

E. R. CAHOONE.
Harness-Saddles.

No. 224,871.

Patented Feb. 24, 1880.

Fig 1.

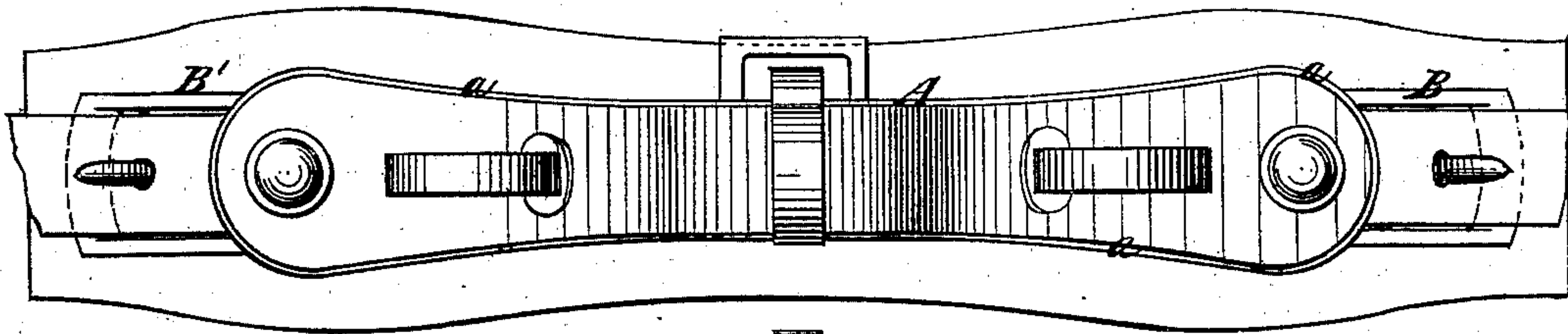


Fig 2.

