

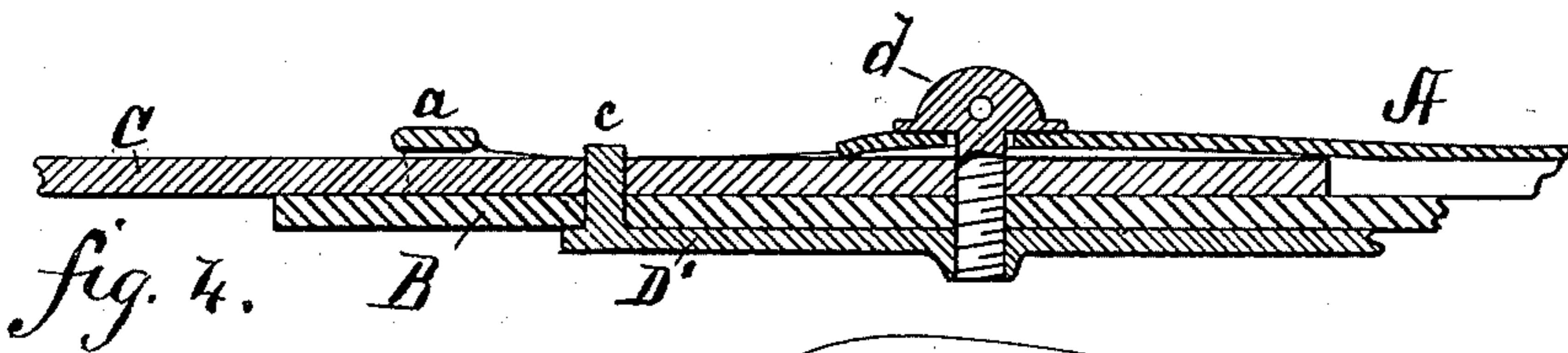
