

(Model.)

E. V. BRETNEY.

HARNESS SADDLE.

No. 275,576.

Patented Apr. 10, 1883.

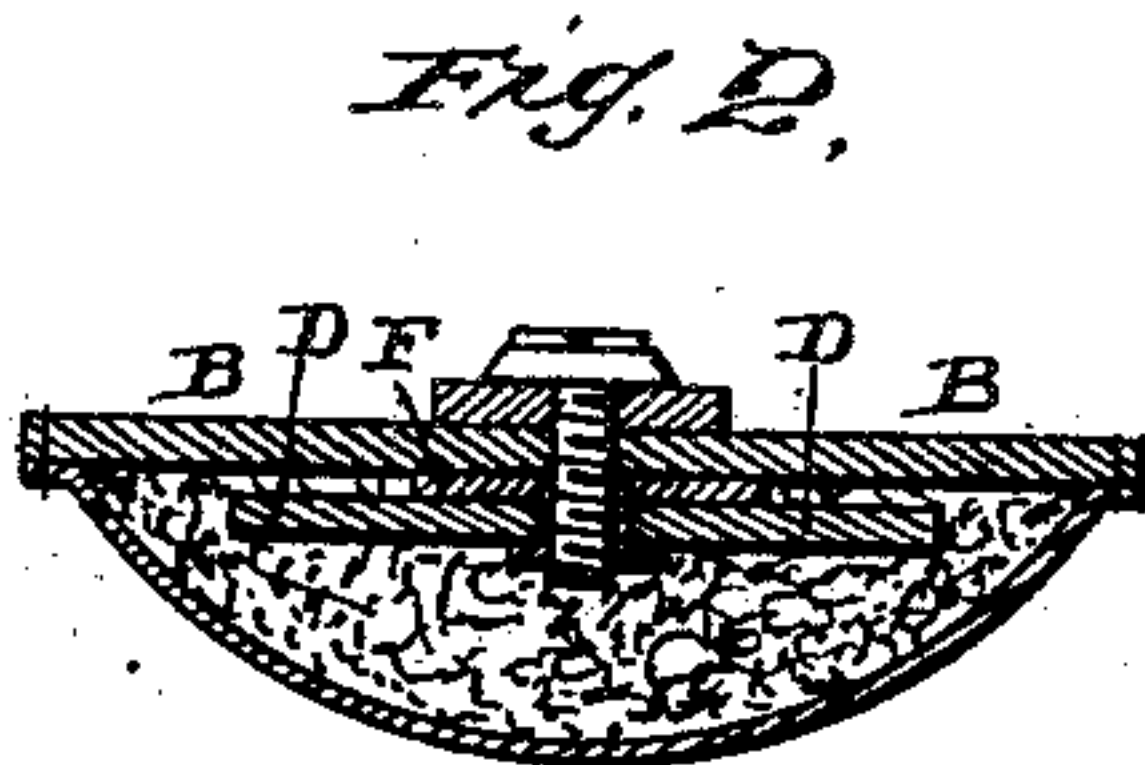
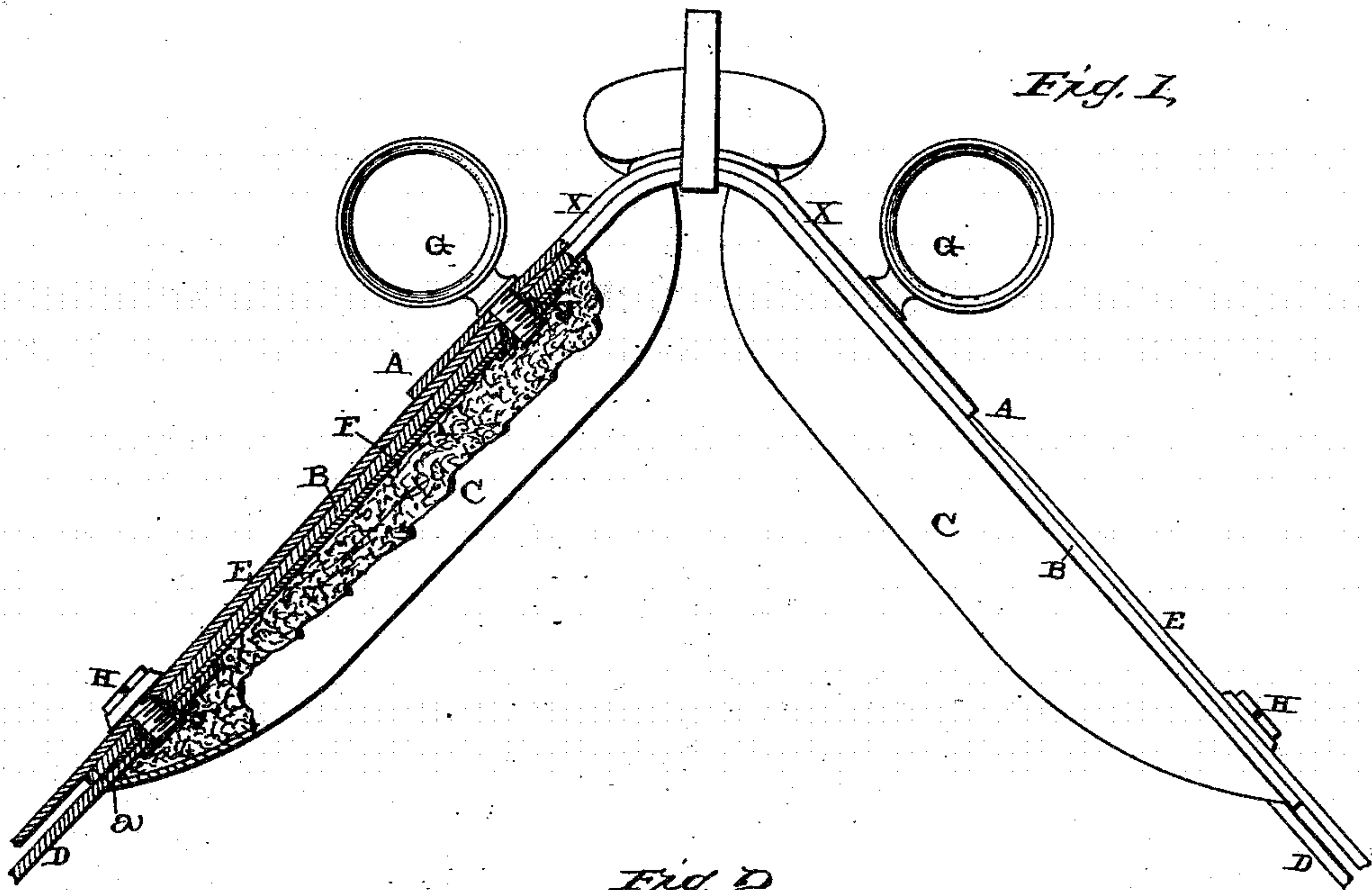
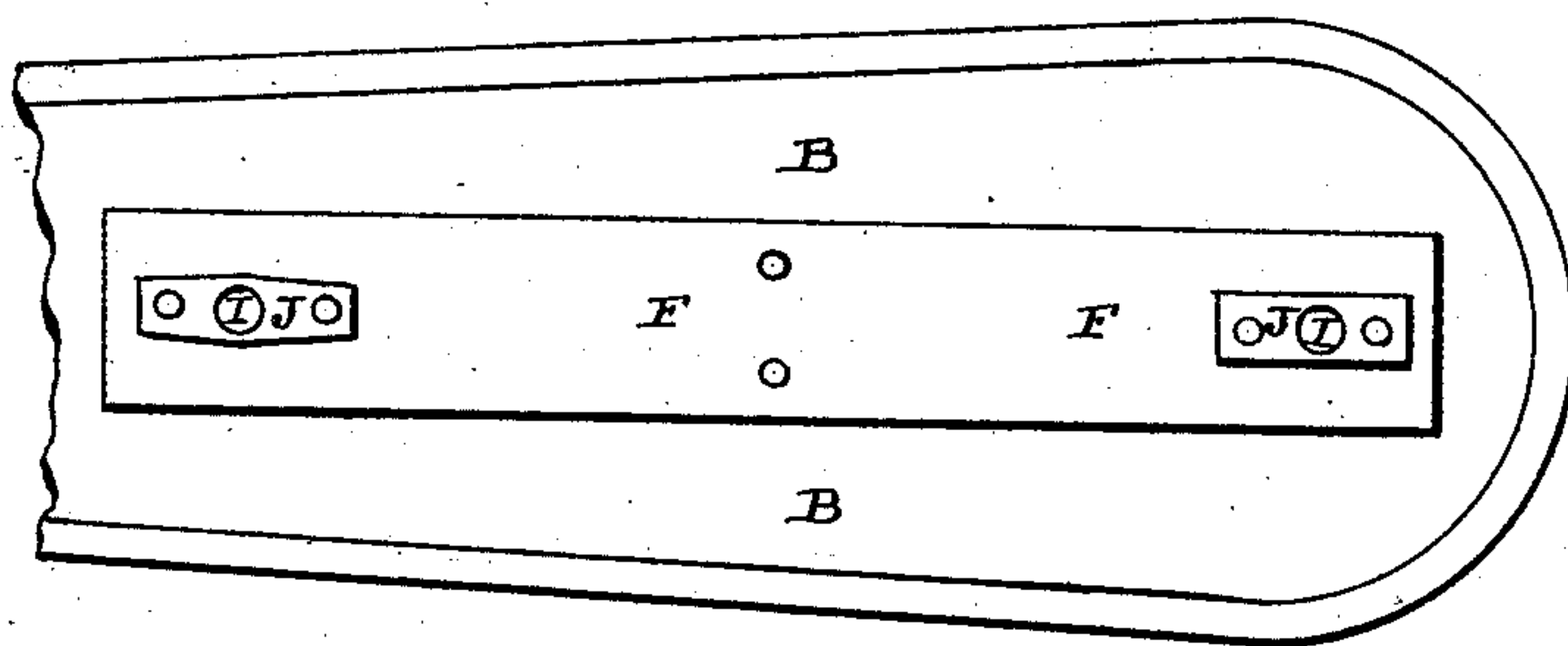