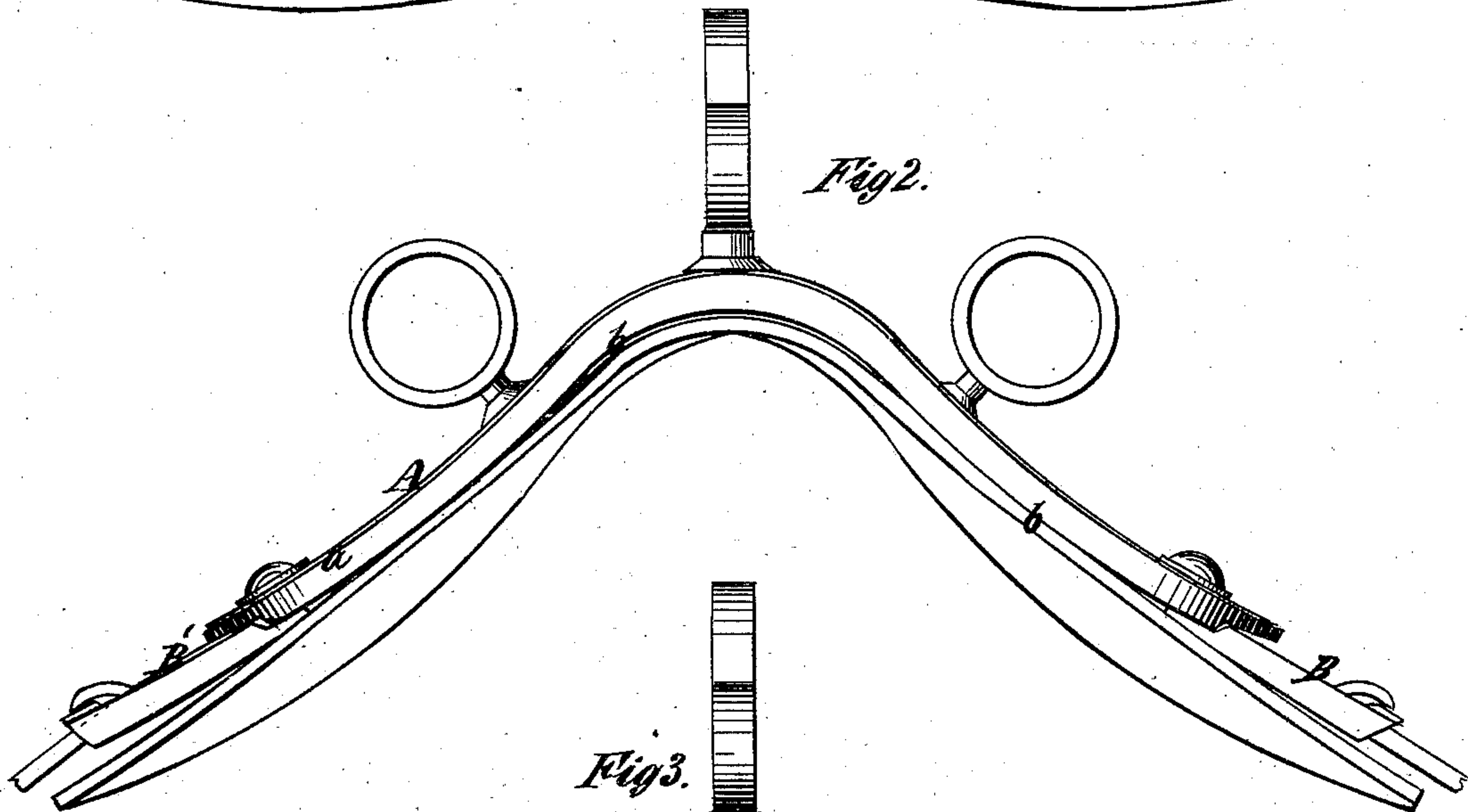
