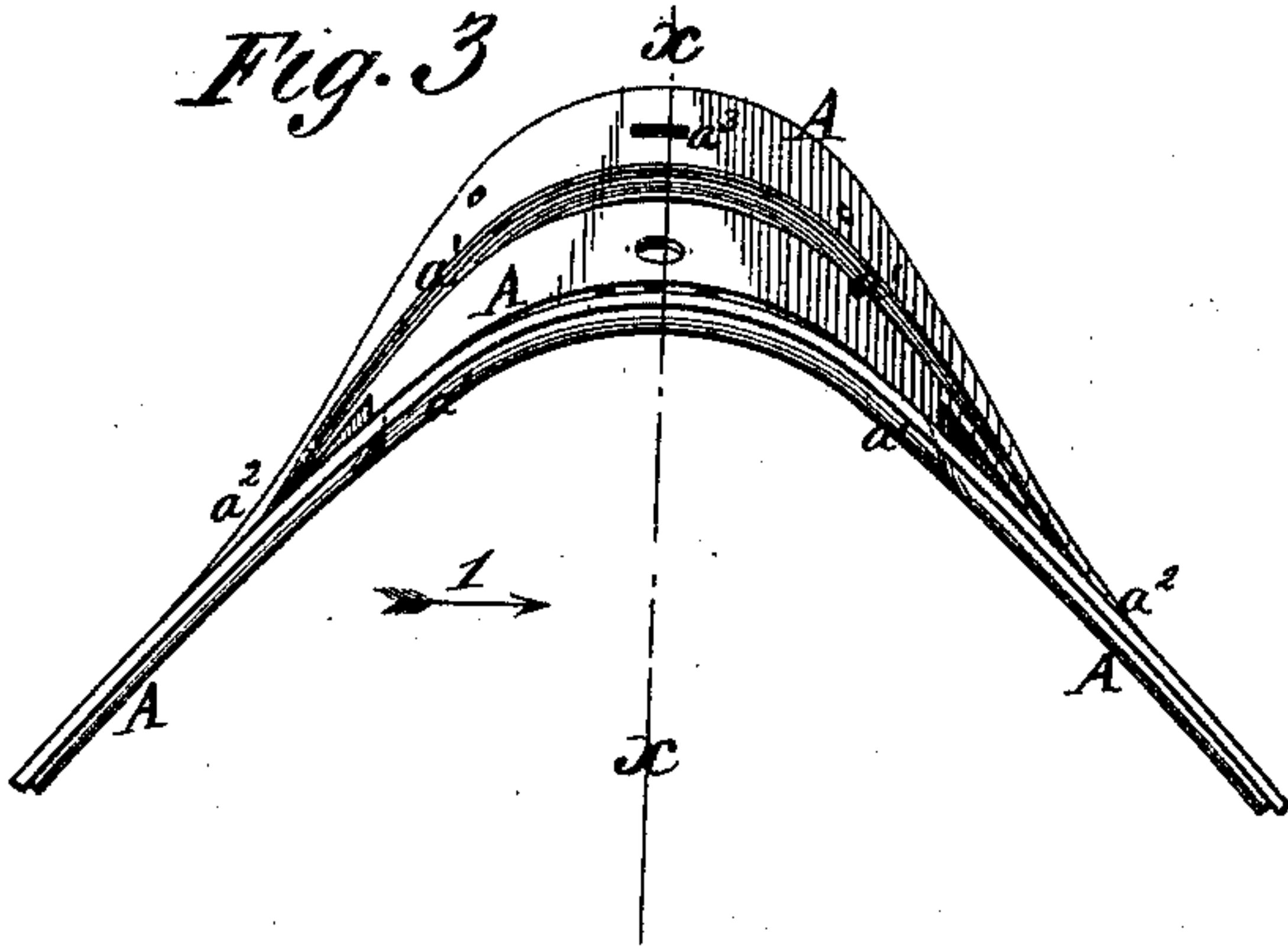
*Fig. 1*



