

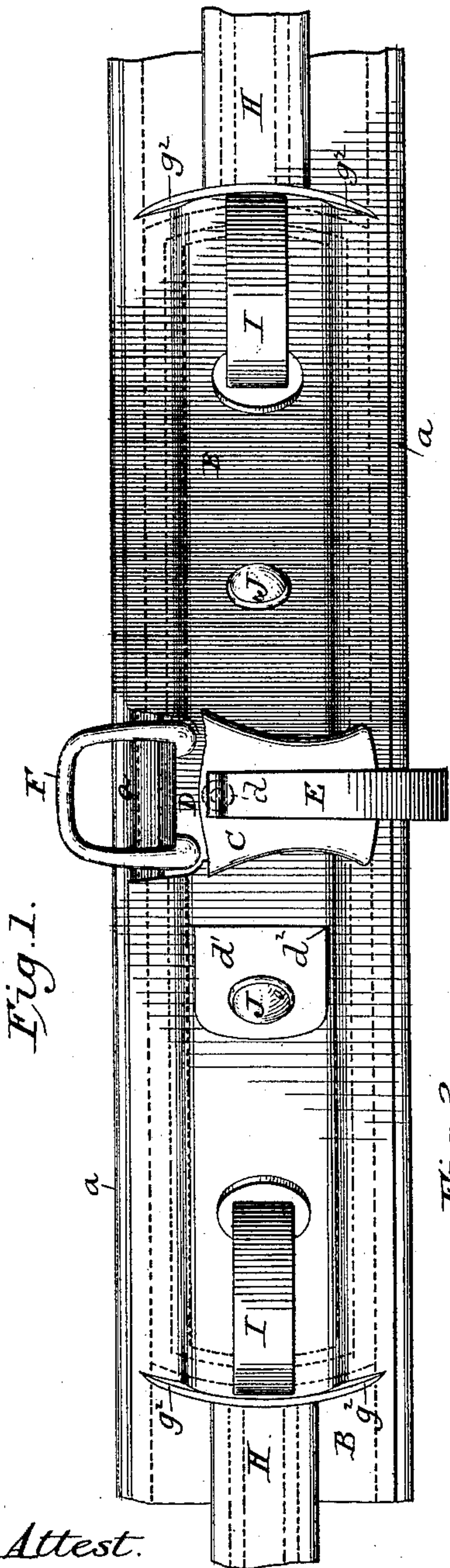
(No Model.)

2 Sheets—Sheet 1.

J. J. TRAYNOR.  
HARNESS SADDLE.

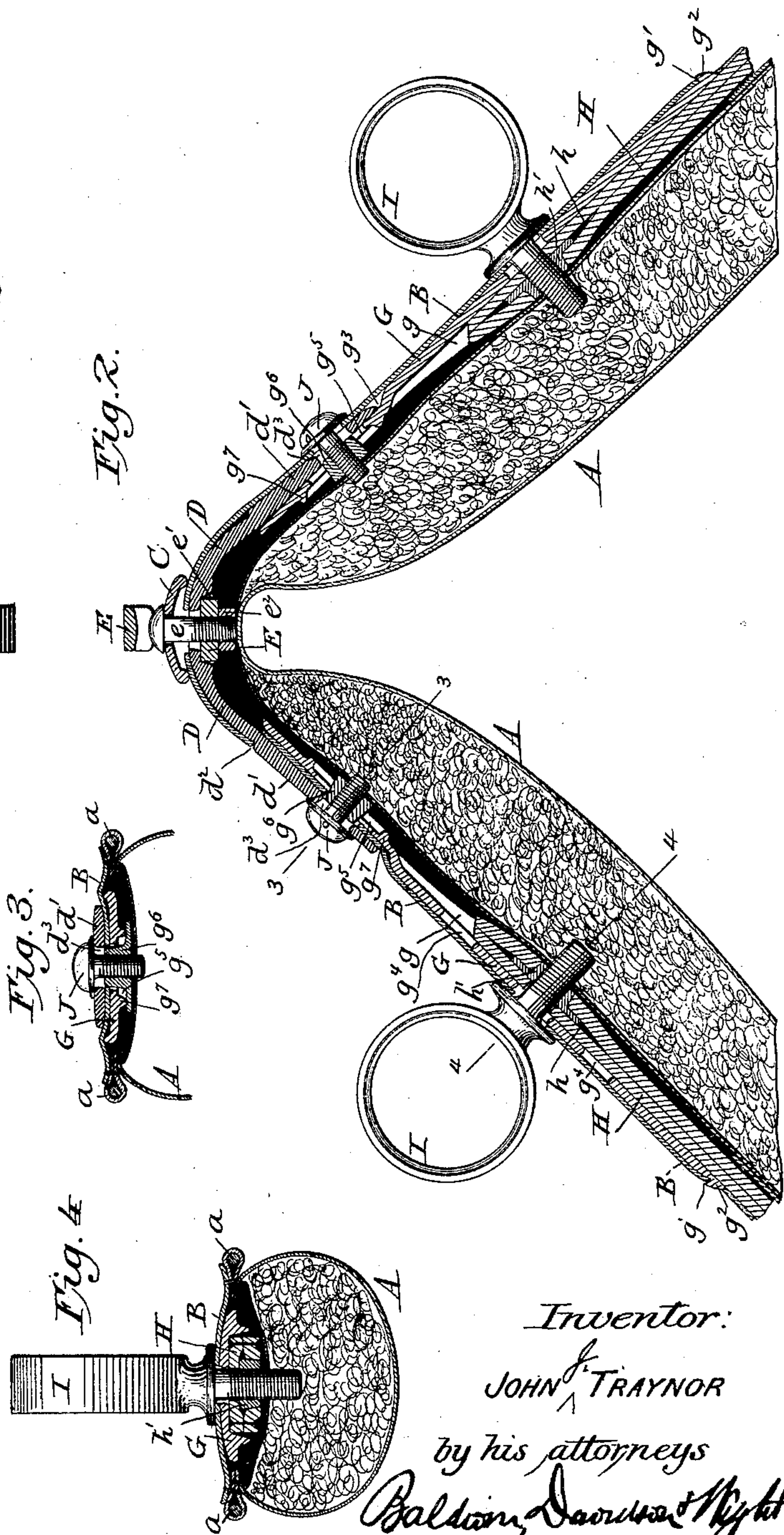
No. 428,655.