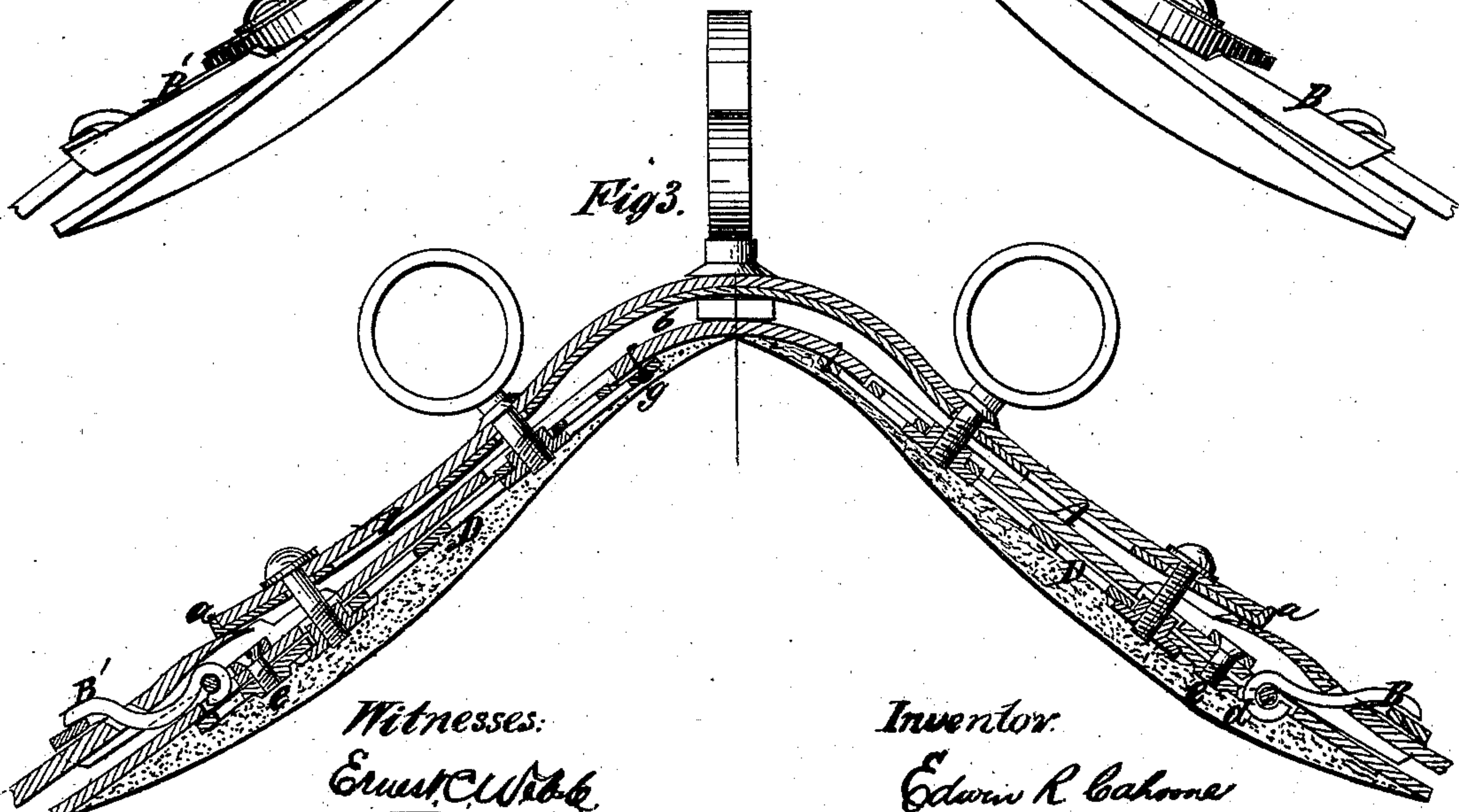