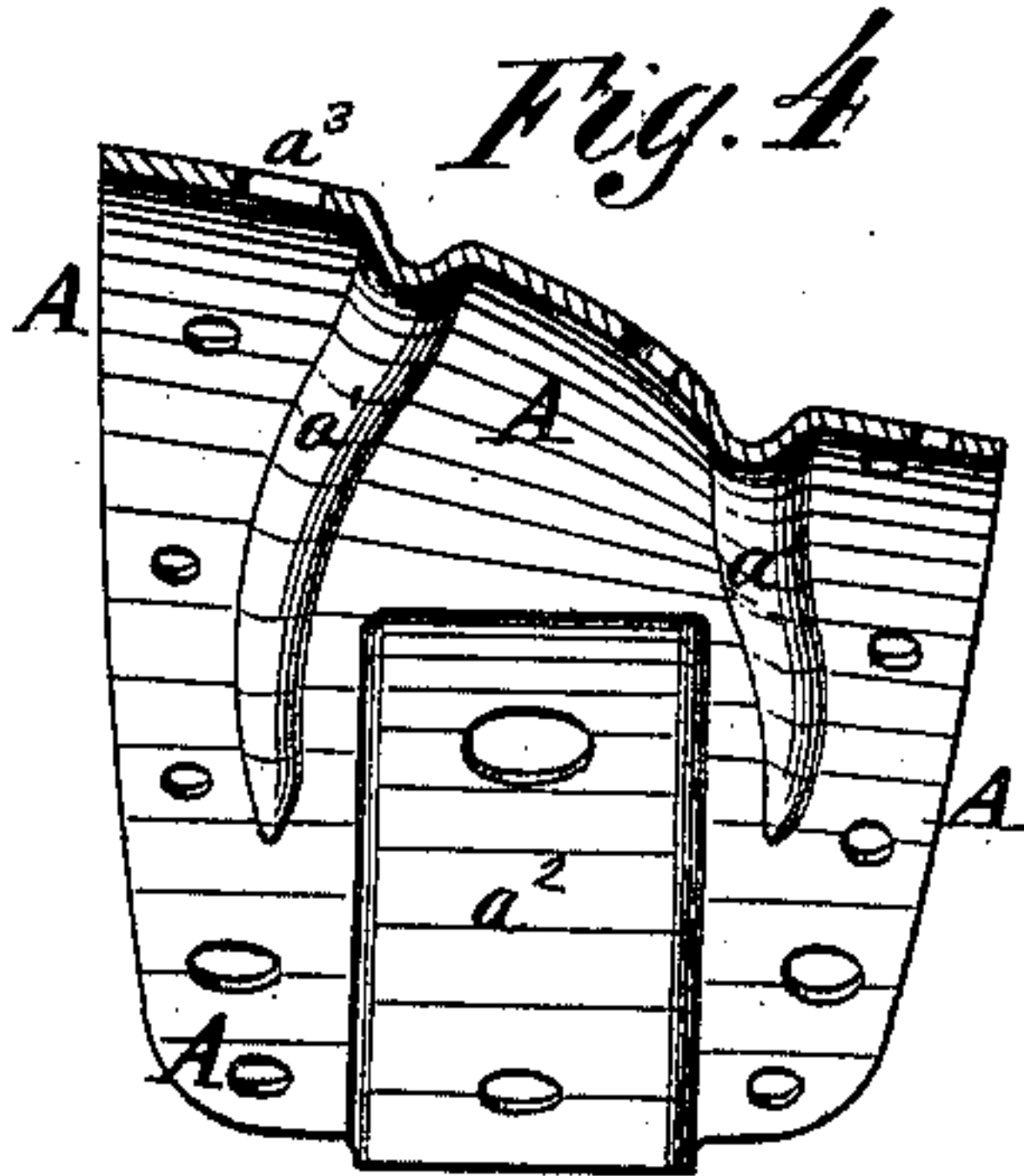
*Fig. 2*



*Fig. 3*



*Fig. 4*



WITNESSES:

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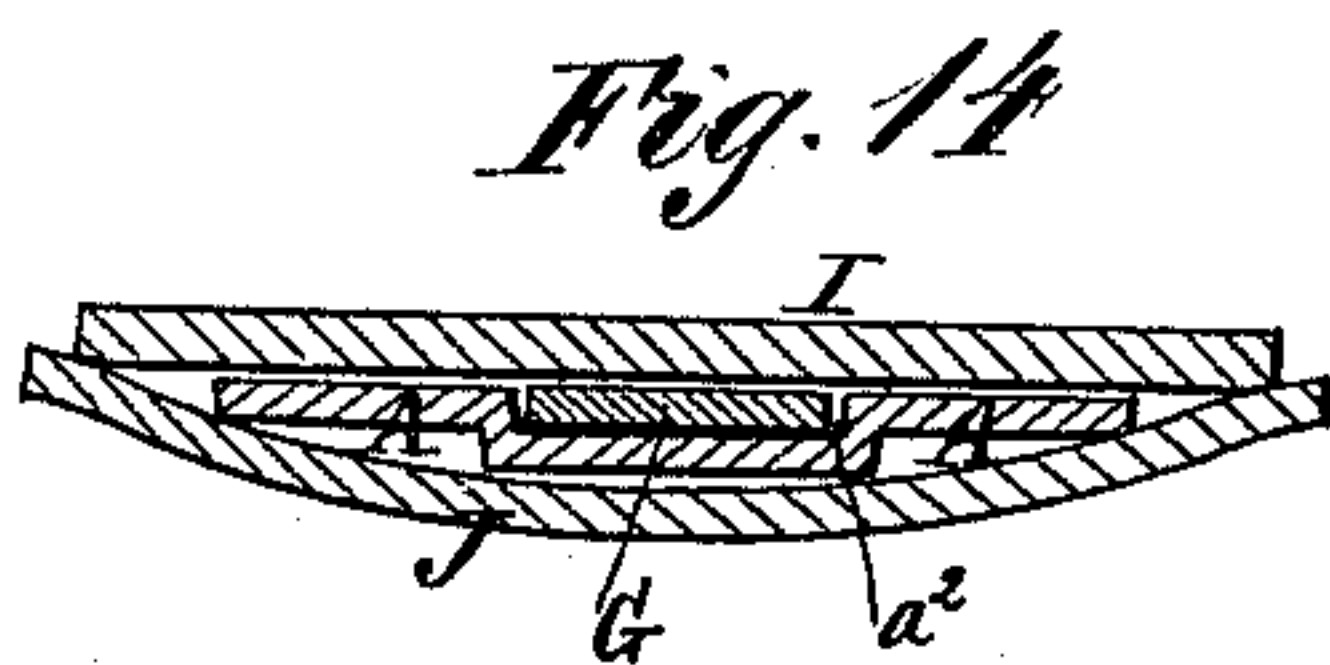
