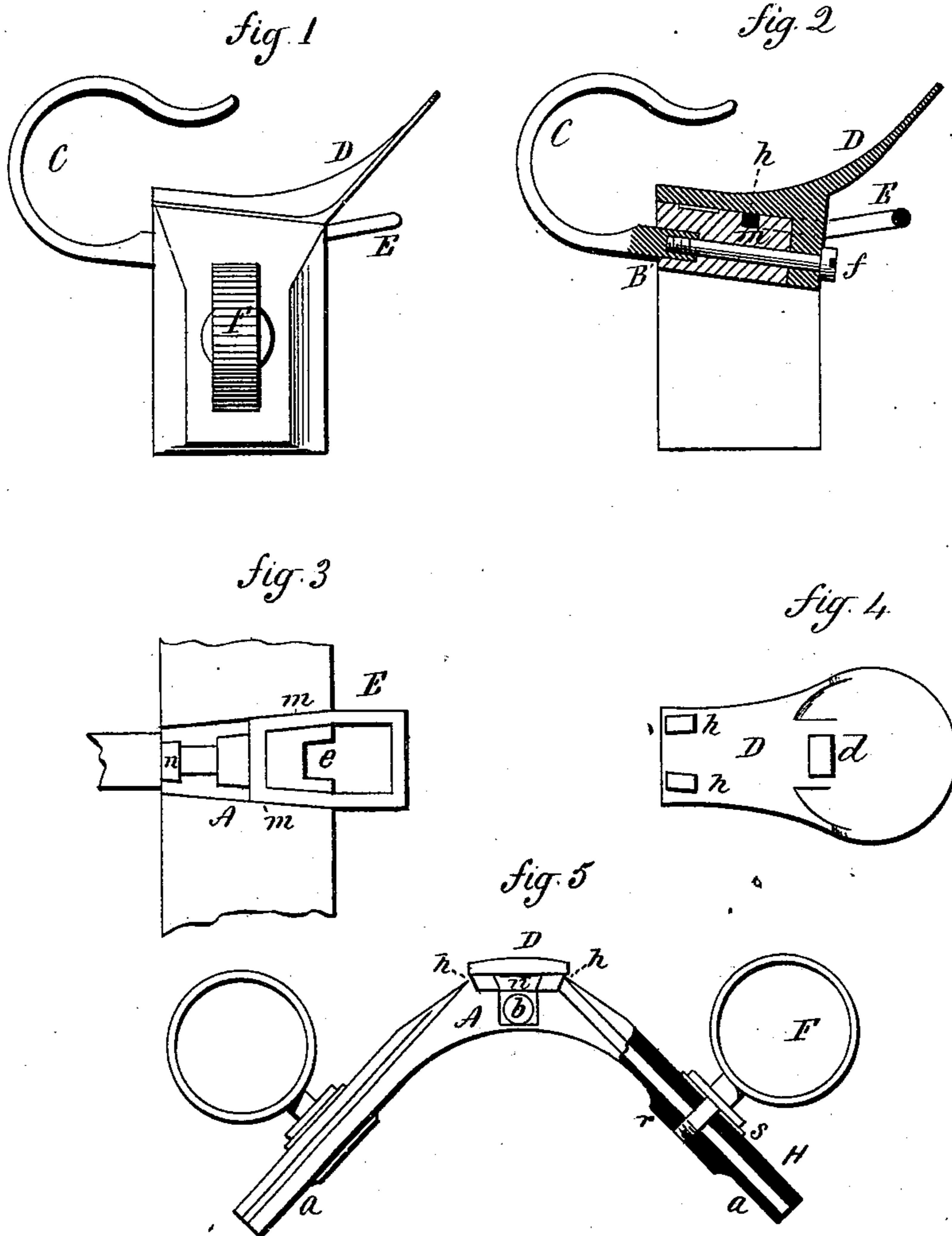


(Model.)

W. R. COE.
Harness Saddle.

No. 236,553.

Patented Jan. 11, 1881.



Witnesses:
J. H. Shumway
Jas. C. Earle

Winfield R. Coe
Inventor
By atty-
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UNITED STATES PATENT OFFICE.

WINFIELD R. COE, OF WEST MERIDEN, CONNECTICUT, ASSIGNOR TO
CHARLES C. CLARKE, OF SAME PLACE.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 236,553, dated January 11, 1881.

Application filed May 6, 1880. (Model.)

To all whom it may concern:

Be it known that I, WINFIELD R. COE, of West Meriden, in the county of New Haven and State of Connecticut, have invented a new
5 Improvement in Harness-Saddles; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of
10 the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view; Fig. 2, a longitudinal central section; Fig. 3, a top view of the saddle-seat, saddle removed; Fig. 4, an under-
15 side view of the saddle; Fig. 5, a sectional front-end view with hook removed.

This invention relates to an improvement in the construction of harness-saddles, the object being specially to secure the water-hook
20 and avoid the use of nuts upon the under side of the saddle-tree; and the invention consists in the construction as hereinafter described, and particularly recited in the claim.

The general outline of the saddle is not materially different from that of other constructions. A ring, *a*, extends down each side from the bridge *A*. At the front a hole, *b*, is bored to receive the shank *B* of the hook *C*, as seen in Figs. 2 and 5. The saddle *D* is constructed
30 with a projection, *d*, upon its under side, at the rear, which sets into a corresponding recess, *e*, in the saddle seat or bridge, and longitudinally through the projection *d* and through the saddle-seat a screw, *f*, is introduced, tapped

into the shank *B* of the hook *C*, as seen in 35 Fig. 2, which serves to bind the saddle to its seat, and also to secure the water-hook, avoiding the use of nuts, and making the hook more secure than where nuts are used.

To make the saddle *D* more secure, it is constructed at its forward end, upon the under 40 side, with lugs *h*, of dovetail form, to set onto the corresponding dovetail-shaped projections *n* on the forward end of the saddle-seat. The back-strap loop *E* is secured by having its forward portion set into a corresponding groove, *m*, in the saddle-seat, and so that the saddle
45 *D* covers the groove and holds the loop in place, so that the single screw *f* serves to secure the hook *C* and loop *E*, and the saddle *D* 50 to its seat.

I do not claim any of the parts except in combination as hereinafter recited.

I claim—

The herein-described harness-saddle, consisting of the saddle-tree *A*, the water-hook *C*, set in a recess, *b*, in the tree, the back-strap loop *E*, fitted into a groove in the tree, the part
55 *D*, constructed with a projection, *d*, set in the recess *e* in the tree, and the screw *f*, through the projection *d* in the pad, longitudinally through the tree, and into the shank of the hook *C*, to secure the several parts together,
60 all substantially as described.

WINFIELD R. COE.

Witnesses:

E. A. MERRIMAN,
S. C. PADDOCK.