Fig 3.



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Fig 4.

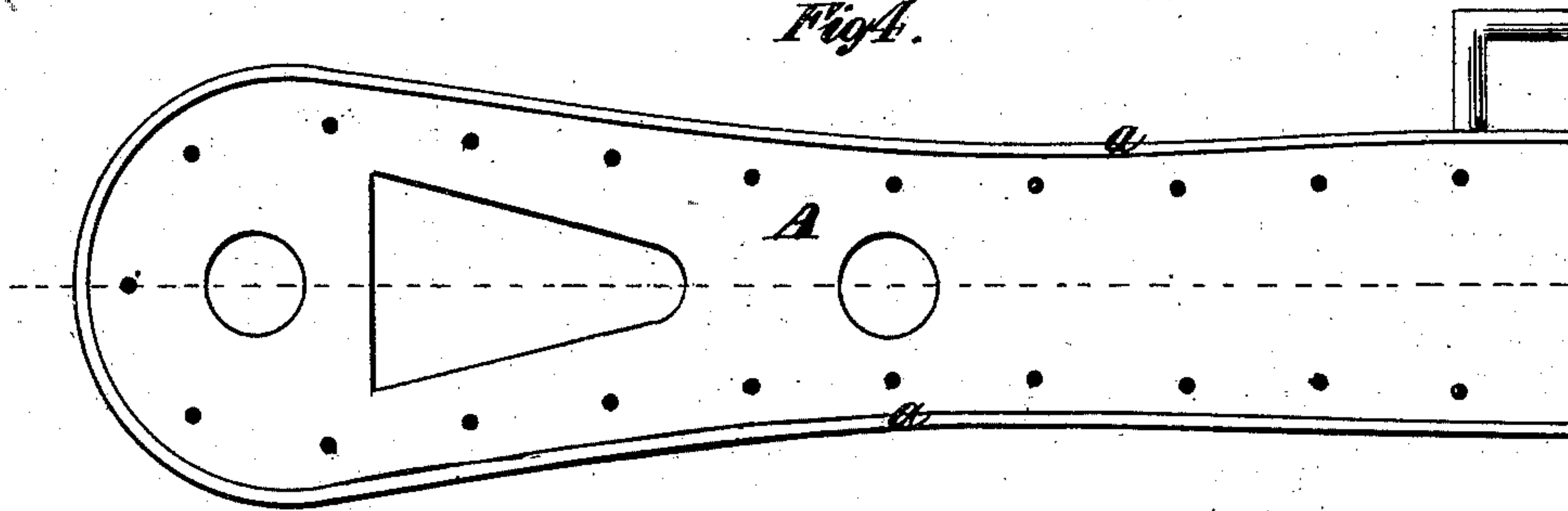