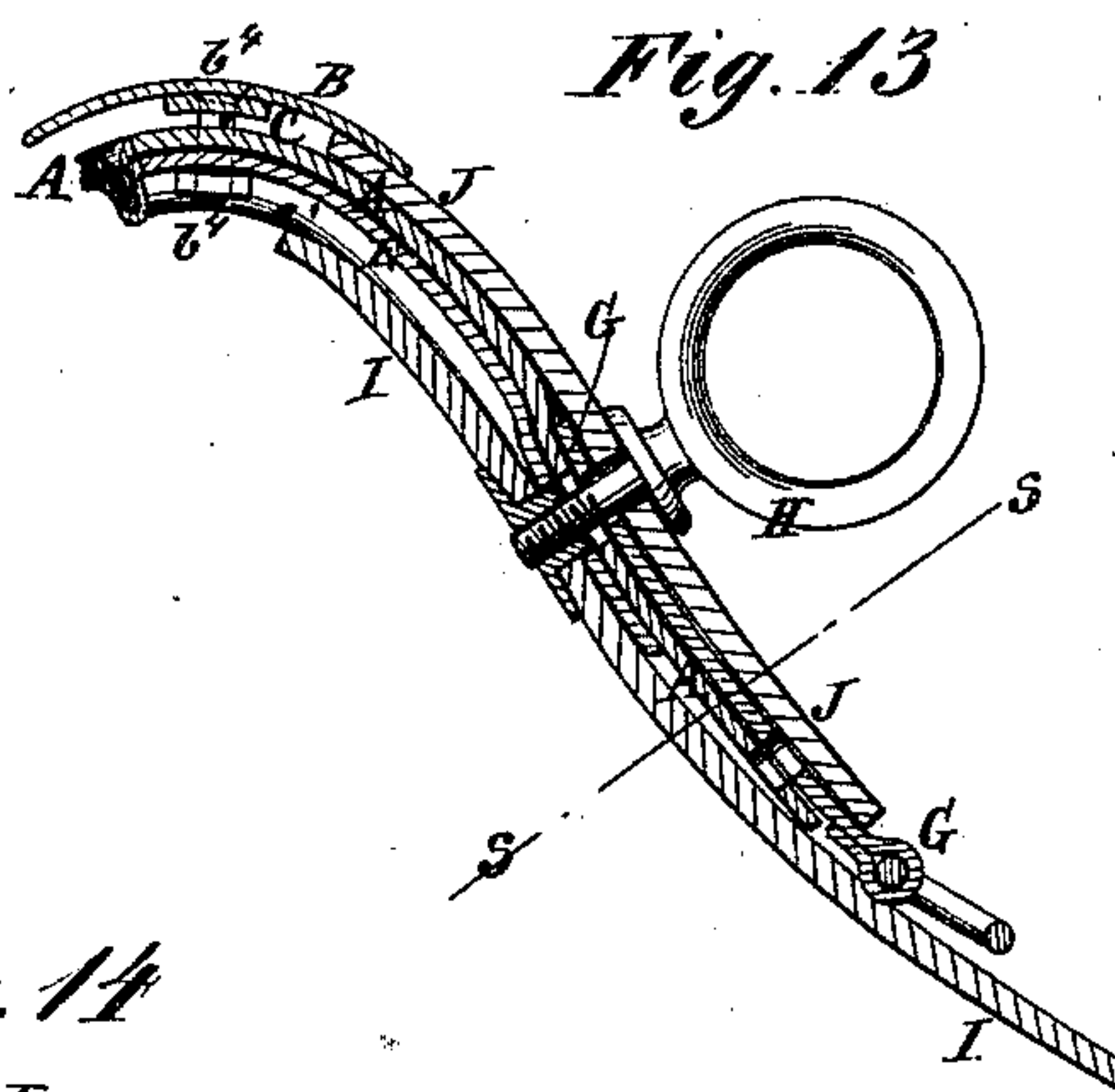
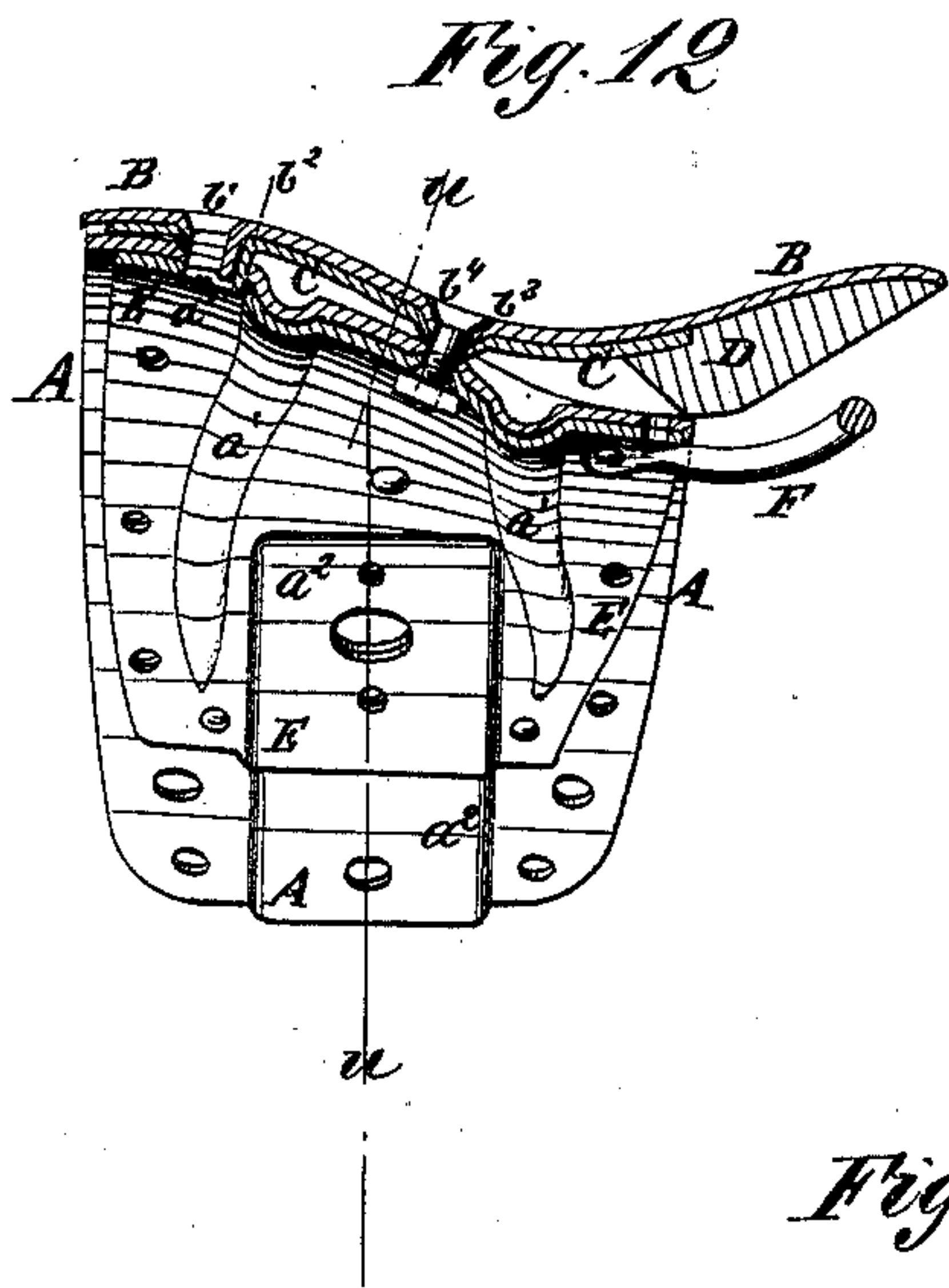
