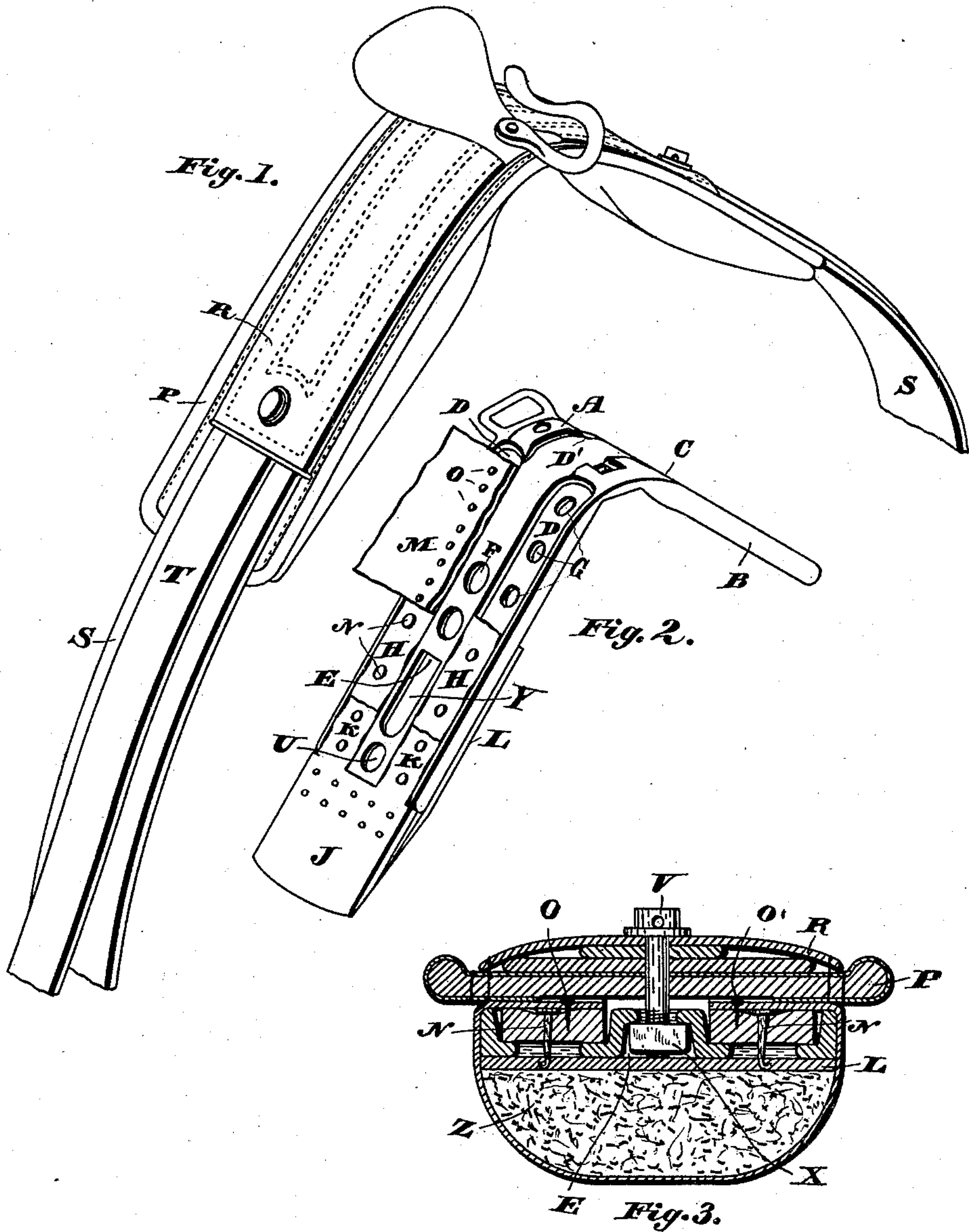


(No Model.)

A. A. MOSS.  
HARNESS SADDLE.

No. 387,248.

Patented Aug. 7, 1888.



WITNESSES:

*Harry Trease*  
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# UNITED STATES PATENT OFFICE.

ALLEN A. MOSS, OF CANTON, OHIO.

## HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 387,248, dated August 7, 1888.

Application filed January 13, 1888. Serial No. 260,673. (No model.)

