

No. 659,872.

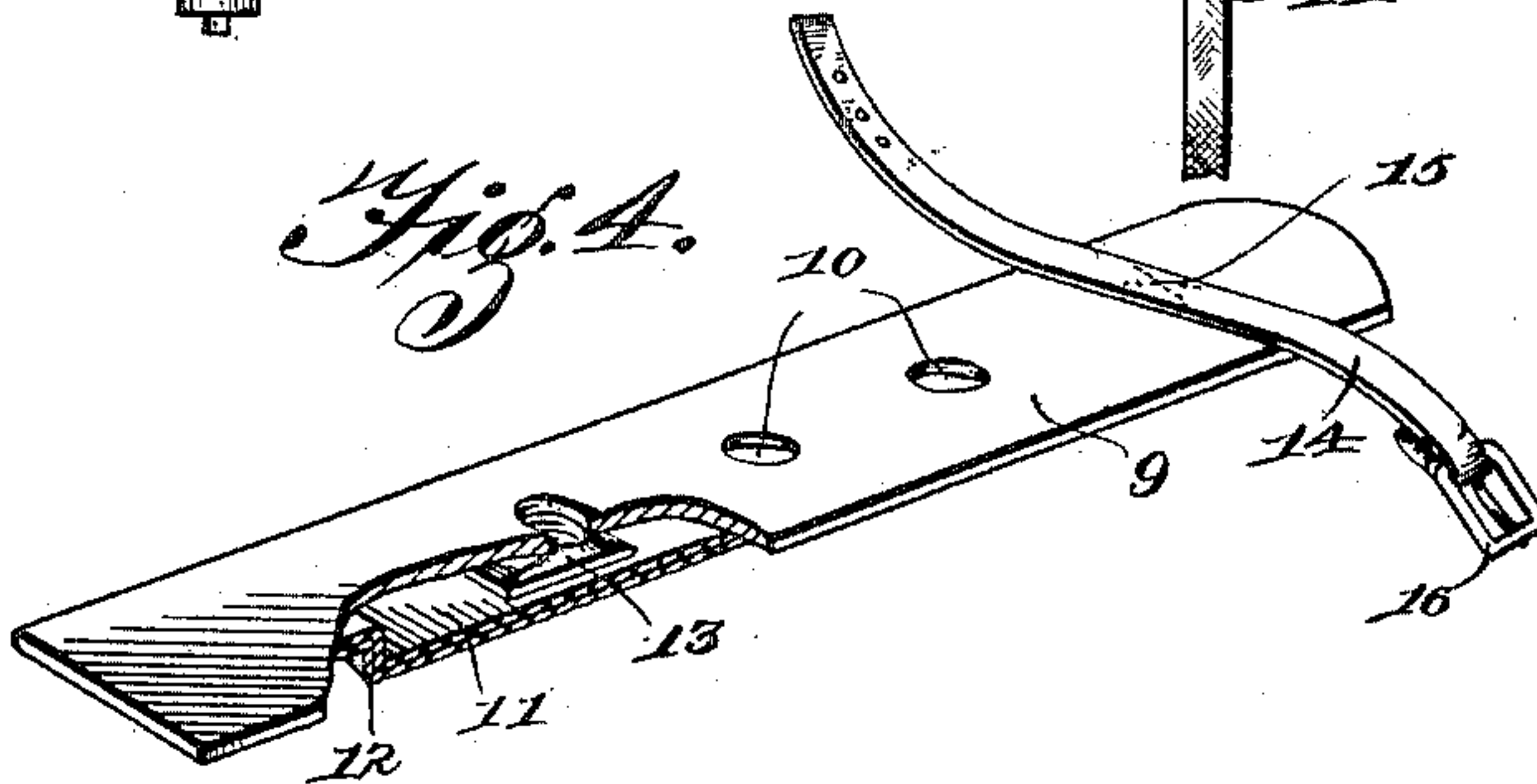