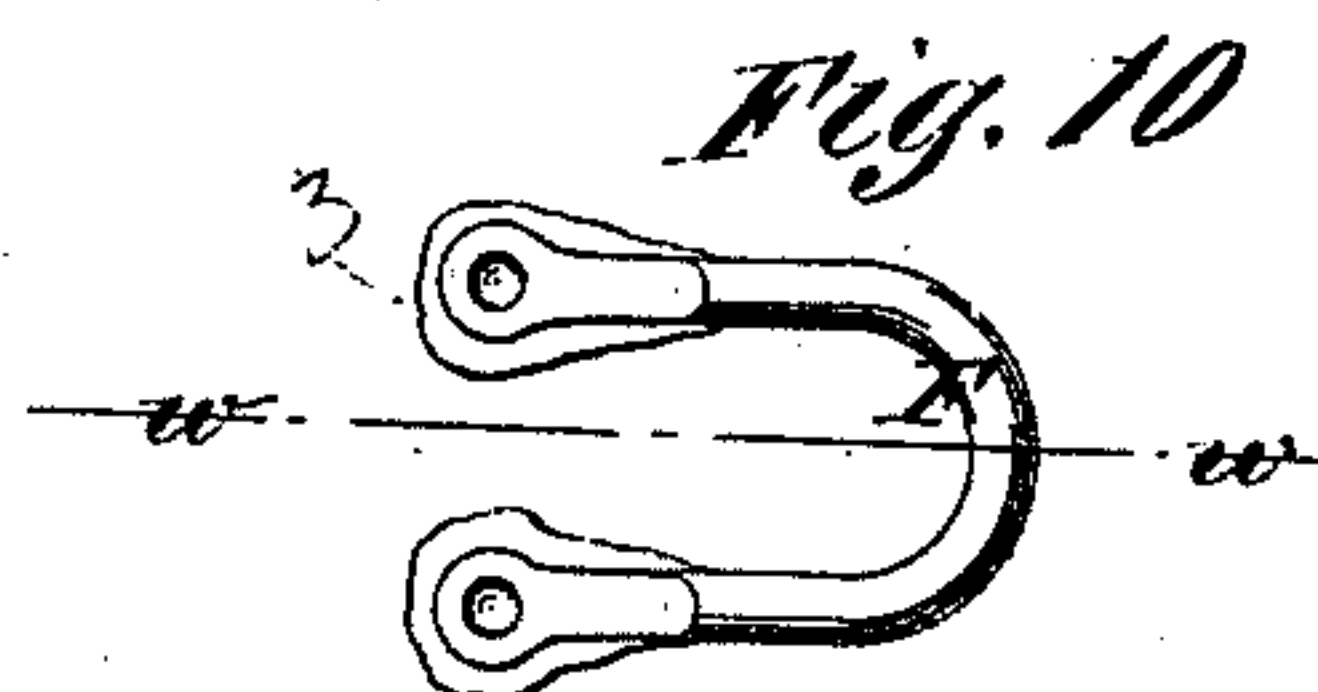
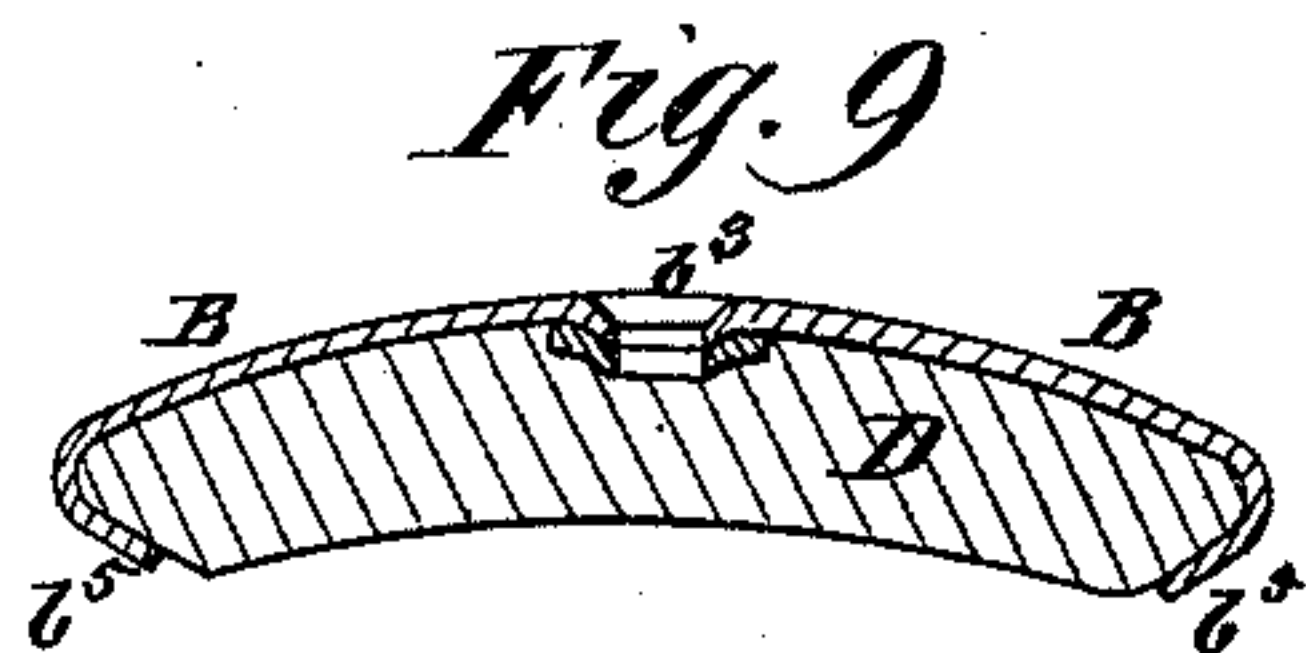
