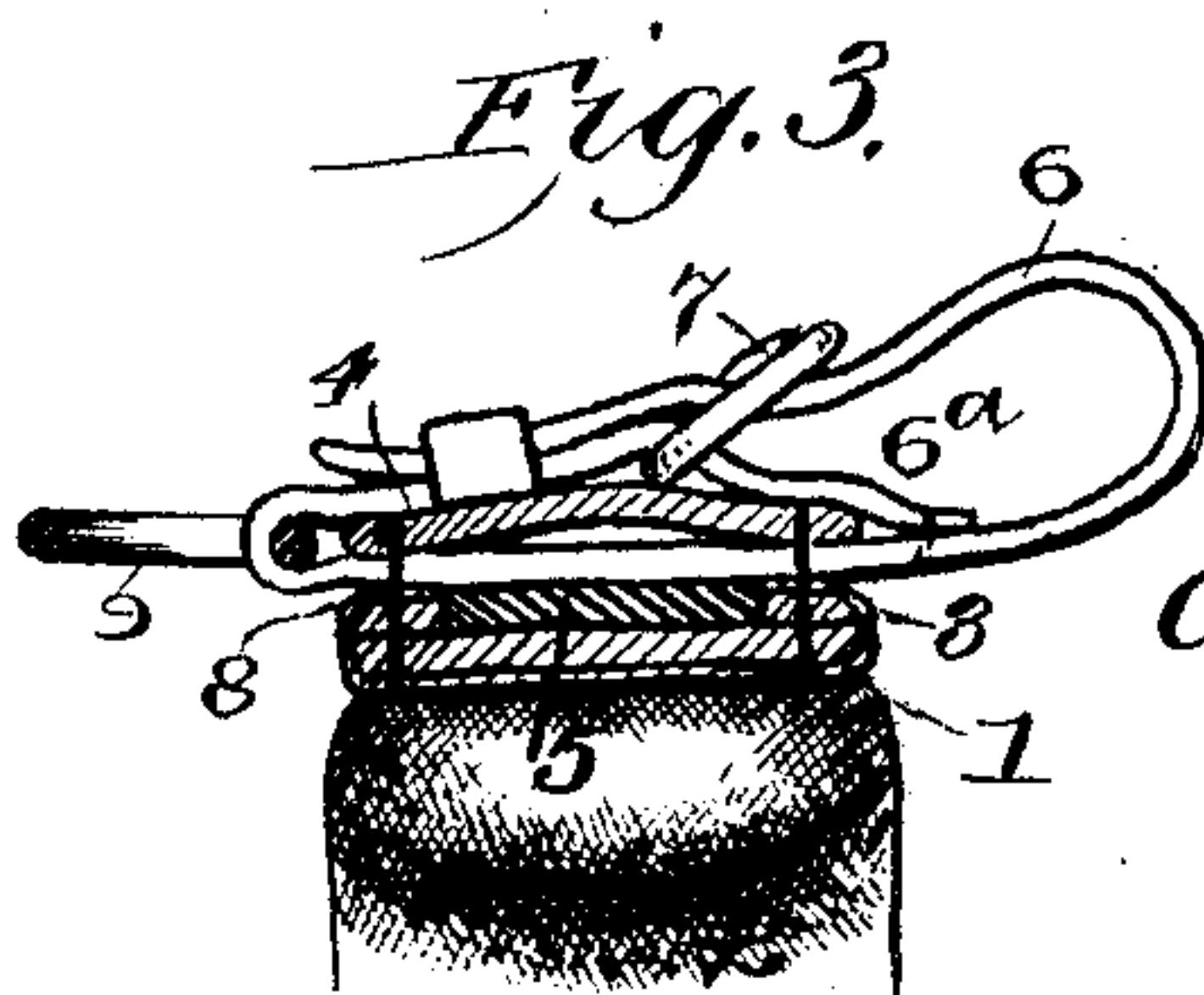