Fig 5.

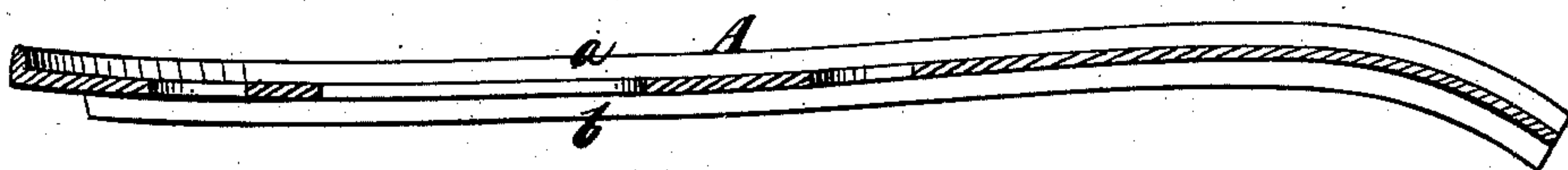


Fig 6.

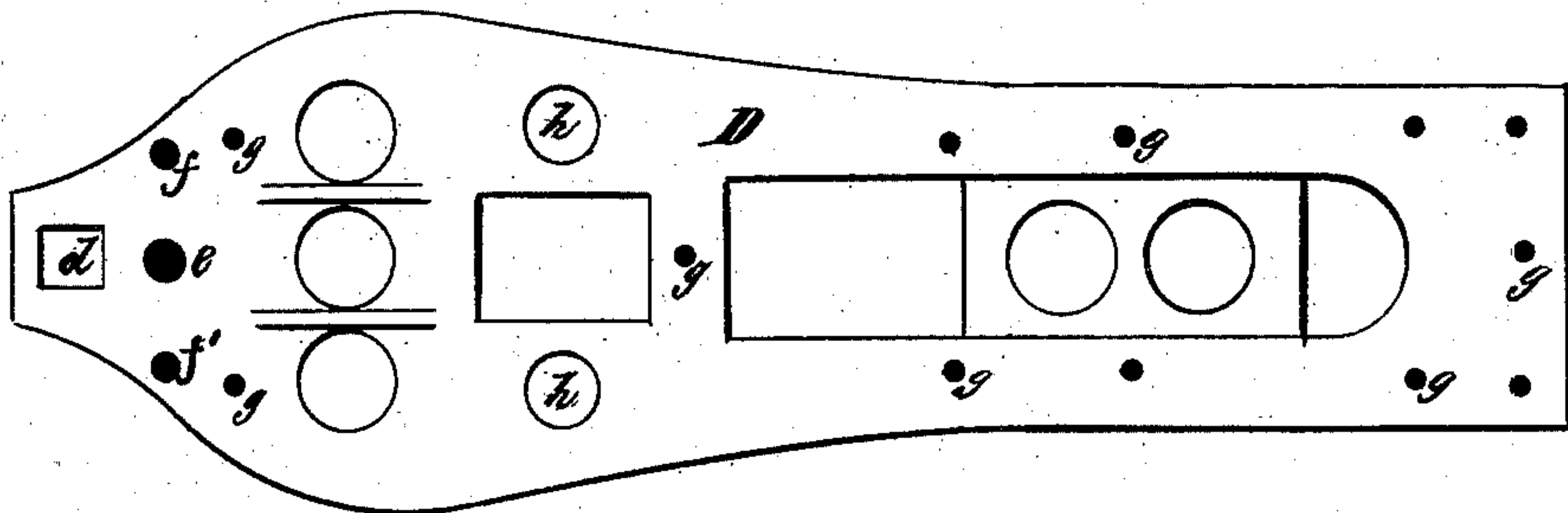


Fig 7.