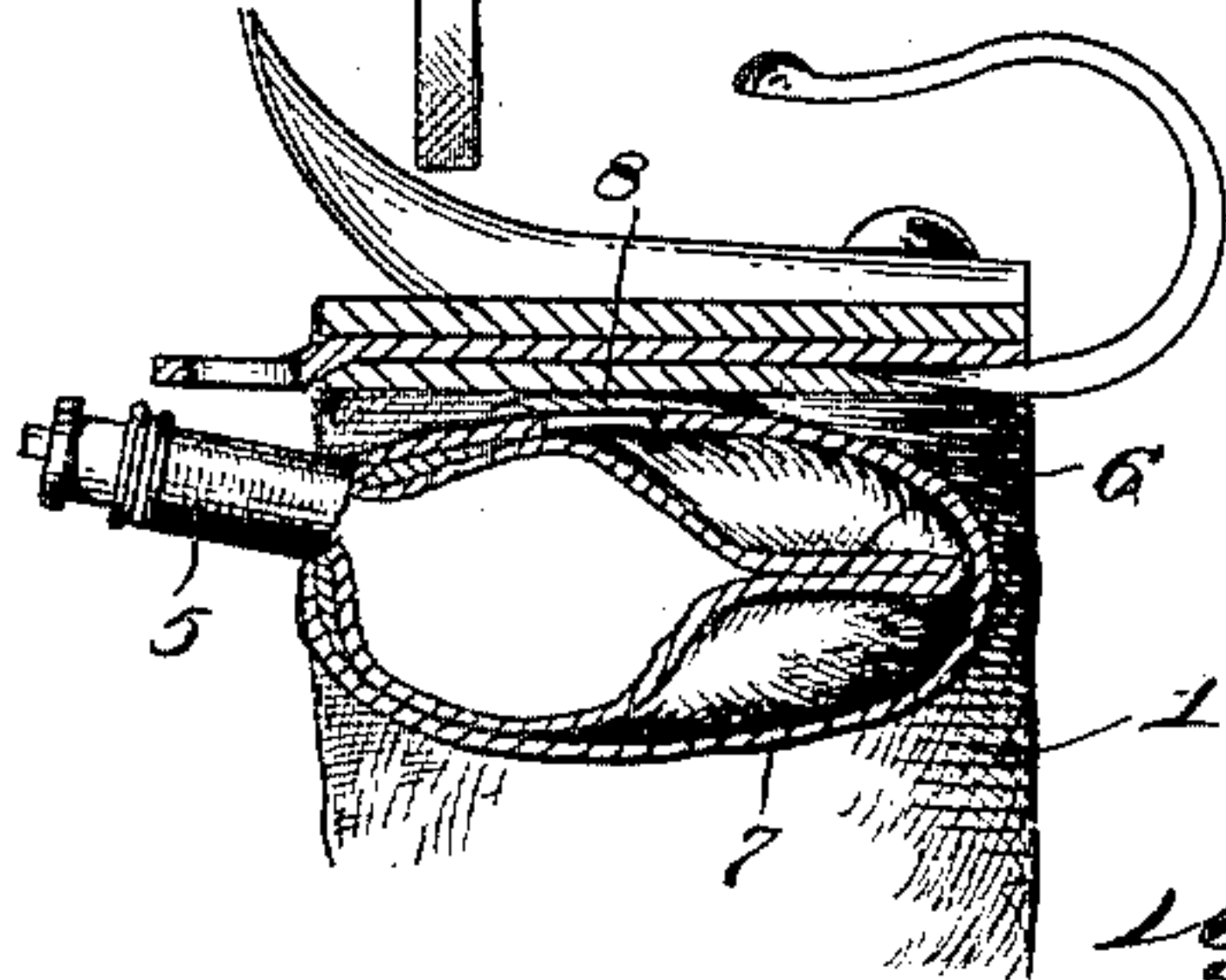
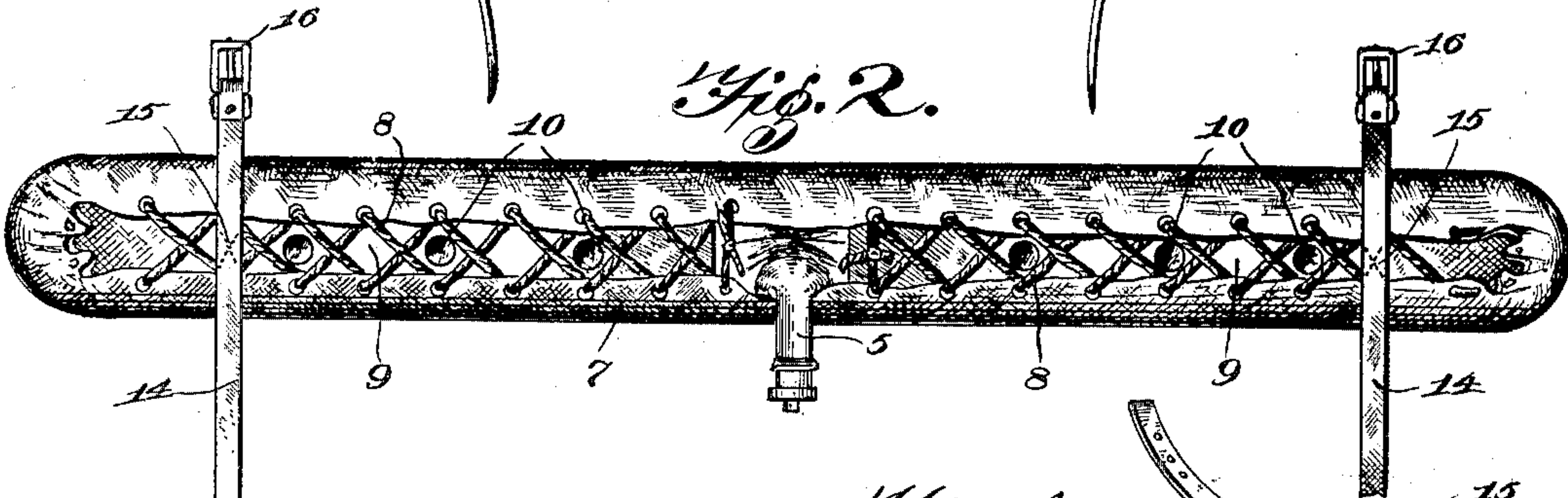