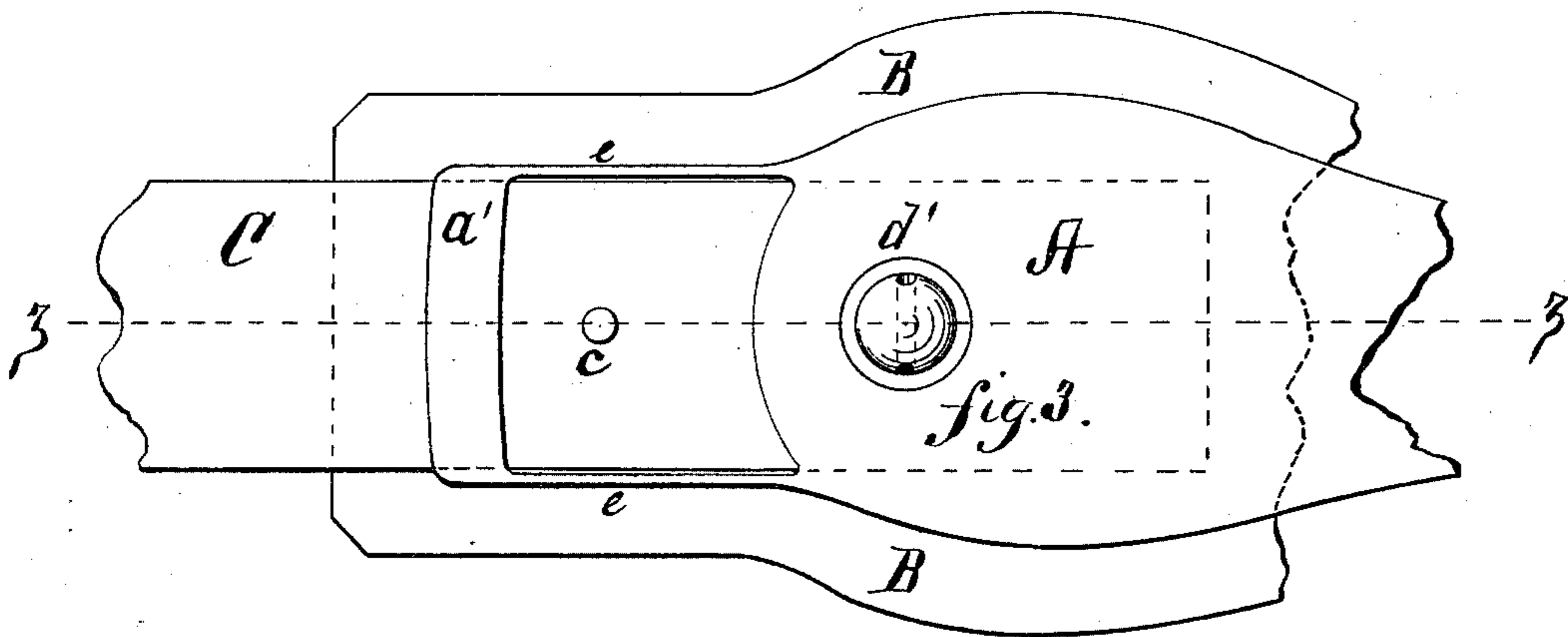
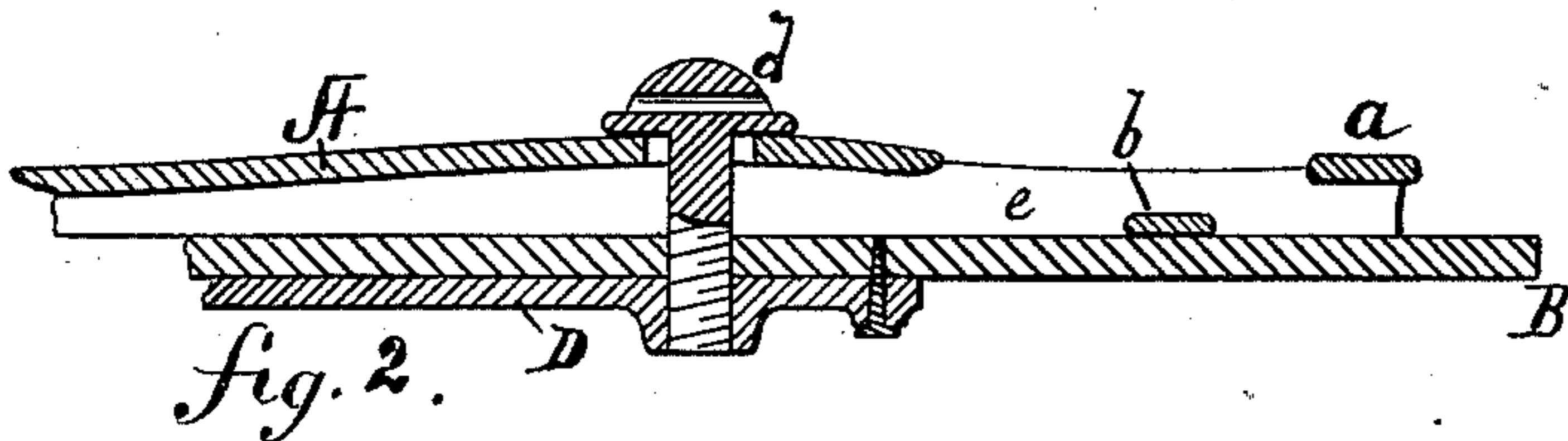