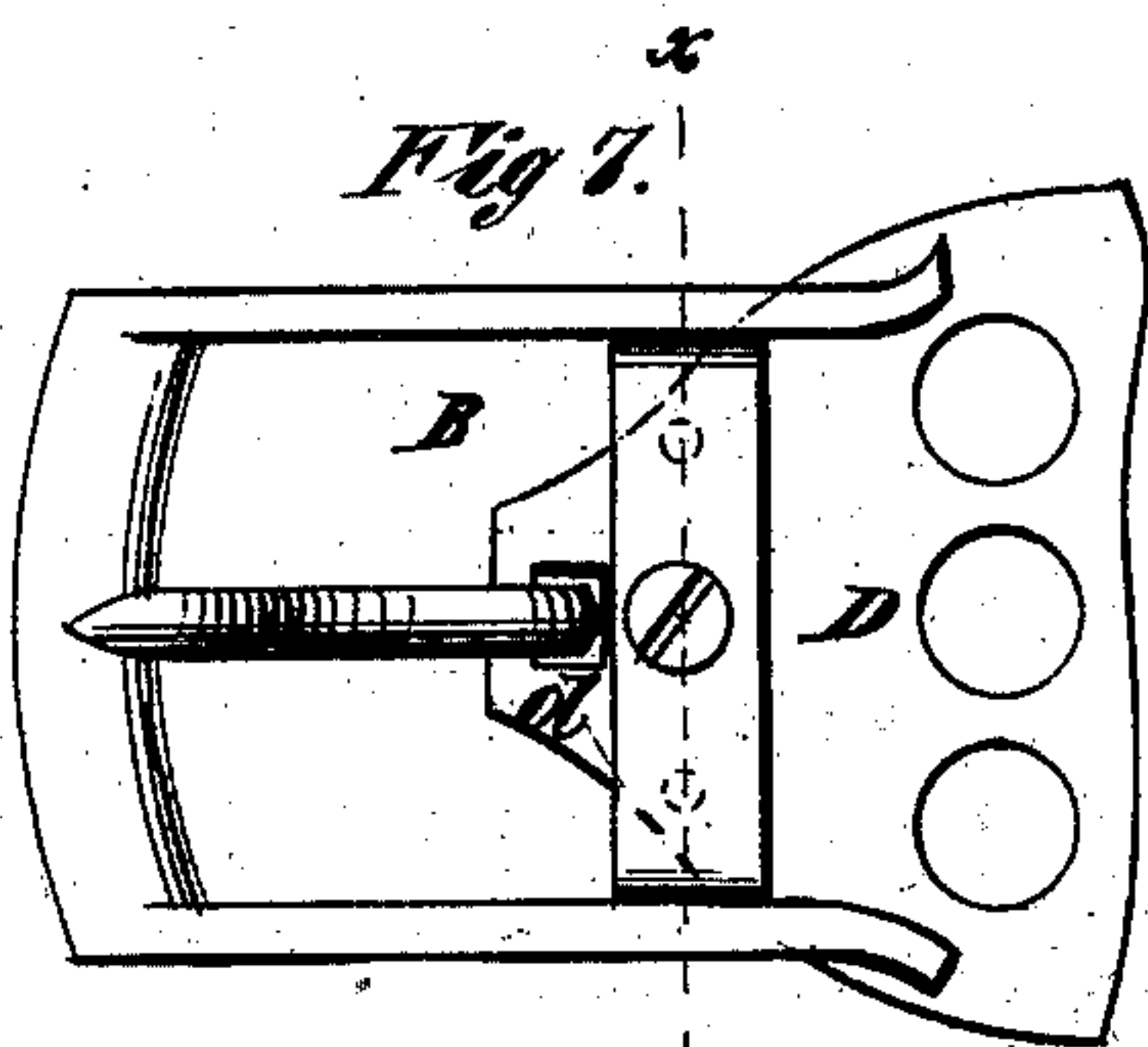


Fig 9.