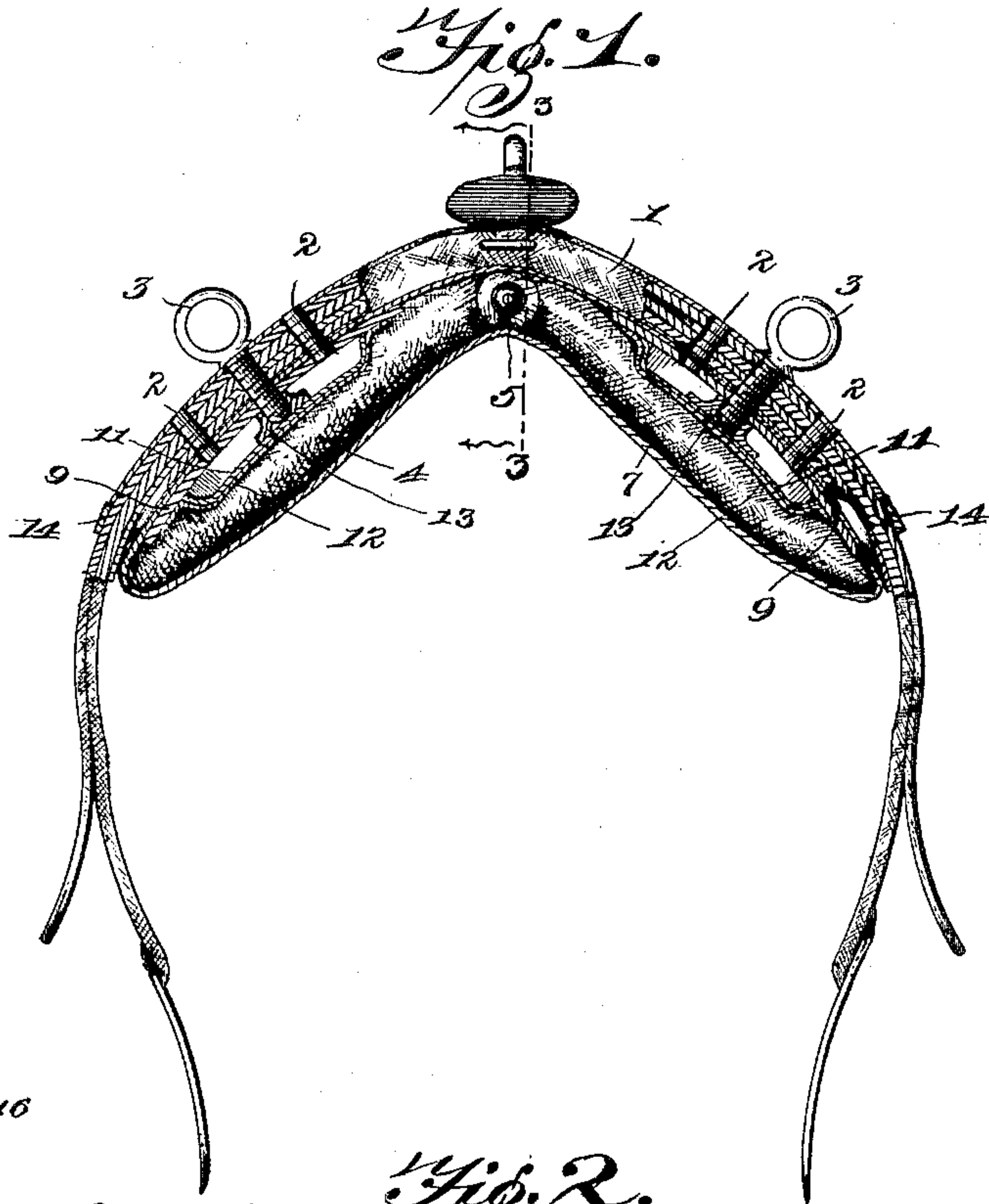
Patented Oct. 16, 1900.