Patented May 27, 1890.



Attest.

*Sidney P. Hollingworth*  
*Baltus DeLong.*





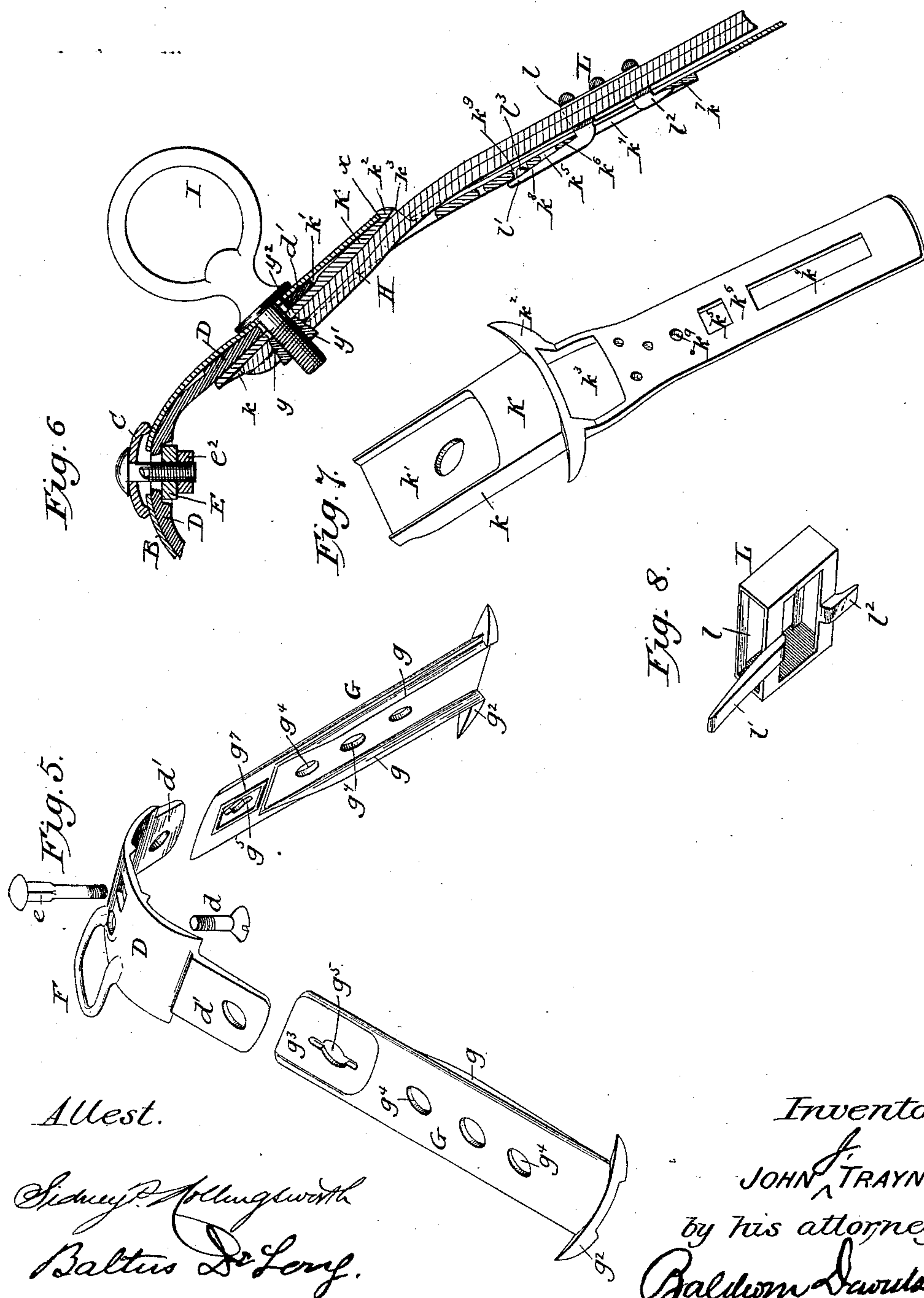
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Baltus DeLong.