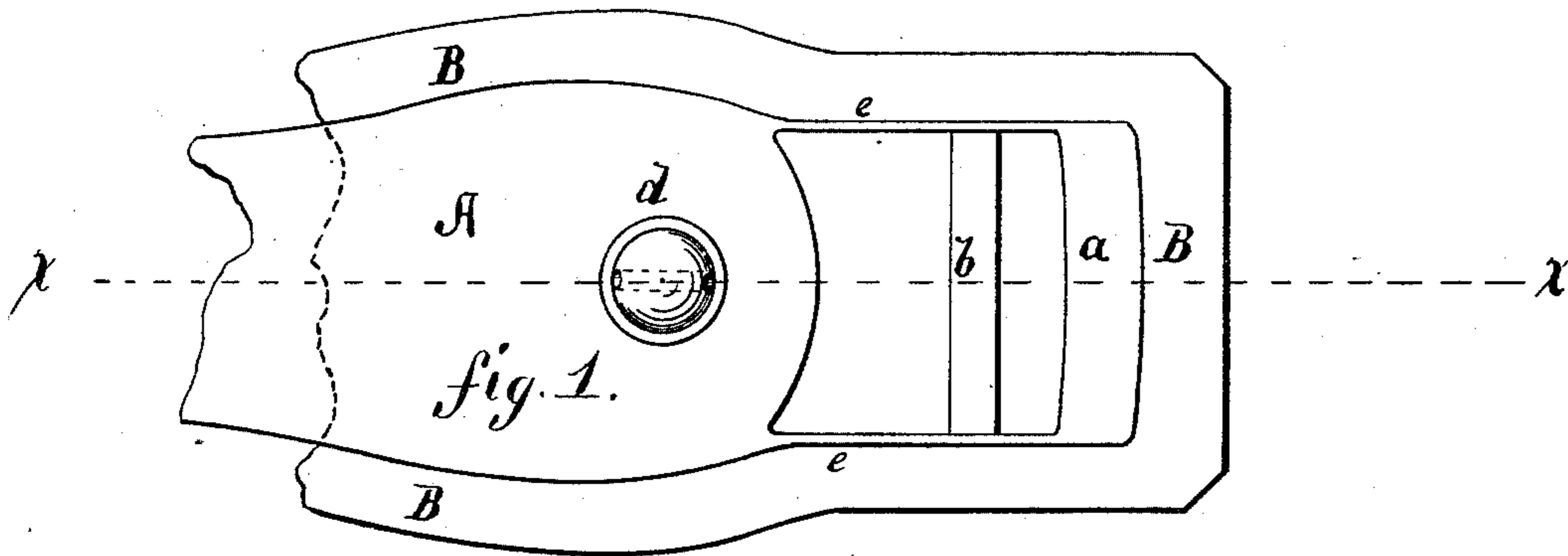
(Model.)