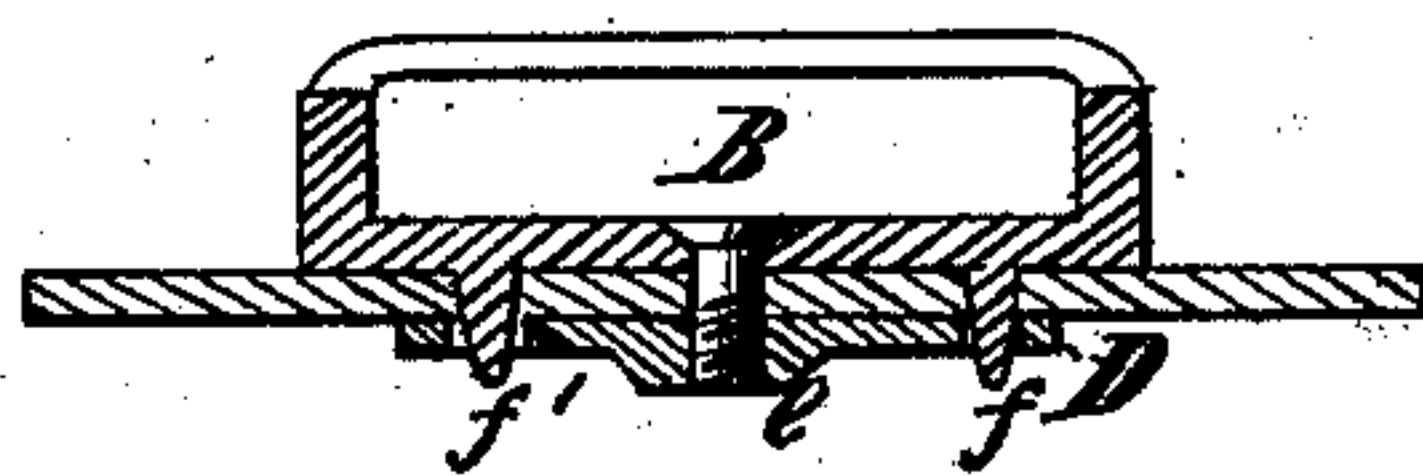
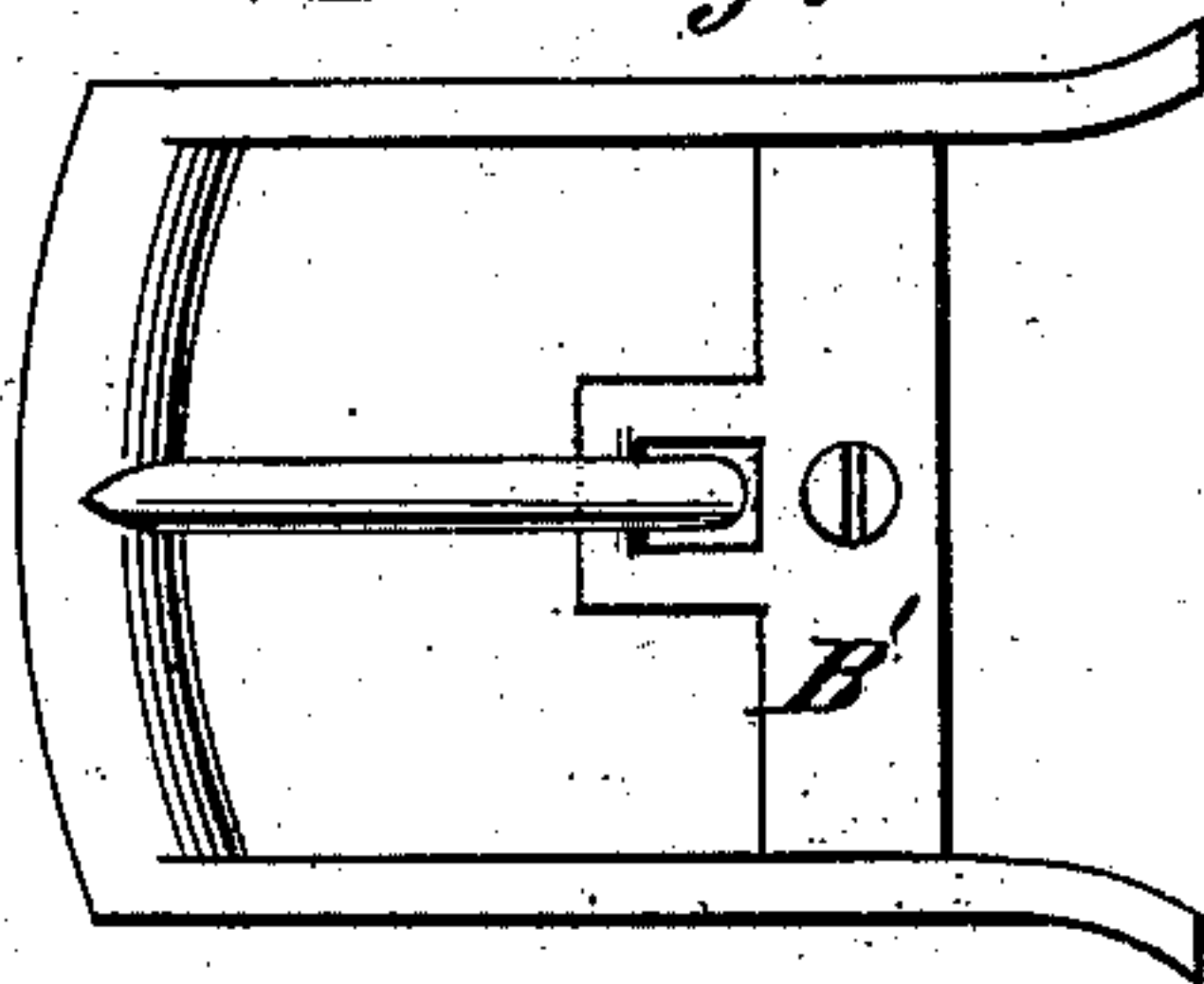