Inventor  
JOHN J. TRAYNOR  
by his attorneys.  
Baldwin, Dawson & Light



# UNITED STATES PATENT OFFICE.

JOHN JOSEPH TRAYNOR, OF LOUISVILLE, KENTUCKY.

## HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 428,655, dated May 27, 1890.

Application filed March 8, 1890. Serial No. 343,105. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN JOSEPH TRAYNOR, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Harness-Saddles, of which the following is a specification.

The object of my invention is to provide a harness-saddle possessing the requisite strength and durability, and so made as to be easily put together and taken apart. I also protect the edges of the jockey of the saddle and economize material, as will be hereinafter set forth.

In the accompanying drawings, Figure 1 is a plan view of a harness-saddle embodying some of my improvements. Fig. 2 is a vertical longitudinal section of the same. Fig. 3 is a section on the line 3 3 of Fig. 2; Fig. 4, a section on the line 4 4 of Fig. 2. Fig. 5 is a perspective view of the tree. Fig. 6 is a vertical longitudinal section of a modified form of my improvements. Fig. 7 is a detail view of the lower end of the harness-tree in its modified form, as shown in Fig. 6. Fig. 8 is a detail view of the guide-loop and fastening devices for the shaft-tug strap.

The pads A of the saddle may be constructed in any approved way. They are secured to side beadings *a*, as shown particularly in Fig. 4, and on the upper side of the saddle is secured the skirt and jockey B. The skirt and jockey may be provided with ornamental stitching in the usual way, as indicated. The seat C is secured to the top of the arch or bridge piece D by a screw *d*, extending from the under side of the bridge into the under side of the saddle at its rear end. The checkrein-hook E is secured to the under side of the front end of bridge by a bolt or screw *e*, extending from the top of the saddle through the bridge and the inner end of the hook, which rests in a socket *e'*. The checkrein-hook is held firmly in place in its socket by a nut *e*<sup>2</sup>. By this construction the checkrein-hook may be secured to the saddle after all the other parts are in place, and it may be removed and replaced by a new or more ornamental hook, if desired.

The crupper-strap loop F is preferably formed integrally with the bridge D, and ex-

tends rearwardly therefrom beneath the rear end of the saddle. Downwardly-projecting arms *d'* of the bridge or arch piece may be arranged either beneath or partially outside of the jockey B. As shown at the right-hand side in Figs. 1 and 2, the arm *d'* is arranged beneath the jockey. At the left-hand side the arm *d'* extends through a slit *d*<sup>3</sup>, formed in the jockey a short distance below its upper end, and may be polished or plated to give it an ornamental appearance. The lower ends of the arms *d'* are connected with frame-plates G, which plates are arranged below the jockey and are provided with longitudinal flanges *g* on each side, which form guides and seats for the shaft-tug straps. The plates G are inserted through slits *g'* in the skirt and pass under it up to and beneath the lower ends of the arms *d'*. At their lower ends the plates G are formed with flanges *g*<sup>2</sup>, which extend along the edge above the upper side and project from each end thereof. The flanges *g*<sup>2</sup> serve to limit the inward movement of the plates, protect the lower ends of the jockey, and are ornamental in appearance. Sockets or recesses *g*<sup>3</sup> are formed in the upper face of the top ends of the plates G to receive the downwardly-projecting arms *d'* of the bridge-piece when these arms are arranged below the jockey, as shown at the right-hand side of Figs. 1 and 2. When the arms are arranged as on the left-hand side of Fig. 2, the jockey is forced into these recesses beneath the arms, as shown at the left-hand side of Fig. 2. The shaft-tug straps H are provided with apertures *h*, which receive nuts *h'*, and the plates G are provided with one or more apertures *g*<sup>4</sup>, through which extend the screw-threaded shanks of the terrets I, which firmly secure the plates to the straps. The upper ends of the plates G are secured to the downwardly-projecting arms *d'* of the bridge-piece by screws J, which extend through apertures *d*<sup>3</sup> in the arms and apertures *g*<sup>5</sup> in the plates. Beneath the plates are nuts *g*<sup>6</sup>, which may be secured to the pads. Around the apertures *g*<sup>5</sup> are formed flanges *g*<sup>7</sup>, which may encircle the nuts, and which give additional strength to the plates at these places. The upper ends of the skirt or jockey are clamped, as indicated in Fig. 2, between the under side of the saddle C and the arch or bridge piece D.