*To all whom it may concern:*

Be it known that I, ALLEN A. MOSS, a citizen of the United States, and a resident of Canton, county of Stark, State of Ohio, have  
5 invented a new and useful Improvement in Harness-Saddles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

10 My invention relates to improvements in harness-saddles, the object of which is to provide a light metal tree of suitable width to cover the pad and provided with ribs and grooves and perforations adapted to support the several parts of the saddle; also, to the detail and  
15 combination of parts, as hereinafter described, and set forth in the claims.

Figure 1 is an isometrical view of a harness-saddle, illustrating my invention. Fig. 2 is  
20 same view of saddle-tree, showing the manner of trimming. Fig. 3 is a cross-section showing the manner of connecting the jockey, back-strap, and housing to the tree.

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

The tree A is preferably made of malleable cast-iron, having upwardly-turned edges B on the front and rear of the legs C, in which there  
30 is also provided grooves D D' on the upper side, and a groove, E, on the under side, and perforations F and G. A strip of leather, as H, is placed in the grooves D. The flexible end piece, J, is cut with projecting straps K, that rest in the grooves D and abut against the strip H, practically filling the groove D.  
35 A bottom piece, L, of stiff or hard leather is placed on the under side of the leg. The said piece L is the full width of the leg, and extends from the saddle-seat to the lower end of the leg, at which point it is connected to the flexible end piece, J.

The parts H, K, and L are secured to the leg of the saddle by the clinch-nails N. The said  
45 piece L is supported by the bottom portion of the grooves D and bridges the groove E, thus forming a back-support for the padding Z.

The pad-cover M, of which a fragment is shown in Fig. 2, is secured to the leg by metal  
50 tack O. The said pad-cover is nailed along on one side, as shown in Fig. 2, and drawn down and under and over, as shown in Fig. 2, and

secured on the other side by the tack O'. The padding Z is then passed in between the piece L and the cover M at the upper end in the  
55 usual way. Thus the pads terminating in the flexible end J are constructed and secured to the saddle-frame by the use of metal tacks or nails, which may be made of any malleable metal, preferably of some non-corrosive metal—such  
60 as copper or soft brass—that may not be effected by water or perspiration. Thus the saddle, with its pad and flexible ends, is completed separate and independent of the skirt and jockey, which may be of great variety of  
65 style and cast, as the saddle, though of light weight, is so formed as to be very strong, and the width of seat such as to adapt it for a cart, light coupé, or heavy buggy harness.

For the purposes of this specification I show  
70 only one of the plain and inexpensive forms consisting of the housing P, of such width and length as to cover the saddle, and is preferably made of a piece of stiff leather, as shown in Fig. 3, and may be covered with enameled  
75 leather or bound about the edge.

The jockey is secured to the housing by stitching along the edge, as shown, leaving an open way for the back-strap S, which extends over the saddle in one continuous piece, the  
80 skirt T is secured to the housing by rivets. The parts then perforated to correspond with the perforation U in the saddle for the fastening-bolt V, the nut X is passed into the groove E through the opening Y, and down under the  
85 perforation U. The bolt V, having been passed through the trimming, is turned into the nut, securing the trimming to the saddle. A further perforation is provided to the skirt and jockey, through which the bolt that secures the check-  
90 hook to the saddle is passed, thus securing the central portion of the trimming to the saddle.

Additional perforations may be made through the trimming for terrets when desired, said perforations to correspond with  
95 perforations F in the saddle. To secure the terret a nut may be passed up into the groove E and the shank of the terrets turned in in the usual way.

Having thus fully described the object of my  
100 invention, what I claim, and desire to secure by Letters Patent, is—

1. As an improved article of manufacture, the harness-saddle having the upwardly-

turned flanges B at its edges, longitudinal grooves D D', located in the upper side of the tree on opposite sides of the center, the longitudinal groove E, located on the under side of the tree between the grooves D D', and perforations in the bottoms of the grooves, substantially as set forth.

2. The combination, with a saddle-tree as herein described, of the flexible end piece, J, having straps K and H, bottom piece, L, secured to the tree by clinch-nails N, and the pad M, secured to the strap H and K, substantially as described, and for the purpose set forth.

3. As an improved article of manufacture, a harness-saddle having a tree constructed and padded as herein shown and described, and a removably-secured trimming composed of a housing, P, skirt S, a continuous back strap, T, jockey R, and bolt V, constructed as shown and described, and for the purpose set forth.

In testimony whereof I have hereunto set my hand this 6th day of January, A. D. 1888.

ALLEN A. MOSS.

Witnesses:

CHAS. R. MILLER,  
W. K. MILLER.