S. P. MARTIN & W. H. MORRIS.

HARNESS SADDLE.

(Application filed June 27, 1900.)

(No Model.)



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UNITED STATES PATENT OFFICE.

SAMUEL PORTER MARTIN, OF LOUISVILLE, AND WYATT H. MORRIS, OF
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HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 659,872, dated October 16, 1900.

Application filed June 27, 1900. Serial No. 21,813. (No model.)

To all whom it may concern:

Be it known that we, SAMUEL PORTER MARTIN, residing at Louisville, in the county of Jefferson, and WYATT H. MORRIS, residing at
5 Mortonsville, in the county of Woodford, State of Kentucky, citizens of the United States, have invented a new and useful Harness-Saddle, of which the following is a specification.

This invention relates to harness-saddles,
10 and has for its object to provide an improved pneumatic pad therefor which is applicable to any ordinary form of saddle without altering or changing the latter. It is furthermore designed to provide an improved arrangement
15 of the inflation-valve stem, so that the latter is conveniently accessible and does not require the formation of an opening in the saddle for the reception of the stem.

Another object resides in the provision of
20 means whereby the terrets may form a connection between the pad and the saddle, said means being adjustable to accommodate itself to an adjusted position of the terret.

With these and other objects in view the
25 present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion,
30 size, and minor details may be made within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the invention.

35 In the drawings, Figure 1 is a sectional rear elevation of a harness-saddle equipped with the present form of pneumatic pad. Fig. 2 is a detail plan view of the upper or inner side of the pad removed from the saddle.
40 Fig. 3 is a transverse sectional view taken on the line 3 3 of Fig. 1. Fig. 4 is a detail perspective view of one of the attaching-plates for connection with one of the terrets of the harness-saddle.

45 Corresponding parts are designated by like characters of reference in all of the figures of the drawings.

Referring to the drawings, 1 designates an ordinary harness-saddle, which is provided
50 with a plurality of openings or perforations 2 for the reception of the threaded stems of

the terrets 3, so that the latter may be adjusted vertically to accommodate the driving-reins to different horses.

In carrying out the present invention there
55 is provided a pneumatic tube 4, which is elastic, so as to expand when inflated, and is provided with an intermediate inflation-valve 5. This valve has its stem extended horizontally outward from the tube, and adjacent por-
60 tions of the opposite sides of the latter are cemented or otherwise connected together, as indicated at 6 in Fig. 3 of the drawings, and directly opposite the stem, so as to hold the latter in its relative position. The entire
65 tube is housed and protected by means of a casing 7, which has its opposite edges located upon the upper or inner side of the tube and connected by means of the opposite laces 8,
70 which are passed through suitable eyelets in the edges of the casing. It will be observed that a pair of laces is employed, each lace being located at one side of the valve-stem, and the opposite ends of each lace being tied together adjacent to the stem. By this arrangement the
75 space between the laces and the opposite edges of the casing at the middle of the pad is unobstructed, so as to permit of the outward passage of the valve-stem.