E. R. CAHOONE.
Coach Pad.

2 Sheets—Sheet 1.

No. 232,113.

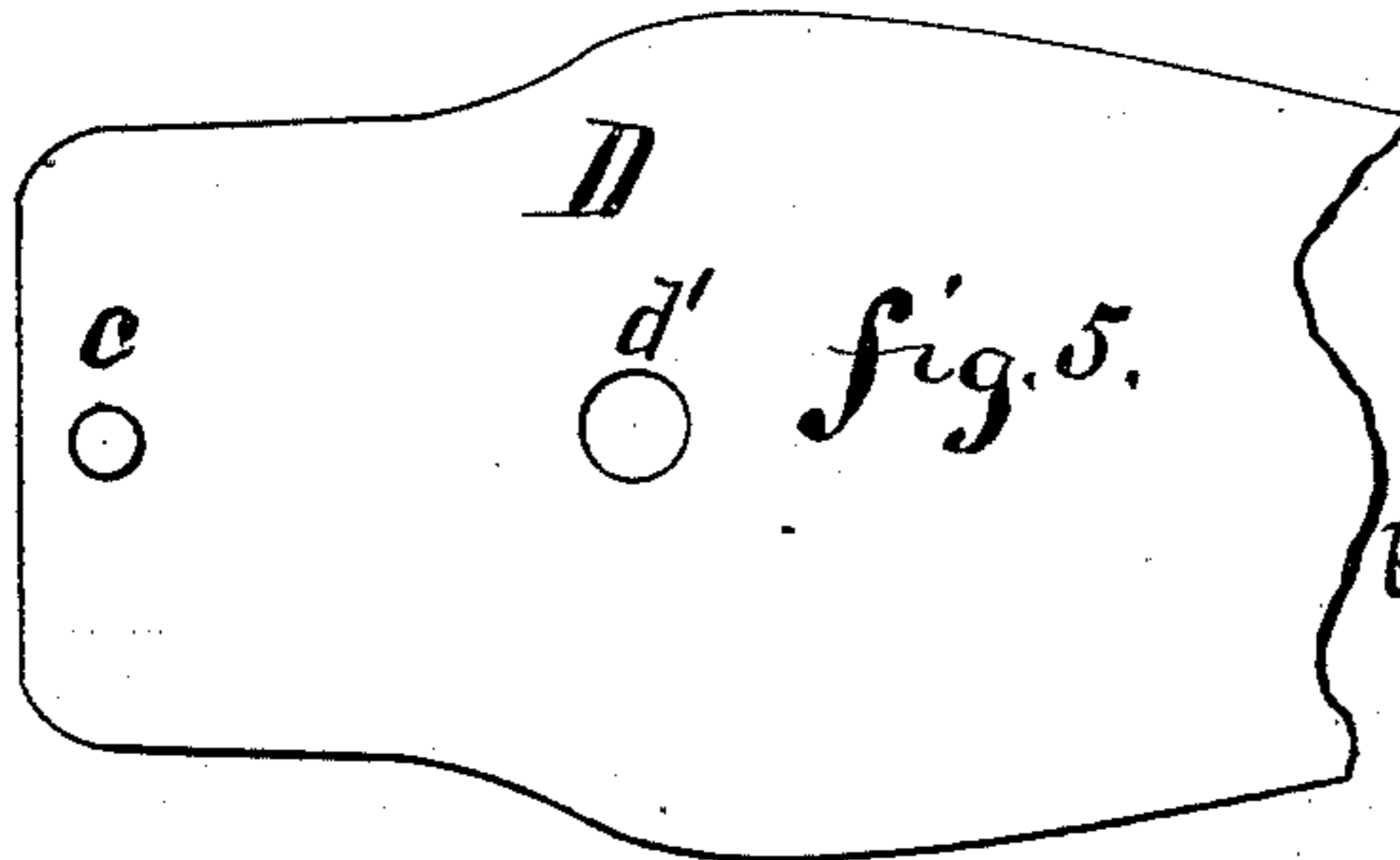
Patented Sept. 14, 1880.



Witnesses:—

A. J. De Lacy

Edmund A. Thorden



Inventor:—

E. R. Cahoon

by atty.
J. Clayton

(Model.)

E. R. CAHOONE.
Coach Pad.

2 Sheets--Sheet 2.

No. 232,113.

Patented Sept. 14, 1880.