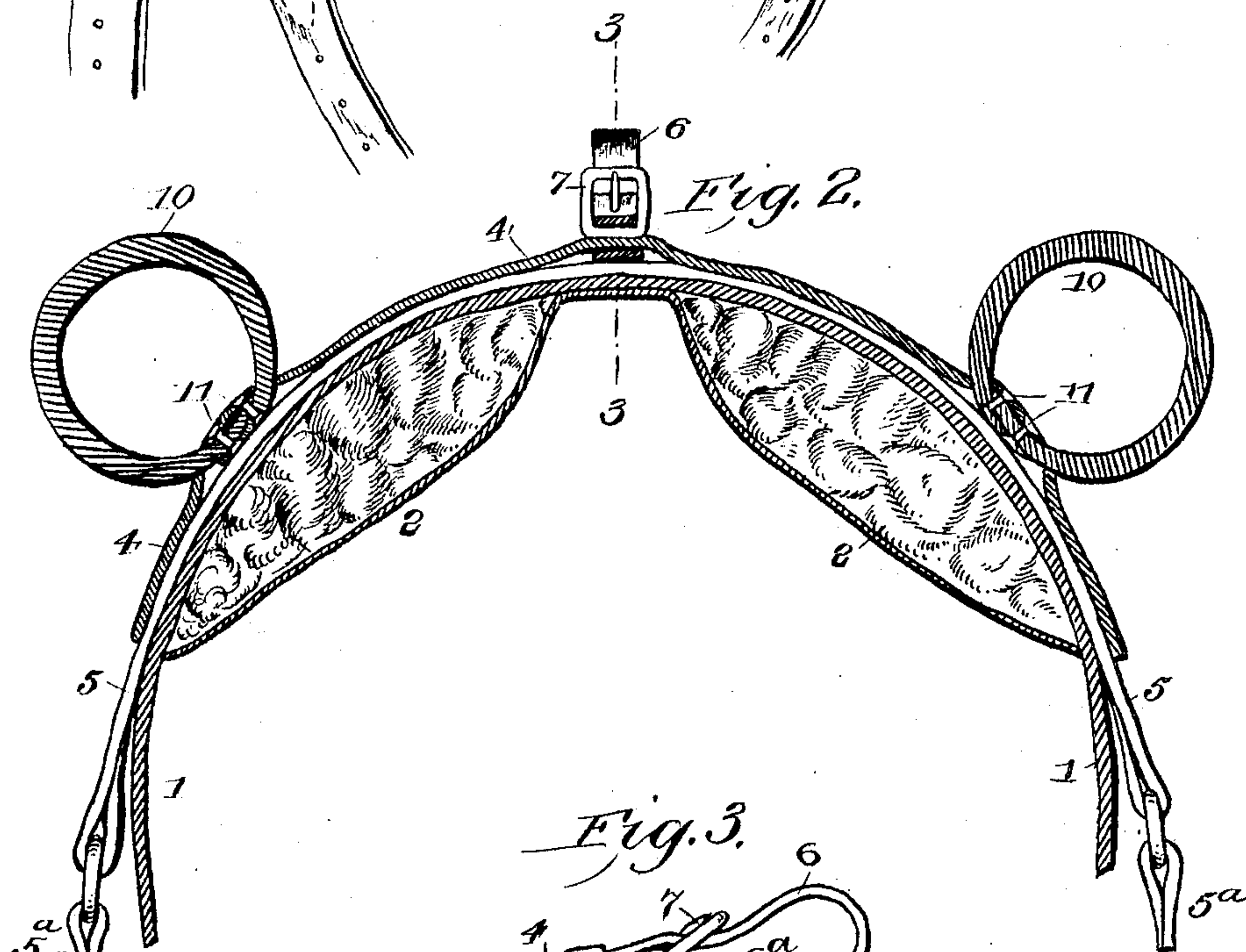