By my improvements the pads may be first made complete and the tree and other metallic parts afterward secured in position. The arch-piece D may be slipped under the upper free ends of the jockey, and then the seat and the checkrein-hook secured, as above described. The frame-plates G may be inserted through the slits  $g'$  and then the straps II inserted and guided into position between the flanges  $g$ . When the apertures  $h$  in the straps are beneath the apertures  $g^1$  in the plates G, the terrets I are screwed home and firmly secure the plates and straps together. The upper ends of the plates G may then be secured to the arms  $d'$  by the screws J, which pass through the apertures in the arm and the plates and enter the nuts  $g^6$ , which are secured or placed in the proper position on the pads A. The saddle thus described is what I term a "long-jockey saddle."

In Figs. 6, 7, and 8 I have shown how my improvements may be modified to construct a short-jockey saddle. In this instance the seat C, the bridge-piece D, and the connecting parts are formed in a similar way to that above described. The frame-plates are, however, somewhat modified, and the construction is shown clearly in Fig. 7. The upper end of the frame-plate K is formed on its under side with flanges  $k$  to guide and form a seat for the strap II, and on its upper side is provided with a recess  $k'$  for the arm  $d'$  of the bridge-piece. About midway between its ends the plate K is formed with a curved flange  $k^2$ , which projects laterally from the sides of the plate, and below this flange an opening  $k^3$  is formed for the insertion of the strap II. The lower end of the plate is formed with an elongated slot  $k^4$ , an aperture  $k^5$ , and a bridge-piece  $k^6$ . The edge  $k^7$  of the end of the slot  $k^4$  and the edge  $k^8$  of the upper end of the aperture  $k^5$  are slightly inclined, as shown in Fig. 6, and above the aperture  $k^5$  is a perforation  $k^9$ . A strap-loop L is provided with an opening  $l$  to allow the strap II to pass through it, and on its lower face is formed with laterally-projecting fingers  $l'$ , which extend through the slot  $k^4$  in the plate K and engage with the inclined faces  $k^7$  and  $k^8$ . The finger  $l'$  is formed with a knob  $l^3$ , which enters a perforation  $k^9$  in the plate. By this means the strap is fastened to the plate and the plate is held firmly against the under side of the skirt.

The several parts of the saddle-tree may be

put together after the pads are formed, the upper part or arch being secured as hereinbefore described, and the plates K are inserted through slits  $x$ , cut transversely in the skirt to form a short jockey, the flanges  $k^2$  fitting closely the lower edges of the jockey and protecting it. The straps II are inserted through the openings  $k^3$  and moved between the flanges  $k$  until the apertures  $y$ , carrying the nuts  $y'$ , are below the apertures  $y^2$  in the plates K. The terrets I are then screwed home and securely fasten together the arms  $d'$ , the plates K, and the straps II. The loops L may then be secured by passing the fingers  $l'$  through slits cut in the skirt and into the slots  $k^4$  in the plates K. It will be observed that the fingers  $l'$  are somewhat longer than the fingers  $l^2$ , and by sliding the loops back and forth they may be securely attached to the plates and the projections  $l^3$  made to enter the apertures  $k^9$ .

The several parts of the saddle may be taken apart as readily as they are put together; but when united as above described they are secure, strong, and durable, and will not loosen until positively manipulated.

Having thus described the nature and construction of my improvements, I declare that what I claim is—

The combination, substantially as hereinbefore set forth, of the pads, the skirt secured thereto, the jockeys, the saddle arranged over the upper loose ends of the jockeys, the bridge-piece having short downwardly-projecting arms inserted beneath the upper ends of the jockeys, the frame-plates inserted through slits at the lower edge of the jockeys, and having flanges formed integrally therewith at their lower ends, which limit their inward movement and cover the slits, and having at their upper ends recesses in which the downwardly-projecting arms of the bridge-piece are secured, and the shaft-tug straps inserted through openings in the flanges at the lower ends of the frame-plates arranged beneath side flanges of the frame-plates, and the terrets extending through the jockey, the frame-plates, and the shaft-tug straps and securing them together.

In testimony whereof I have hereunto subscribed my name.

JOHN JOSEPH TRAYNOR.

Witnesses:

L. L. PARKS,  
H. CLAIRE.