Fig 8.



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UNITED STATES PATENT OFFICE.

EDWIN R. CAHOONE, OF NEWARK, NEW JERSEY.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 224,871, dated February 24, 1880.

Application filed September 9, 1879.

To all whom it may concern:

Be it known that I, EDWIN R. CAHOONE, of Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Harness-Saddles, of which the following specification is a description.

This invention relates to various improvements in the details of construction of coach-pads or harness-saddles, as hereinafter more fully set forth and claimed.

In the accompanying drawings, Figure 1 is a plan or top view of my improved pad or saddle, and Fig. 2 is a side view thereof. Fig. 3 is a longitudinal section through the center of the pad or saddle, showing the different parts in place. Fig. 4 is a plan view of one-half of the top plate, and Fig. 5 is a longitudinal section of the same. Fig. 6 is a plan view of the under side of the bottom plate, showing the square hole for receiving the tongue of the buckle, and holes for receiving the end of the screw, and the holes for receiving the projections on the cross-bar of the buckle; also the elevations or bridges, with openings for nuts, &c. Figs. 7 and 8 are detailed views of the tug-buckles; and Fig. 9 is a transverse section of one of said buckles through the line *x x*, Fig. 7.

Similar letters refer to like parts in all the figures.

The letter A designates the metal frame or top plate; *a*, the upwardly-projecting flanges, and *b* the downwardly-projecting flanges, of said frame. B and B' designate the buckles. D designates one of the bottom or under bearing-plates, which are duplicates and provided with a number of holes—the square hole *d* at the lower end to receive the tongue of buckle B, and the center hole, *e*, to receive a screw which secures the buckle B' in place, the metal of the plate D around hole *e* being bulged outwardly, so as to re-enforce the hole. On each side of the screw-hole *e* there are two small holes, *f f'*, for receiving pins or projections which extend downwardly from the flat bar of the buckle B', to add to the strength of the buckle, and for securely holding it in position in conjunction with the screw and screw-hole *e*. The small holes *g g*, &c., in the plate D are intended to receive pins or tacks for tacking the leather portions in place, and the large holes *h h*, &c., are used for tightening the same. These

buckles B B', being made separate from the frame A, also serve as end pieces for said frame. They are provided with sides which extend to and correspond with the downwardly-extending flanges *b* of the frame or top plate, A, the rounded ends of said plate being flat on the underside and lapping over the projecting ends of the buckle-sides, so that the buckles will fit in the ends of the pads as if cast in one piece therewith. These buckles, also, are curved outwardly at their bar ends, (see Figs. 7 and 8,) to keep them in place when properly adjusted. In some cases the tongue of the buckle is attached directly to the bottom plate, D, by means of the hole *d* in said plate, (see Fig. 7,) and sometimes the tongue is attached directly to the flat cross-bar of the buckle, as the kind of work requires, and in the latter case the buckle is attached to the plate D by means of a screw which passes through the cross-bar into the hole *e* in the plate D, and by pins which project from the under side of said cross-bar and fit into holes *f f'* in said plate D.

In manufacturing these pads or saddles I proceed as follows: The top-leather is cut in separate pieces, fitting together in the middle under the pad-hooks. The ends fit close under the rim, which extends around the ends of the frame or top plate, thereby making a neat, substantial finish. The housing is cut as usual; but holes should be punched to admit the bridges of the bottom plate and to give room for inserting the nuts. The proper distance must be obtained for the buckle ends, so that when they are secured in their places they will come together right. The pads or bearing parts being made, the housing must be got ready, bound, and stuffed before putting the parts together, which is subsequently done.

Under pieces similar to mine have heretofore been used; but they were not provided with bridges for receiving the terret-nuts, or the ends constructed to receive the tongue of the buckle, or holes to receive the screw and pins to fasten the pad ends and under pieces together.

Buckles on the ends of pads are not new; but those heretofore in use were made as a part of the iron bearing parts, and they could not answer the purpose for which mine are intended.

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

1. In a harness pad or saddle, the separate end pieces having projecting hook-shaped ends adapted to fit into the ends of the flanges *b* of the frame A, and thus be held in position, substantially as specified.

2. In a harness pad or saddle, the buckle B', having a cross-bar with downwardly-projecting pins, in combination with the under bearing-plate, D, having the holes *f f'*, to receive said pins for holding the buckle in place, substantially as and for the purpose described.

3. In a harness pad or saddle, the buckles B B', made separate from the frame A, and having projecting hook-shaped ends, construct-

ed to extend to and fit snugly around the projections on the ends of the flanges *b* of the frame A, so as to serve as ends for the pads, substantially as specified.

4. In a harness pad or saddle, the combination of the frame A, having the upwardly-projecting flanges *a* for receiving the top-leather, and downwardly-projecting flanges *b*, with the buckles B B' and under bearing-plates, D, having the holes *d, e, f f', g, and h*, substantially as and for the purposes herein shown and described.

EDWIN R. CAHOONE.

Witnesses:

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