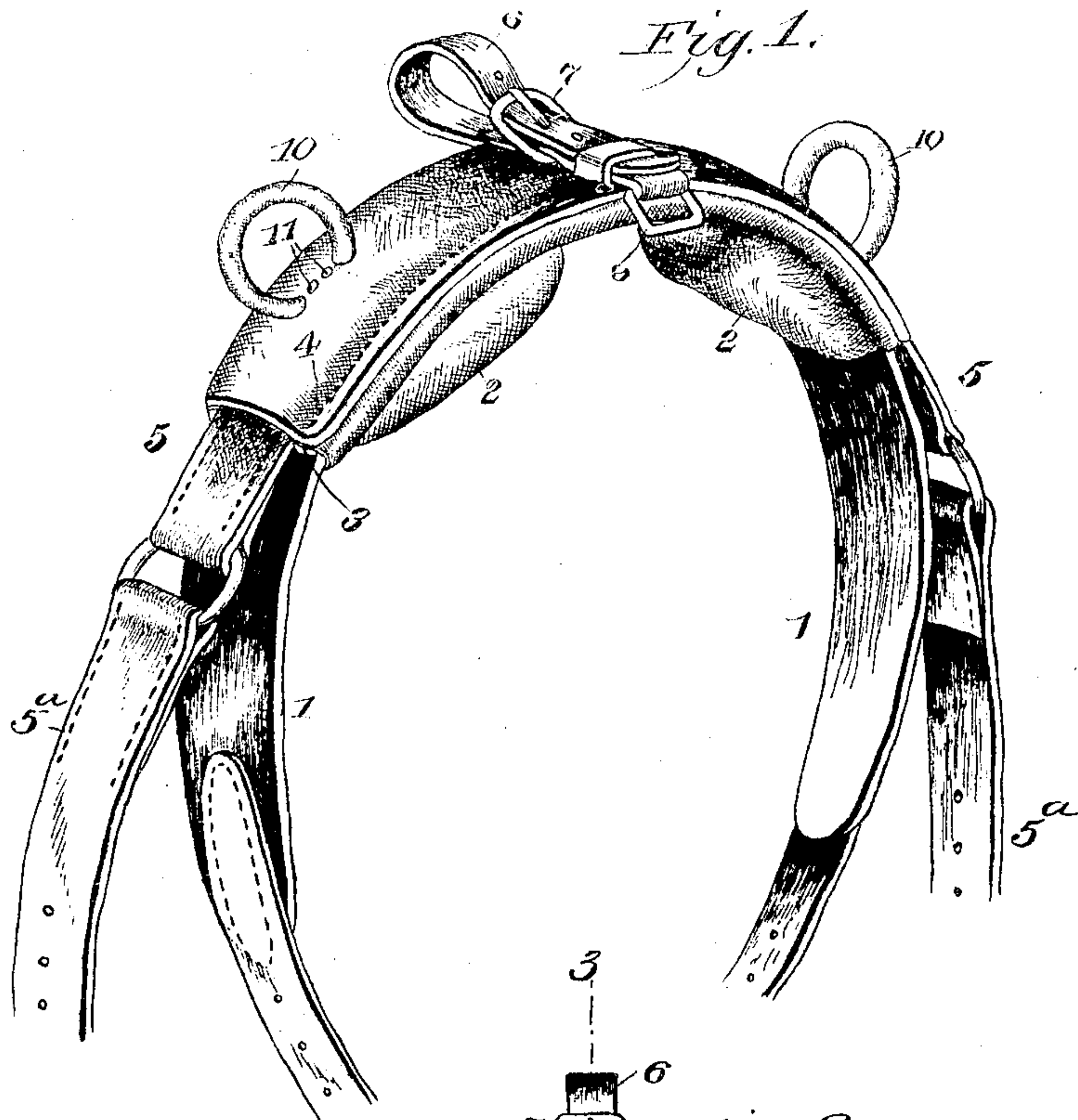


