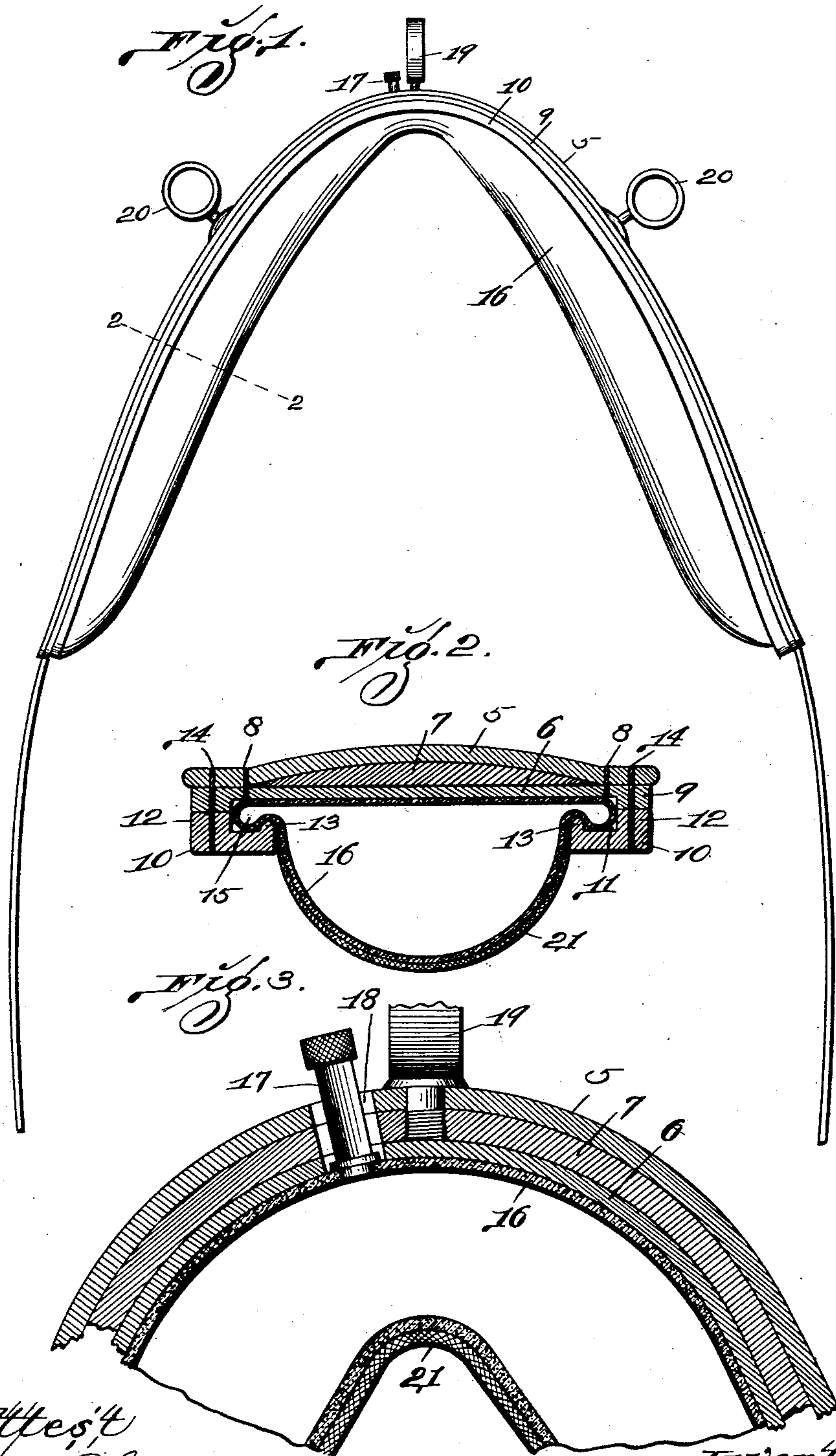


(No Model.)