At opposite sides of the valve-stem there
80 is provided a pair of attaching-plates 9, each of which is embraced by the opposite edges of the casing and the respective laces. Each plate is preferably formed from a single strip of stiff leather, which, as best shown in Fig.
85 4, is provided with a plurality of openings 10 for the reception of the stem of the adjacent terret, so as to form a connection between the pad and the saddle. Secured to the inner side of the plate is a housing 11, which is
90 struck from a single sheet of metal and embraces the openings, the outer side of the metal being covered by a strip of soft leather or other suitable covering 12, so as to protect the rubber tube against the corners of the
95 metal plate. Loosely held within the housing is a nut 13, which may be adjusted to correspond with any of the openings or perforations in the attaching-plate, so as to receive the screw-threaded shank of the ad-
100 jacent terret, whereby the pad is fixedly held to the harness-saddle. It will now be seen

that by the provision of a plurality of corresponding openings in the saddle and in the attaching-plate and by the employment of an adjustable nut within the attaching-plate the terret may be adjusted vertically upon the saddle and at the same time the connection between the pad and the saddle is preserved. As a further connection for the pad opposite straps 14 are secured to the outer sides of the respective attaching-plates and transversely across the outer ends thereof by means of intermediate stitching 15, one end of each strap having a buckle 16, so that the strap may be passed around the adjacent portion of the saddle and buckled to prevent displacement of the ends of the pad by reason of the movement of the animal.

When the pad is in position upon the harness-saddle, it will be observed that the former is connected to the latter through the medium of the attaching-plates, so that there are no straps or other fastenings embracing the pneumatic tube, and thus the full cushioning effect of the latter is preserved. Also the attaching-plates are held to the tube by means of the casing or covering 7 and the lacings 8, so that whatever strain may be placed upon the tube is distributed equally throughout the entire tube, and thus the danger of puncturing or otherwise damaging the latter is materially decreased. The valve-stem projects laterally and rearwardly beneath the tree of the saddle, so as to be in convenient position for inflating the pad without removing the same from the saddle, and it is not necessary to form openings in the saddle for the reception of the stem, whereby the present form of pad may be applied to any ordinary form of harness-saddle.

40 What is claimed is—

1. The combination with a harness-saddle, of a pneumatic pad, having a casing, the edges of which are folded upon the inner side of the pad, laces connecting the opposite edges of the casing, an attaching-plate held between the pad, the edges of the casing and the laces, and fastenings connecting the plate to the saddle.

2. The combination with a harness-saddle, of a pneumatic pad, having a casing, the edges of which are folded upon the inner side of the pad, a lace connecting said edges, an attach-

ing-plate held between the pad, the edges of the casing and the lace, means for connecting the plate to the saddle, and opposite straps, having their intermediate portions connected to the portions of the plate, which are exposed by the lace, and also buckled around the saddle.

3. A cushioned pad for harness-saddles, comprising a pneumatic tube, having an intermediate inflation-valve, a casing the edges of which are folded upon the side of the tube from which the valve projects, opposite laces connecting the opposite edges of the casing and terminating adjacent to opposite sides of the valve, and attaching-plates located at opposite sides of the valve and held between the tube, the edges of the casing and the respective laces, and having transverse straps secured intermediate of their ends to the outer ends of the respective plates, and provided with buckles.

4. A cushioned pad for harness-saddles, comprising a pneumatic tube, having an intermediate inflation-valve, a casing enveloping the tube, and having its edges folded upon the upper side thereof, opposite laces connecting the opposite edges of the casing and located at opposite sides of the valve, opposite attaching-plates located at opposite sides of the valve and held between the tube, the edges of the casing and the respective laces, each plate having a plurality of openings formed therein, a housing secured to the inner side thereof and embracing the openings, a nut loosely held within the housing and to correspond with the respective openings, and a strap secured intermediate of its ends to the outer end of the plate, and having a buckle at one end.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of witnesses.

SAMUEL PORTER MARTIN.

WYATT H. MORRIS.

Witnesses to the signature of Samuel Porter Martin:

A. H. MARRET, Jr.,

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Witnesses to the signature of Wyatt H. Morris:

T. W. DAVIS,

WALTER GRAY.