Fig 6

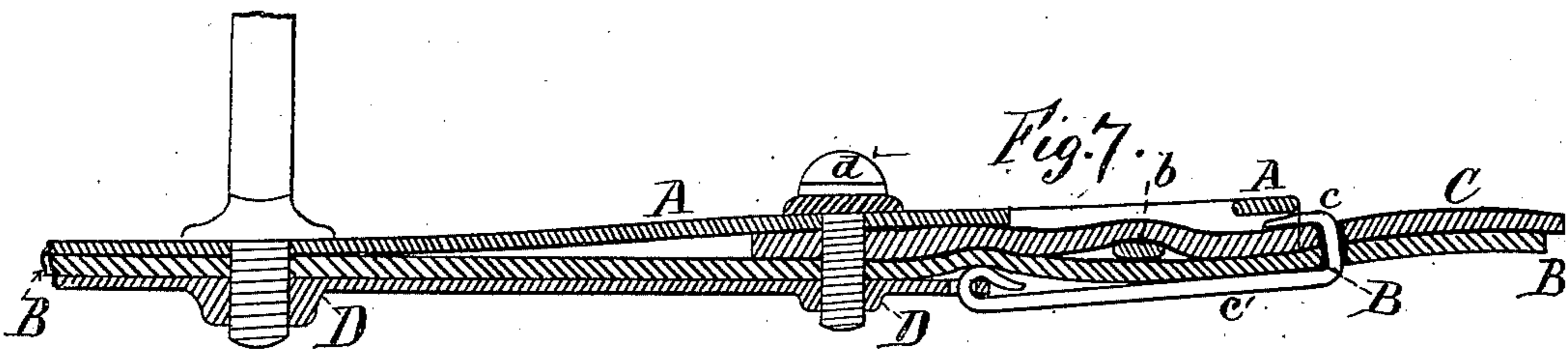