J. J. SCHORP & G. SIGLINGER.
PNEUMATIC HARNESS SADDLE.

No. 591,659.

Patented Oct. 12, 1897.



Attest
W. P. Smith
J. G. Wells.

Inventors:-
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By Higdon, Longan & Higdon Attys.

UNITED STATES PATENT OFFICE.

JOSEPH J. SCHORP AND GEORGE SIGLINGER, OF ST. LOUIS, MISSOURI.

PNEUMATIC HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 591,659, dated October 12, 1897.

Application filed May 3, 1897. Serial No. 634,897. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH J. SCHORP and GEORGE SIGLINGER, of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Pneumatic Harness-Saddles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

Our invention relates to pneumatic harness-saddles; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

Figure 1 is a view in elevation of a harness-saddle constructed in accordance with the principles of our invention. Fig. 2 is a cross-section taken approximately on the line 2 2 of Fig. 1. Fig. 3 is a vertical sectional view taken on a line parallel with the elevation shown in Fig. 1, through the central portion of the harness-saddle, parts being broken away to economize space.

In the construction of a harness-saddle in accordance with the principles of our invention we employ the outer section 5 and the inner section 6, of leather, and between said outer and said inner sections is a metallic stiffening-strip 7, said strip being flat upon its inner side and convex upon its outer side, the outer and inner faces meeting at the edges. The stiffening-strip is narrower than the leather sections 5 and 6, and said leather sections are secured together at their edges by means of the stitching 8, which stitching is immediately outside of the edges of the metal stiffening-strip. A boss 9 is formed upon the inner faces of the leather section 6 and extending around its edge.

The leather strip 10 is rectangular in cross-section and has a groove 11 formed in one of its side faces, thus producing the boss 12, which is placed against the boss 9, and the boss 13, which projects toward the leather section 6 from the inner edge of the strip 10. The stitching 14 secures the strip 10 in position. Thus is formed an L-shaped pocket 15, which extends entirely around the inner face of the leather section 6 and near its edge.

The pneumatic pad 16 is placed in position against the inner face of the leather section 6 and when inflated extends into the pocket

15 and is held securely in position. The valve 17 is inserted through the opening 18, formed through the sections 5 and 6 and the stiffening-strip 7 and is secured to the pad 16, and the pad is inflated through said valve.

The checkrein-hook 19 is inserted through the section 5 and screw-seated in the stiffening-strip 7, and the rein-rings 20 are inserted through the section 5 and screw-seated in the stiffening-strip 7. A canvas cover 21 is attached in position to cover the inner face of the pneumatic pad 16, as required, to protect said pad. When it is desired to remove the pad 16 from the tree, the valve 17 is opened and the pad deflated; but as long as the pad remains inflated it will remain securely in position with reference to the tree.

We claim—

1. In a pneumatic harness-saddle, a tree consisting of the outer leather section 5, the inner leather section 6, the metallic stiffening-strip 7 placed between said outer and inner sections, the stitching 8 securing said sections 5 and 6 together, the leather strip 10 having the groove 11 in one of its faces secured in position by means of the stitching 14 and forming the pocket 15, and a pneumatic pad held in position in said pocket 15 by inflation, substantially as specified.

2. In a pneumatic harness-saddle, a tree consisting of an outer leather section, an inner leather section, a metallic stiffening-strip placed between said outer and said inner leather sections, means of securing the edges of said leather sections together, a leather strip secured to the inner face and near the edges of the inner leather section, said strip being grooved as required to form an L-shaped pocket between said inner leather section and said strip, and a pneumatic pad inserted in position inside of said leather strip and held in position by inflation, said pad engaging in said L-shaped pocket, substantially as specified.

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

JOSEPH J. SCHORP.
GEORGE SIGLINGER.

Witnesses:

EDWARD E. LONGAN,
S. G. WELLS.