No. 804,758.

PATENTED NOV. 14, 1905.

G. McMULLIN.
HARNESS SADDLE.
APPLICATION FILED OCT. 6, 1904.



WITNESSES:

*Fred. Bradford
Amos W. Hart*

INVENTOR

George McMullin.

BY *Munn & Co*

ATTORNEYS

UNITED STATES PATENT OFFICE.

GEORGE McMULLIN, OF ELK RAPIDS, MICHIGAN.

HARNESS-SADDLE.

No. 804,758.

Specification of Letters Patent.

Patented Nov. 14, 1905.

Application filed October 6, 1904. Serial No. 227,371.

To all whom it may concern:

Be it known that I, GEORGE McMULLIN, a citizen of the United States, and a resident of Elk Rapids, in the county of Antrim and State of Michigan, have made certain new and useful Improvements in Harness-Saddles, of which the following is a specification.

My invention is an improvement in flexible harness-saddles, and is embodied in the construction, arrangement, and combination of flexible parts hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my improved saddle. Fig. 2 is a central longitudinal section of the same. Fig. 3 is a cross-section on the line 3 3 of Fig. 2.

1 indicates the body-band, whose ends will in practice be connected with the belly-band. (Not shown.) To this body-band 1 pads 2 are applied, the same being formed in the usual way by means of leather and stuffing, the leather being in this case turned over the edges of the body-band and stitched thereto together with welts 3 and the covering or jockey 4. The welts 3 are arranged parallel along the edges of the body-band and are interposed between the latter and the edges of the pad-leather. The edges of the covering or jockey 4 rest upon the edges of the pad-leather, and the parts are all stitched together with the body-band so as to be firmly secured. As indicated in Fig. 1, the covering or jockey 4 is crowning or arched transversely, so as to afford due space for the bearing-strap 5, which lies between the welts 3 and is adapted to slide in the pocket or guideway thus formed. This bearing-strap is provided at its ends with supplemental straps 5^a, which in practice serve as shaft loops or tugs or as means of connection with such loops or tugs.

It will be seen that the welts 3 form the sides of the guideway for strap 5 without affecting the due flexibility of the saddle as a whole and that they are covered and concealed by the upturned pad-leathers 2, while all these parts, including the jockey, are secured to the body-band by the same stitching. A continuous covered passage-way is thus provided for the shaft-bearing strap 5, which may slide freely therein, so that there is no torsional strain of the harness on the body of the horse or tightening of the same on one side when passing around curves, as is necessarily the case with harness of the ordinary kind.

A feature of my invention is the construction and attachment of the check-line fastening or loop 6. This is formed of a strap which is doubled upon itself and provided with a buckle 7. (See Fig. 3.) The strap passes under the covering or jockey 4 and is doubled over the same, its end 6^a being stitched to the body of the strap, as shown, which is also stitched at 8 to the jockey, the welts 3, the pad-covering, and the body-band 1. By this means I provide a checkrein holder or fastening which forms a flexible attachment of the saddle proper and which while adapted to be easily manipulated for attachment and detachment of the checkrein will not allow accidental detachment thereof. A loop 9 is attached to the checkrein-fastening to provide for attachment of a back-band. (Not shown.)

Another feature of my invention is the construction and attachment of the terrets 10. These are formed of leather, and their ends are passed through holes in the covering or jockey 4 and flattened and lapped on the inner side of the jockey and secured thereto by means of rivets or stitches 11, as shown in Fig. 2. Terrets thus constructed being flexible are unbreakable and also strong and durable, while they allow the driving-reins to slide through them easily, so that there is little friction of the parts. Furthermore, the manner of attachment of the terrets to the covering or jockey 4 is such that it does not interfere with the free sliding or adjustment of the bearing-strap 5 as before described, and yet the attachment serves to support the terrets in due position radial to the saddle.

My improved saddle is particularly adapted for use as a coach-pad or gig-saddle. The gig-saddle can be made for track-harness, light driving-harness, and express-harness. A similar saddle can be made for double harness, dispensing with the sliding bearing-strap.

What I claim is—

1. The improved flexible harness-saddle proper comprising the leather body-band 1 having parallel exterior leather welts 3 arranged along its edges, pad-leathers whose edges are turned up and inclose the said welts, and the flexible jockey 4 whose edges rest upon the pad-leathers and are stitched with them and the welts to the said body-band whereby an uninterrupted passage is formed in combination with a shaft-bearing strap adapted to pass through said passage as shown and described.

2. The improved flexible harness-saddle comprising the leather body-band 1 having exterior leather welts arranged adjacent to its edges and parallel to each other, a jockey
5 whose edges are laid upon said welts and secured together with the same to the afore-said body-band, and a shaft-bearing strap 5 which passes through and is adapted to slide freely in the passage-way provided between
10 said welts and the opposing body-band and jockey as shown and described.

3. The combination, with the covering or

jockey of the saddle, the same having holes formed therein as described, of terrets having a ring form and their ends passing through 15 the said holes and being overlapped on the inner side of the jockey and riveted to each other and the latter, substantially as described.

GEORGE McMULLIN.

Witnesses:

LOREN F. HIGLEY,
STEPHEN H. BEACH.