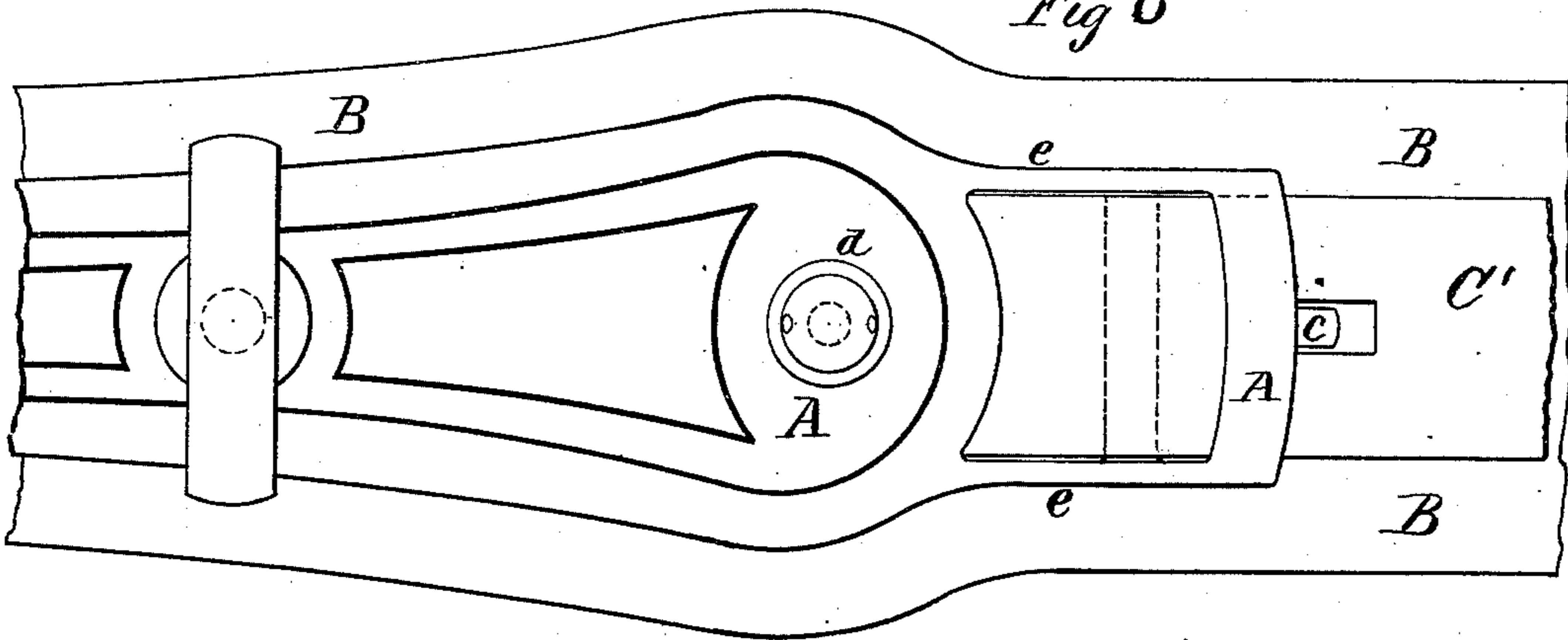
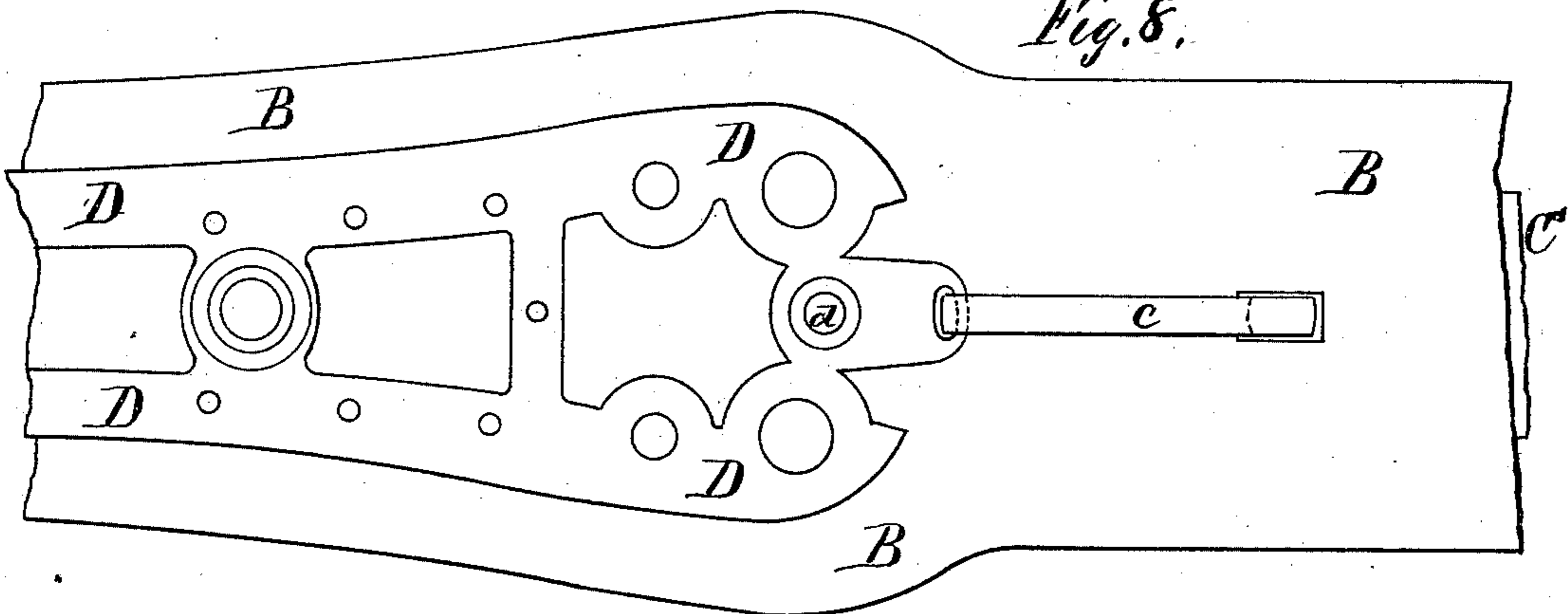