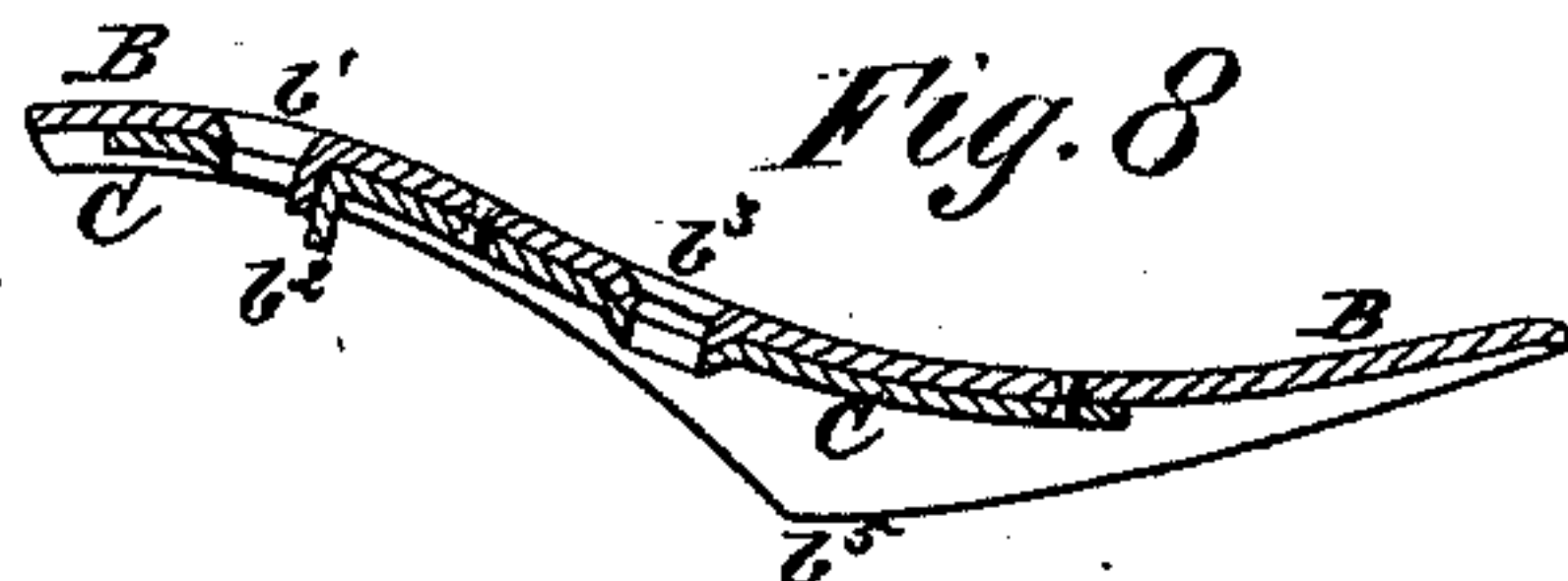
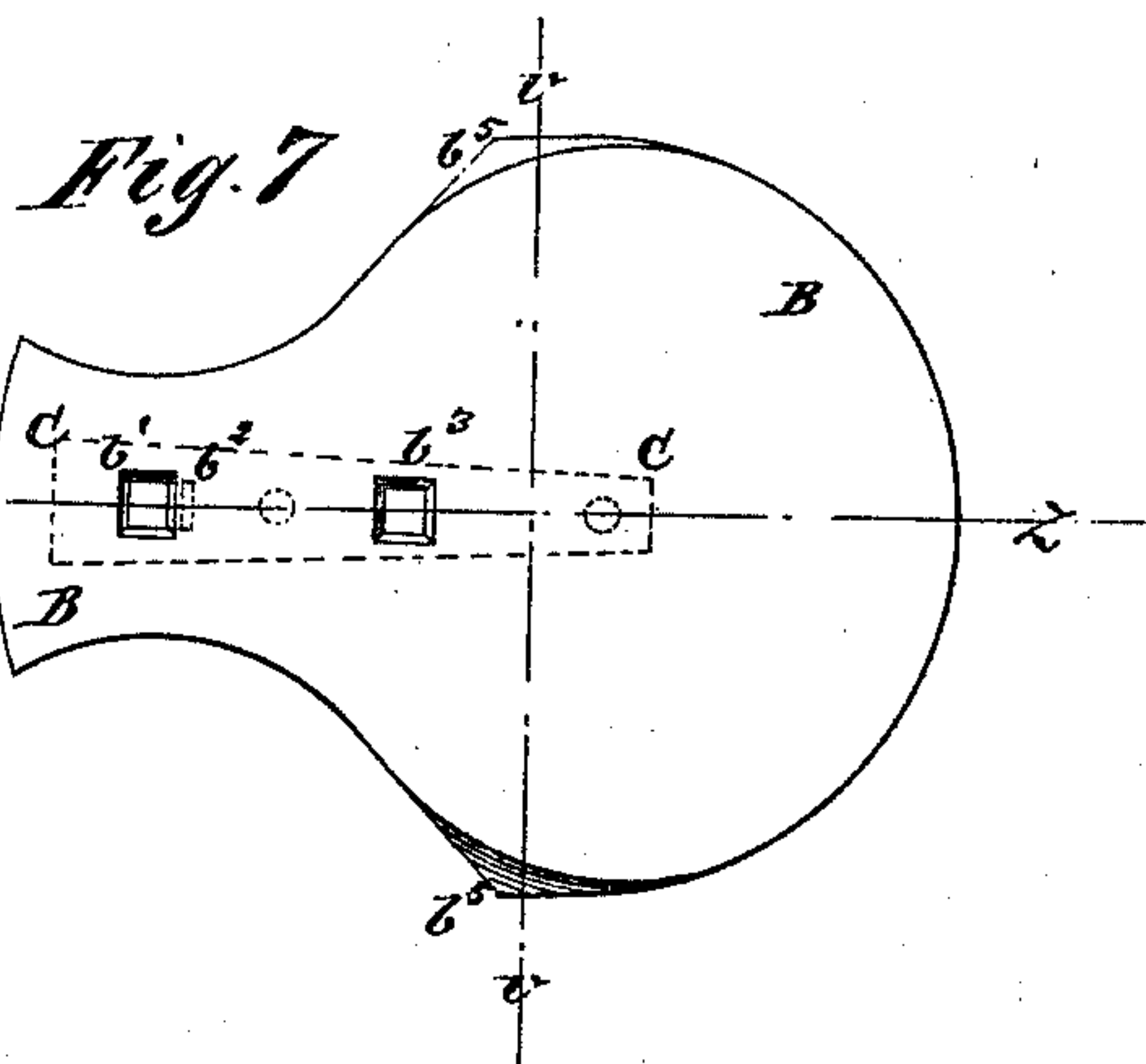
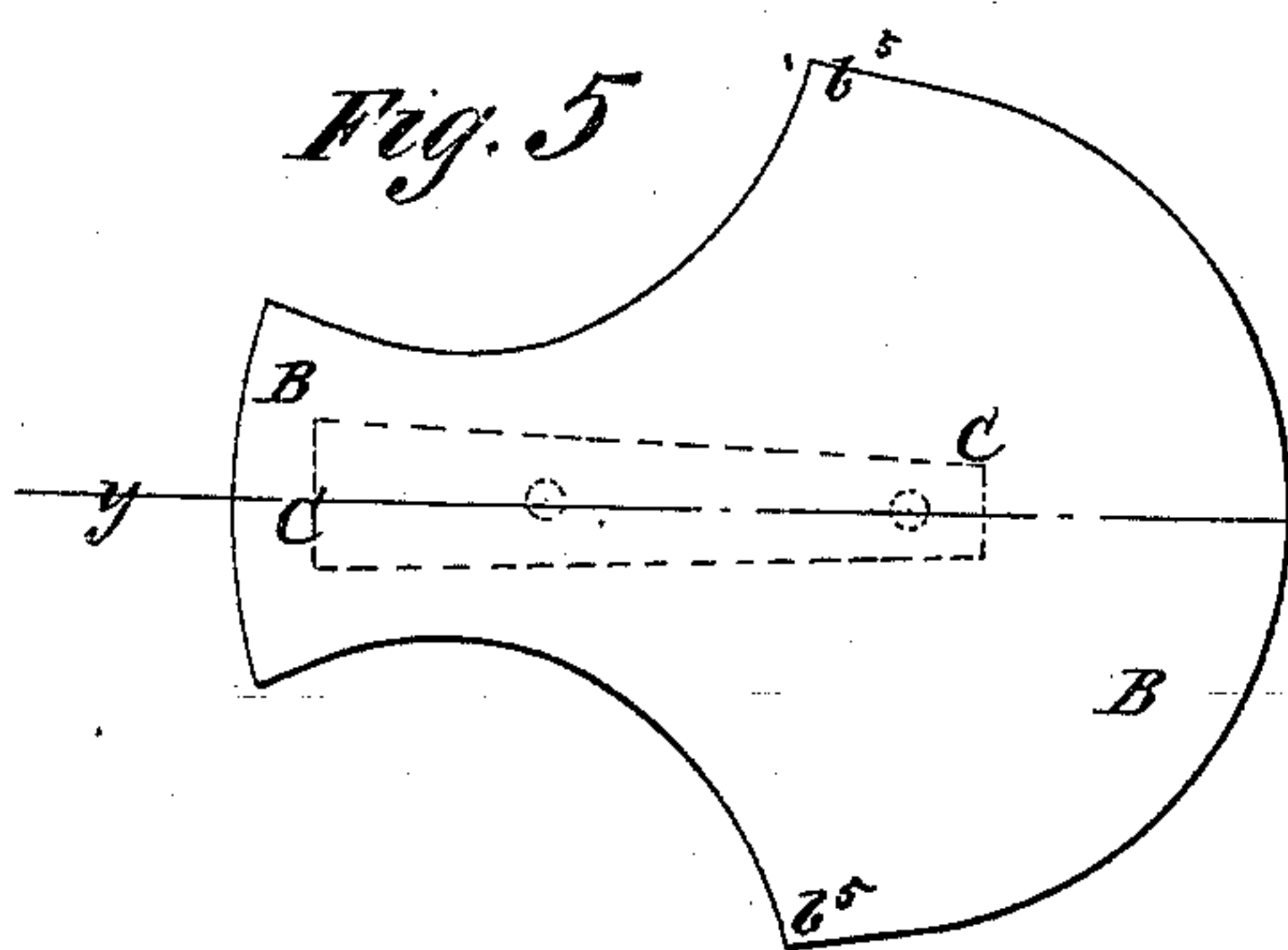
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HARNESS-SADDLE.

