

(No Model.)

J. D. FLETCHER.
HARNESS SADDLE.

No. 542,929.

Patented July 16, 1895.

Fig. 1.

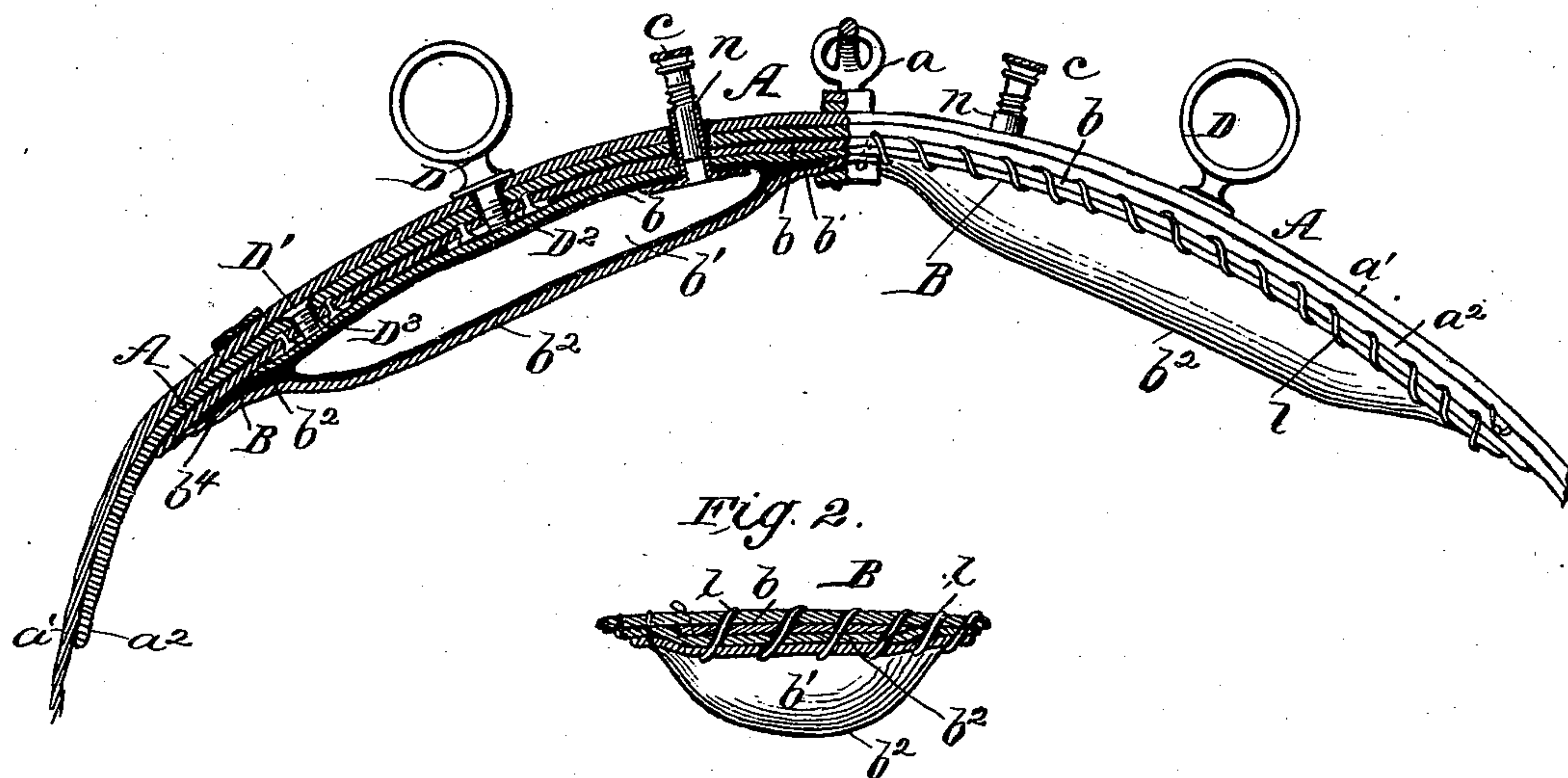


Fig. 2.