Fig. 3,



Witnesses:
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per
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UNITED STATES PATENT OFFICE.

EDWIN V. BRETNEY, OF LOUISVILLE, KENTUCKY.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 275,576, dated April 10, 1883.

Application filed December 8, 1882. (Model.)

To all whom it may concern:

Be it known that I, EDWIN V. BRETNEY, of Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Harness-Saddles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in harness-saddles. It consists in a harness-saddle comprising a metallic tree, the housing, which has metallic strips applied to its under sides, metallic nuts, which are adapted to pass through the strips, bearing-straps placed upon the outside of the housing, terrets and screws which screw into the nuts, the flaps which are held between the nuts and the strips, and suitable pads, all of which will be more fully described hereinafter.

Figure 1 represents a front elevation of a saddle embodying my invention, partly in section. Fig. 2 is a vertical cross-section taken through the same at the screw. Fig. 3 is a detached view, showing the strip fastened to the housing.

A represents the saddle proper; B, the housing; C, the pad; D, the flap; E, the bearing-strap, and X the metallic tree, of the well-known form.

Instead of using an iron frame or casting—such as is generally placed in the pad—I take a strip, F, of thin metal, and attach it by means of rivets, or in any other suitable manner, directly to the under side of the housing. This strip of metal will be made just long enough to receive both the terret G and the screw H. Through each end of the metal strip and the housing, and through the bearing-strap and flap, are made the two holes I, and passed up through these two holes are the two screw-sockets J, in which the screw and the terret are held. These screw-sockets are applied to the under sides of the flaps, and are then riveted or otherwise fastened directly to the metallic strips and housings, and serve to clamp the flaps against the undersides of the strips and housings. When the terret and screw are passed down through the screw-sockets they serve to clamp and hold the parts securely together. As the metallic strip is much narrower than the housing, and not quite as long, the pad can be sewed directly to

the housing, instead of being secured in place in the usual manner. The stitches which secure the lower end of this pad in place pass directly through both the flap and the housing, and secure these parts together at this point. The supporting-strap, the housing, the metallic strip, and the flap are secured together by means of the terret and the screw, and the flap and the housing are still further secured together by means of the stitching.

From the above construction it will be seen that the strap E rests upon the top of the housing B, and is held in position by means of the terret G and screw H, thus allowing the strap to be removed at any time without disturbing any other part of the saddle. The flaps D extend up only a short distance into the saddle, and are held both by the screw H and the stitching a. Should it be desired to remove the flap at any time it is only necessary to remove the screw H and rip the stitching at a, when the end of the flap can be drawn out, bringing the lower nut, J, with it.

As no iron casting or frame is placed inside of the saddle or pad, it will be seen that the parts which comprise the saddle are very few and simple, and that they can be secured together without the help of that skilled labor which is necessary to make saddles of the ordinary construction. The strength of the saddle is in no wise weakened by dispensing with the usual casting or frame, and the parts are as securely fastened together, while the saddle is greatly simplified and cheapened in its production. The metallic strips allow the saddle to be opened and closed much more readily, and hence the saddle is adapted to fit different sized horses.

Having thus described my invention, I claim—

A harness-saddle comprising a metallic tree, the housing, metallic strips F, secured thereto, nuts J, adapted to project through the metallic strips, straps E, placed upon the outside of the housing, terrets G, screws H, flaps D, which are held between the nuts and the strips, and suitable pads, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

EDWIN V. BRETNEY.

Witnesses:

JACOB LEWELLYN VAN METER,
LORENZO BULER.