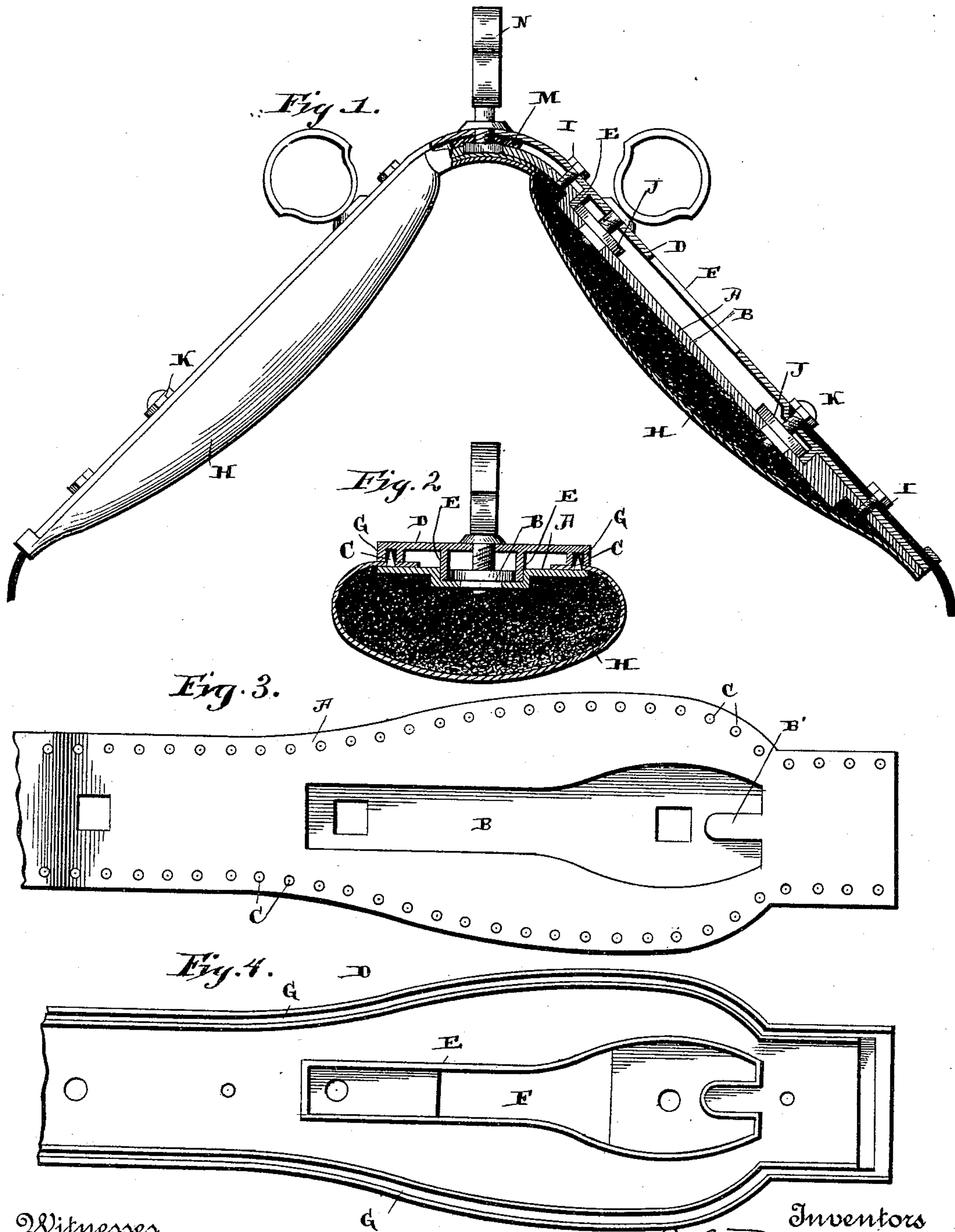


(No Model.)

J. G. & H. BRUGGEMAN.  
HARNESS SADDLE.

No. 480,996.

Patented Aug. 16, 1892.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN G. BRUGGEMAN AND HERMAN BRUGGEMAN, OF CLYDE, OHIO.

## HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 480,996, dated August 16, 1892.

Application filed April 16, 1892. Serial No. 429,451. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN G. BRUGGEMAN and HERMAN BRUGGEMAN, of Clyde, in the county of Sandusky and State of Ohio, have  
5 invented certain new and useful Improvements in Harness-Saddles; and we 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  
10 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in harness-saddles; and it consists in certain  
15 novel features of construction, which will be fully described hereinafter, and more particularly referred to in the claim.

The object of our invention is to provide an improved means for securing together the  
20 pad and plates of the saddle, and also to so construct the saddle as to make the adjustment of the terrets very easy and simple.

Referring to the accompanying drawings, Figure 1 is a longitudinal sectional view of a  
25 saddle of our improved construction. Fig. 2 is a vertical sectional view. Fig. 3 is a detached plan view of the under plate. Fig. 4 is an inverted view of the upper plate.

A represents the under plate, having the depression B formed therein, which is formed with the inwardly-projecting tongue B' at its lower end, as shown. Formed on the outer edges of the top surface of this plate are the pins or projections C.

30 D represents the top plate of the saddle, and formed on its under side is the continuous flange E, which has the same outline as the depression B of the plate A. Formed in this plate is the opening F, which registers  
40 with the said depression. Upon the outer edges of the plate D are the double flanges G, between which the pins C project when the plates are in position.

H represents the covering for the pad, which  
45 is on the under side of the saddle. The edges of this covering are brought up over the pins C, and when the plate D is placed in position, with its double flanges bearing down on each side of the pins, it will be seen that the covering  
50 will be held securely in place. Bolts I are provided for fastening the plates together.

The depression B forms a space for the reception of the nuts J, which are readily inserted therein through the opening F. In the upper nut the terret is secured, as shown, and  
55 running into the lower one is the screw K, which passes through the upper end of the tug-strap, holding the latter securely in position on the saddle. The lower end of the plate D is provided with a raised loop, through which  
60 the said tug-strap passes, and by this means it is prevented from swinging on its securing-bolt. The rear edge of the plate A is cut away, and into the space thus formed is fitted the lap M, under which is placed a burr, which  
65 holds the post-hook *n* in position on the saddle. The flanges and pins on the respective plates prevent them from moving laterally on each other, while the bolts hold them securely together.

70 It is evident from our very simple construction that the terrets and their securing-nuts may be removed or placed with great ease without taking apart the saddle-frame; also, it will be seen that by simply separating the  
75 plates the pad may be removed and renewed whenever desired.

Having thus described our invention, we claim—

The combination, in a harness-saddle, of a  
80 bottom plate having a longitudinal downward bulge, pins projecting upward from the edge of the plate, a top plate, a flange depending therefrom which has the same outline as the bulge in the bottom plate into which it ex-  
85 tends, parallel flanges G on the under edges of the plate and between which the pins of the bottom plate project, a pad-covering which is confined between the said last-named  
90 flanges and pins, and screws for holding together the plates, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN G. BRUGGEMAN.  
HERMAN BRUGGEMAN.

Witnesses:

ALEX. HARNDEN,  
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