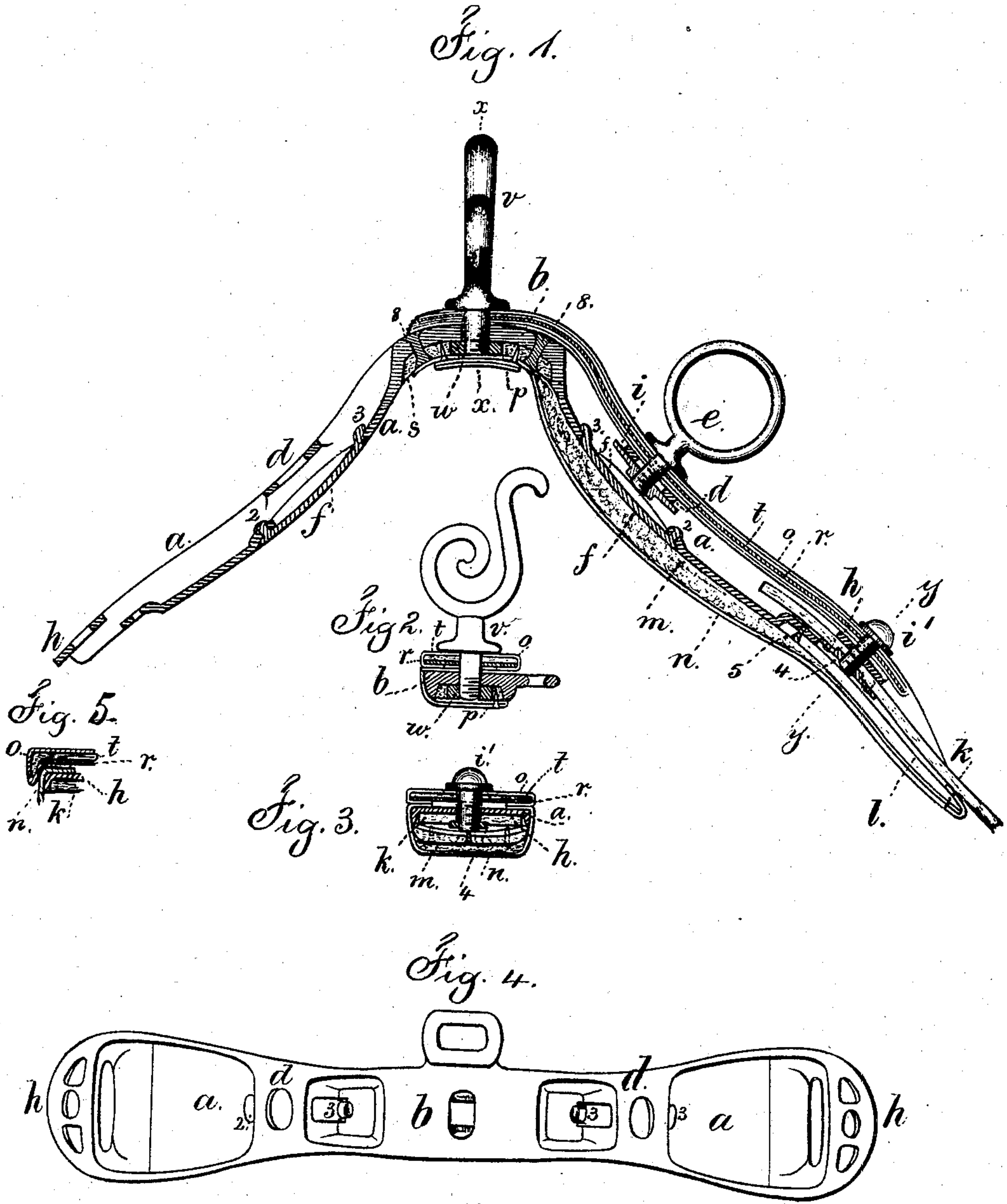


R. M. SELLECK.
HARNESS PAD.

No. 171,324.

Patented Dec. 21, 1875.



Witnesses

Charles H. Smith
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per Lemuel W. Perrell
att'y.

UNITED STATES PATENT OFFICE.

ROBERT M. SELLECK, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN HARNESS-PADS.