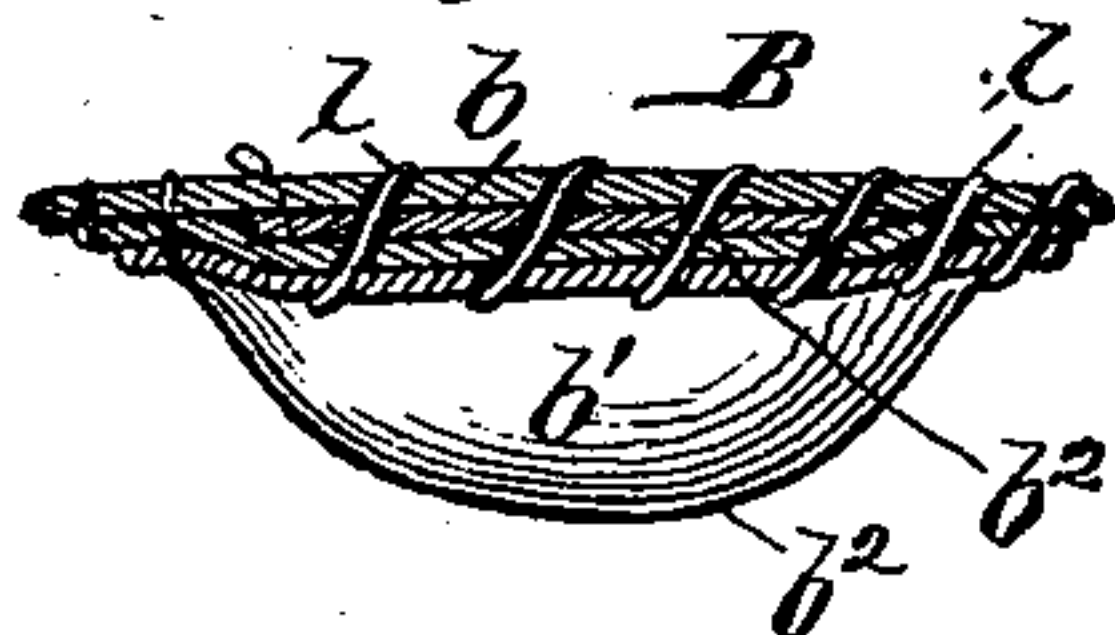
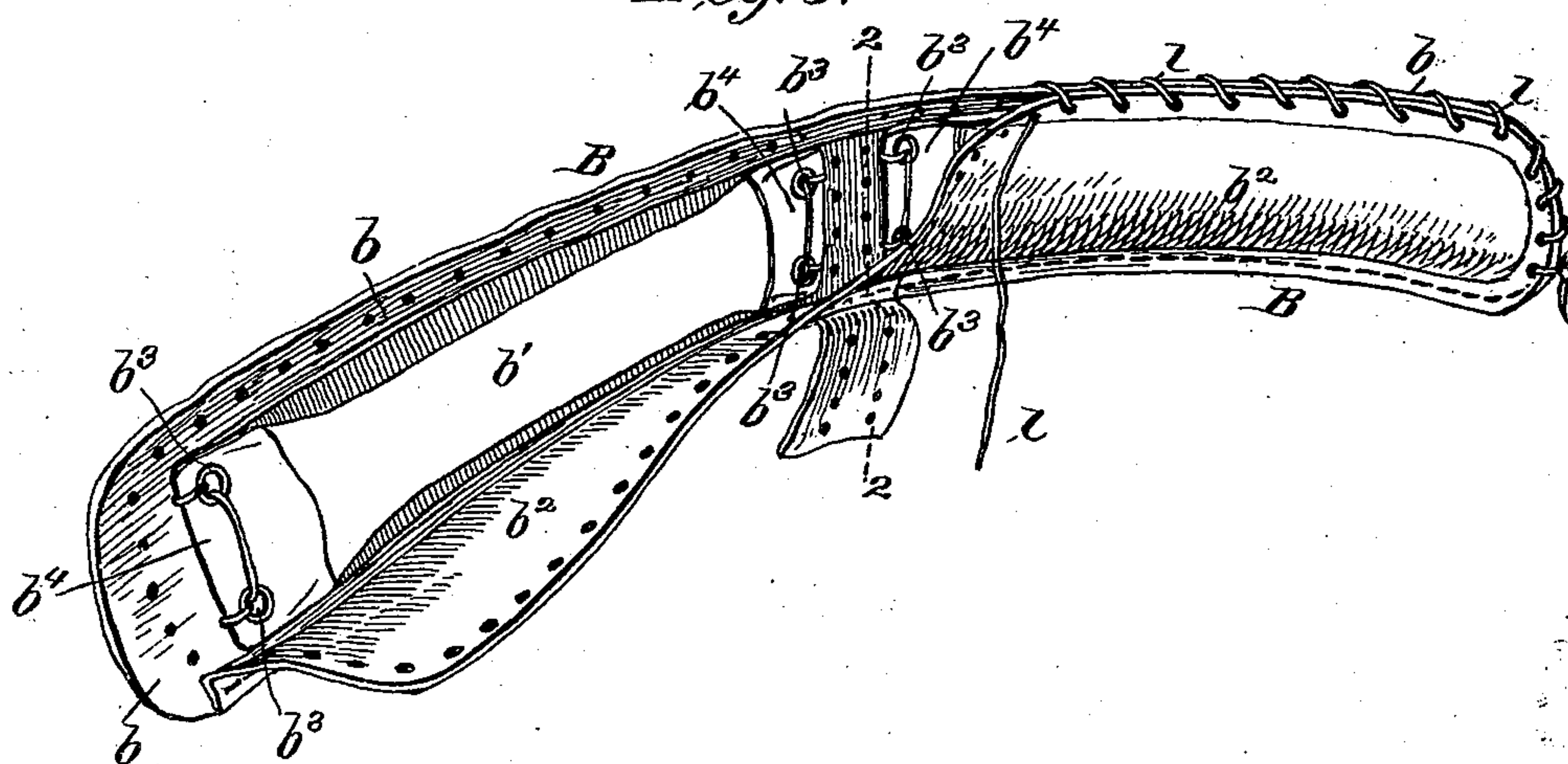