Fig. 8.



Witnesses:-

A. J. De Lacy.
Edwin A. Shorter

Inventor: E. R. Cahoon,
by atty. J. C. Clayton.

UNITED STATES PATENT OFFICE.

EDWIN R. CAHOONE, OF NEWARK, NEW JERSEY.

COACH-PAD.

SPECIFICATION forming part of Letters Patent No. 232,113, dated September 14, 1880.

Application filed June 9, 1880. (Model.)

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 Coach-Pads, of which the following is a specification.

The object of this invention is the production of a coach-pad which will combine simplicity and cheapness of construction with durability; and in carrying out my invention I employ a pad-frame of cast metal, flat on its upper side, and having its edges turned down so as to form side flanges for the under side, thereby constituting a receptacle for the side straps, &c. These flanges extend out beyond the ends of the frame, and have cast to them at one end an upper and lower cross-bar and at the other end an upper cross-bar. I also employ for one end of the pad an under plate having cast to it a pin, which projects up through the top leather in such manner that the side straps to be attached to that end of the pad can be securely held by means of said pin; and I also employ for the other end of the pad an under plate having attached to it a bar, one end of which projects up through the top leather at the end of the pad-frame, and is turned over to form a hook, to which the other side strap may be attached. This hook-shaped bar, instead of being attached to the under plate, may be suitably attached or fastened directly to the pad-frame. In either case it can be moved up and down like an ordinary hook, so as to make a flexible and secure fastening for the side strap.

In the accompanying drawings, Figure 1 is a plan view of one end of the pad, showing the upper and lower cross-bars. Fig. 2 is a section thereof, taken on the plane of the line *x x*, Fig. 1. Fig. 3 is a plan view of the other end of the pad, showing the upper cross-bar and pin. Fig. 4 is a section thereof, taken on the plane of the line *z z*, Fig. 3. Fig. 5 is a view of the under plate. Fig. 6 is a plan view of one end of the pad-frame and housing, showing the side strap attached. Fig. 7 is a section thereof. Fig. 8 is an inverted plan view of the under plate and housing, showing the side strap attached by means of the hook-shaped bar.

Similar letters of reference indicate corresponding parts in all the figures.

A designates the metal frame, having the side flanges, *c*, turned down, so as to give a neat appearance to the pad-frame and form a receptacle for the side straps, &c. *a* and *a'* are the upper cross-bars at the ends of frame A, and *b* designates the lower cross-bar. C is one of the side straps, which is held in place by means of the pin *c* on the under plate D. C' is the other side strap, which is held in place by means of the hook-shaped bar *c'*, attached to the under plate D'. *d* and *d'* are pad-screws, which pass through the frame A, side straps, C and C', and housing B into screw-holes in the under plates, D and D', respectively.

In some styles of pads I may dispense with the lower cross-bar, *b*, and hook-shaped bar *c'*, and in such cases I shall employ under plates having pins *c* cast to them for each end of the pad. In pads made in this way the side straps are passed under the upper cross-bars, *a* and *a'*, and fastened to the pins *c*. When the lower cross-bar, *b*, and hook-shaped bar *c'* are employed the side straps are passed under the upper and over the lower cross-bars and fastened to the hook-shaped bar *c'*. In either case, whether I use the upper cross-bars and pins or the upper and lower cross-bars and hooks, the side straps are firmly held in place, and the strain on the pad-screws *d* or *d'* is greatly relieved.

In some cases I may attach the hook-shaped bar directly to the pad-frame, and the side straps will be fastened to the bar *c'* in the same manner as hereinabove described.

It will readily be seen that by this invention I produce a pad which is not only simple in construction and inexpensive to make, but will wear well and present a neat and handsome appearance.

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

1. In a coach or harness pad, the combination, with the under plate, of a hook-shaped bar adapted to hold the side straps, all substantially as set forth.

2. In a coach-pad or harness-pad, an under plate having a pin cast to it for holding the

side strap in the manner as hereinabove set forth.

3. In a coach or harness pad, the combination of the frame A, having the flanges *e* and
5 upper cross-bars, *a a'*, with the side straps, C, housing B, pad-screws *d*, and under plates D, carrying the pins *c*, substantially as specified.

4. The combination of the frame A, having

the flanges *e*, upper cross-bars, *a a'*, and lower cross-bars, *b*, with the side straps, C', housing 10 B, pad-screws *d'*, and under plates D', with hook-shaped bars *c'*, substantially as specified.

EDWIN R. CAHOONE.

Witnesses:

EDWIN A. SHORTER,
A. J. DE LACY.