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# UNITED STATES PATENT OFFICE

JOHN W. SCHWANER, OF NEW YORK, N. Y.

## IMPROVEMENT IN HARNESS-SADDLES.

Specification forming part of Letters Patent No. **170,774**, dated December 7, 1875; application filed October 23, 1875.

*To all whom it may concern:*

Be it known that I, JOHN W. SCHWANER, of the city, county, and State of New York, have invented a new and useful Improvement in Wrought-Iron Harness-Saddles, of which the following is a specification:

Figure 1, Sheet 1, is a top view of the bed-plate blank after being cut out and punched. Fig. 2, Sheet 1, is a top view of the same after being struck up into proper shape. Fig. 3, Sheet 1, is a rear view of the bed-plate. Fig. 4, Sheet 1, is a section of the bed-plate, taken through the line *x x*, Fig. 3, and looking in the direction indicated by arrow 1. Fig. 5, Sheet 2, is a top view of the seat-blank, showing the rib in dotted lines. Fig. 6, Sheet 2, is a longitudinal section of the seat-blank, taken through the line *y y*, Fig. 5. Fig. 7, Sheet 2, is a top view of the seat-plate struck up into proper form. Fig. 8, Sheet 2, is a longitudinal section of the seat, taken through the line *z z*, Fig. 7. Fig. 9, Sheet 2, is a cross-section of the plate, taken through the line *v v*, Fig. 7, and showing the wooden block applied to it. Fig. 10, Sheet 2, is a view of the back-strap loop struck up into proper shape. Fig. 11, Sheet 2, is a detail section of the loop, taken through the line *w w*, Fig. 10. Fig. 12, Sheet 2, is a detail section of the bed-plate seat, back-strap loop, and lining-plate. Fig. 13, Sheet 2, is a detail section of the same, taken through the line *u u*, Fig. 12, and showing the back-band loop, the flap, the jockey, and the terret applied to it. Fig. 14, Sheet 2, is a detail section of the same, taken through the line *s s*, Fig. 13.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish wrought-iron harness-saddles, which shall be simple in construction, light, strong, and durable, not liable to accidental breakage, and capable of being adjusted to the horse's back.

The invention consists in the wrought-iron bed-plate, cut out into proper shape, struck up into proper form, and provided with the holes, the strengthening corrugations, and the recesses for the back-band loops; in the wrought-iron seat-plate cut out into proper shape, struck up into proper form, and provided with the strengthening-rib, the square

hole, and the countersunk hole, in combination with the bed-plate; in the salient angles formed upon the side edges of the seat-plate, to be bent down over the side edges of the wooden seat-block, as hereinafter fully described.

A represents the bed-plate of the saddle, which is cut out into the proper shape from a plate of wrought-iron of the proper thickness with dies, and has holes punched in it to receive the check-rein hook, terrets, bolts, nails, and rivets. The bed-plate A is then bent into the proper shape, has corrugations or grooves *a*<sup>1</sup> formed in it to strengthen it, and has recesses *a*<sup>2</sup> formed in its end parts to receive the back-band loop. The hole *a*<sup>3</sup>, for the bolt of the check-rein hook, is made square to prevent said hook from turning. The other holes may be made round. B is the seat-plate, which is cut into the proper shape from a plate of wrought-iron of the proper thickness, and has a square hole, *b*<sup>1</sup>, formed in its forward part to receive the square bolt of the check-rein hook. The punch that forms the hole *b*<sup>1</sup> is so formed as to leave a burr or lip, *b*<sup>2</sup>, upon the inner side of the plate B, to enter the square hole *a*<sup>3</sup> in the bed-plate A, and assists in keeping the seat in place upon the bed-plate A. The rear hole *b*<sup>3</sup> in the seat B is formed with a square countersink to receive the square head of the bolt *b*<sup>4</sup>. The rib C is riveted to the seat-plate B before the said seat-plate is struck up and punched. The seat-plate B is made with salient angles *b*<sup>5</sup> at the sides of its rear part, to be bent down over the side edges of the wooden block D, as shown in Figs. 7, 8, and 9.

In the case of heavy harness, the bed-plate A is strengthened with a wrought-iron lining-plate, E, similarly formed, but smaller than the said plate A, so that it may fit snugly upon the under side of said plate A.

F is the back-strap loop, which is formed of a rod of round iron, bent into U shape, and having its ends struck up flat upon one side, with eyes formed upon them, and with holes nearly through said eyes. The film of metal at the bottom of said holes is then cut out. The ends of the loop F are then secured to the rear part of the bed-plate A by rivets, as shown in Fig. 12. This construction leaves the loop F at its full strength at its eyes. G



is the back-band loop, the metal strap of which fits into the recess  $a^2$  in the end parts of the bed-plate A, where its upper part is secured by the terret H, and its lower part by a bolt. I is the flap or skirt, which is placed upon the lower side of the bed-plate A, and J is the jockey, which is placed upon the upper side of the said bed-plate A. The edges of the flap I and jockey J project beyond the edges of the bed-plate A, and are secured to each other. The flap and jockey are sewed to each other before being applied to the saddle, and are then slipped upon the end parts of the bed-plate A, where they are secured in place by the terret and bolt that secures the back-band loop G, and by nails or rivets passing through holes in the bed-plate A.

This construction gives a wider bearing upon the horse's back than can be obtained with a same-sized saddle made in the usual way. This construction also enables the saddle to be made with greater ease, with less labor, and in less time than with the usual construction, and thus greatly lessens the cost of manufacture.

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

1. The wrought-iron bed-plate A, cut out into proper shape, struck up into proper form, and provided with the holes, the strengthening corrugations  $a^1$ , and the recesses  $a^2$ , for the back-strap loops G, substantially as herein shown and described.

2. The wrought-iron seat-plate B, cut out into proper shape, struck up into proper form, and provided with the rib C, the square hole  $b^1$ , and the countersunk hole  $b^3$ , in combination with the bed-plate A, substantially as herein shown and described.

3. The salient angles  $b^5$ , formed upon the side edges of the seat-plate B, to be bent down over the side edges of the wooden seat-block D, substantially as herein shown and described.

JOHN W. SCHWANER.

Witnesses:

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T. B. MOSHER.