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN D. FLETCHER, OF MURFREESBOROUGH, ASSIGNOR OF ONE-HALF TO
JOHN B. RANSOM, OF NASHVILLE, TENNESSEE.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 542,929, dated July 16, 1895.

Application filed November 1, 1894. Serial No. 527,658. (No model.)

To all whom it may concern:

Be it known that I, JOHN D. FLETCHER, of Murfreesborough, in the county of Rutherford and State of Tennessee, have invented a new and useful Improvement in Harness-Saddles, of which the following is a specification.

My invention is designed to provide an improved harness-saddle which shall avoid the production of galls or sores upon the backs of the horses, and which shall contribute to the ease and comfort of the animal by preserving a bearing-surface for contact with the animal's skin, which shall always remain soft, pliable, elastic, and cool, and which shall also adapt itself to the shape of the horse's back.

It relates to that form of harness-saddle which employs a pneumatic pad of air within a rubber chamber; and it consists in the peculiar construction and arrangement of a harness-saddle constructed upon this general principle, which I will now proceed to more fully describe with reference to the drawings, in which—

Figure 1 is a side view of the saddle with one-half of the same in longitudinal section. Fig. 2 is a cross-section through line 2 2 of Fig. 3, and Fig. 3 is an inside view of the saddle-pad with the outer covering laid open to expose the construction and arrangement of the pneumatic cushions.

The saddle is made in two principal parts, an outer part A and an inner part B. To the outer part A are attached the check-hook *a* and the two bands or straps *a'* *a''*, which pass beneath the horse's belly. The inner part B, shown detached in Fig. 3, contains the pneumatic cushions and is connected to the outer part by the terrets D and screws D'. These terrets and screws pass through holes in the outer part from the outside and their screw-threaded shanks enter plates D² D³, having screw-threaded holes in them, which plates are embedded within the upper covering of the part B, the said terrets and screws serving in this way to connect these two principal parts together.

The part B, which is the pad, consists of one or more heavy layers of leather *b*, two pneumatic cushions *b'* *b''*, one on each side, and an inclosing lower lining *b²* of soft leather,

which extends over and incloses the pneumatic cushions. This lower lining may be stitched all around its edges to the upper leather *b*, but I prefer, as shown, to stitch one side of it only, and detachably unite its other edge by a lacing *l* of leather or cord, which passes through holes in the adjacent edges of the two parts after the manner of a shoe-lacing. The ends of these lacing-cords may be secured by tying at the lower end of the pad, or they may be tied in the middle of the saddle and the ends concealed beneath the middle of the upper section A of the saddle.

The pneumatic cushions *b'* are exactly alike, one being arranged upon each side of the middle of the saddle. Each is composed of a soft cylindrical rubber tube whose ends are closed and formed with solid corners *b⁴*, in which are seated eyelets *b³*, by which the cushions are secured by lacing-cords or stitching to the outer leather lining. This connection holds the tubular cushions out to their full length and prevents any shortening or doubling up of the tubes. Each rubber cushion is formed on its upper side with a nipple *n*, made of the same material, and extending through a hole in the upper part of its casing, and also through a hole in the upper section A of the saddle, where it is provided with a check-valve and screw-cap *c*, similar to those used on the pneumatic-cushioned tires of bicycles, and which are designed to connect with a small hand-pump and be filled with compressed air from time to time, as it may be needed.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The harness saddle pad having a leather backing and a detachable leather lining united thereto by lacing cords, and two inflatable rubber cushions *b'* arranged one on each side of the middle line of the pad within the lining, said cushions being provided with a valved nipple, and solid ends with eyelets *b³* through them, and cords passing through these eyelets to hold them in place within the outer case, substantially as and for the purpose described.

2. The combination of the harness saddle A, the saddle pad B consisting of leather back-

ing and lining united by lacings and having two inflatable cushions *b'* therein one on each side of the middle line, and provided each with a valved nipple *c* extending through the
5 saddle, and eyelets *b³* in their ends, lacings for securing the inflatable cushions, and ter-
rets *D D* passing through the saddle and an-
chored within the leather backing of the pads substantially as and for the purpose de-
scribed.

JOHN D. FLETCHER.

Witnesses:

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SOLON C. KEMON.