Specification forming part of Letters Patent No. 171,324, dated December 21, 1875; application filed May 10, 1875.

CASE A.

To all whom it may concern:

Be it known that I, ROBERT M. SELLECK, of Newark, in the county of Essex and State of New Jersey, have invented an Improvement in Coach-Harness Pads, of which the following is a specification:

The metal frame of the pad is concave, and cast with bridge-pieces, through which the shanks of the terrets pass and screw into nuts below. There are movable plates attached below these bridges, so as to fill the under side, and adapt the same to the felt or other covering on the underside of the pad. Bridge-pieces at the ends of the frame receive through them the pad-screws, that enter nuts attached to the straps that are passed in beneath these end bridges. The nut of the check-rein hook is in a recess at the apex of the frame, and it is surrounded with a leather block riveted to place, which allows for attaching the pad-covers and a piece of enameled leather, that forms a lining or cover for the nut.

In the drawing, Figure 1 is a section of the pad with one side covered. Fig. 2 is a cross-section at the line *xx*. Fig. 3 is a cross-section at the line *yy*, and Fig. 4 is a plan of the frame.

The metallic frame of the pad is made with the concave or trough-shaped side pieces *a a*, coming to the central portion or apex *b*. At *d d* there are bridges, that cross the concave side pieces, and have holes through them for the shanks of the terrets *e e*, that screw into nuts *i i* that are inserted beneath these bridges. For convenience in casting, the convex under portions of the pad-frames are open, and separate filling-plates *f* are applied at these openings, and they are secured in place by rivets, or by rivets 2 and hooked lugs 3. It is preferable to make these filling-plates of malleable cast-iron, with rivets projecting therefrom. At the outer ends of the frame are cross-bridges *h*, with openings for the pad-screws *i'* to pass into nuts 4, that are attached to the under sides of the straps *k*, that are passed in beneath these bridges, and between said bridges and the flexible end pieces *l*, that are preferably

of leather, and riveted at 5 to the frame *a*. The felt or other padding material *m* is covered by the enameled leather or similar material *n*, that is drawn together by lacing-cords above the metal frame *a*, and passing over the edges of the end pieces *l*, and secured to the surface by stitching or tacks and tufting-threads. The housing is made of enameled leather *o*, drawn over a plate of metal, *r*, with a backing of paste, leather, or straw board, *t*, or similar material, and the edges of the leather are held together by lacing or sewing. The surface of this leather is embossed, in imitation of stitching. The terrets *e*, check-rein hook *v*, and pad-screws *i'* hold this housing in position. There is a recess in the under side of the metal pad-frame at the apex *b*, in which the nut *w* of the check-rein hook is received, and around this is a piece of leather, *s*, secured by rivets 8. This fills the frame out even with the nut, and also furnishes a means for attaching the end of the covering *n* at this place. There is a lap or cover piece, *p*, that is passed at one end in between the housing and frame, and secured by the check-rein hook, and the other end of this lap is brought around beneath the nut, and covers the same, and the end is secured by tacks to the leather *s*. The edges of the pasteboard *t* may be bent at right angles, as shown in Fig. 5, so as to form flanges, that extend down and cover the joint between the housing and the pad-covering *n*. The leather *o* covers these flanges, and its edges may be cemented or pasted to the rear of said flanges and to the under side of the housing. The edges of the covering of said flanges may be embossed, in imitation of stitching.

I claim as my invention—

1. The concave frame *a*, containing the bridges *d* and filling-plates *f*, substantially as set forth.

2. The bridges *h*, at the ends of the frame *a*, in combination with the yielding end pieces *l*, attached beneath the metal frame, and the screws *i'*, and nuts 4, substantially as set forth.

3. The metal frame *a*, having a recess for

the nut *w* of the check-rein hook *v*, in combination with the leather filling *s* for said recess, and the lap *p*, covering said nut and filling-piece, and secured, as set forth.

4. The housing for the harness-pad made of leather stiffened by a metal plate, over the edges of which the leather is drawn, and between which plate and the leather is a layer

of card-board or similar material, substantially as set forth.

Signed by me this 6th day of May, A. D. 1875.

ROBERT M. SELLECK.

Witnesses:

HAROLD SERRELL,
GEO. T. PINCKNEY.