

A. McCRAKEN.
Harness Coach Pads.

No. 153,445.

Patented July 28, 1874.

Fig. 1.

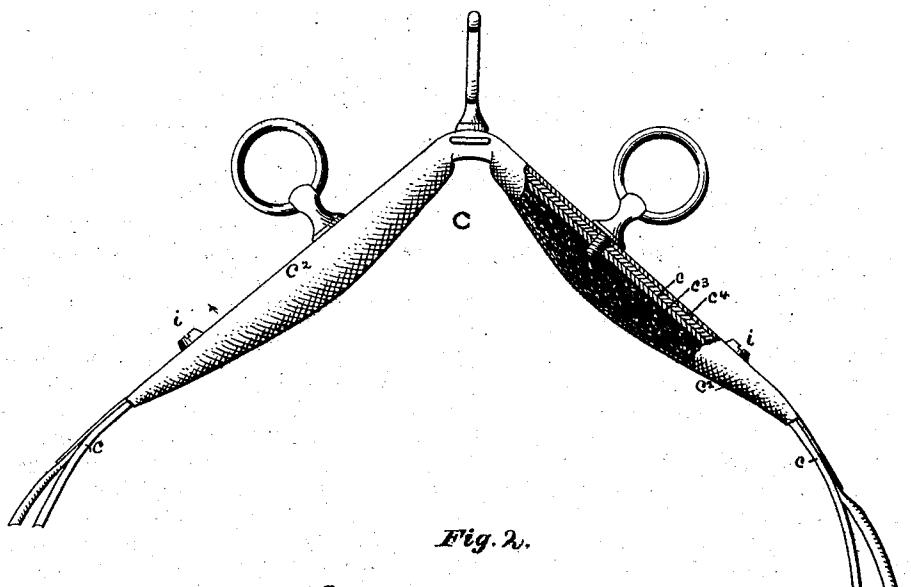
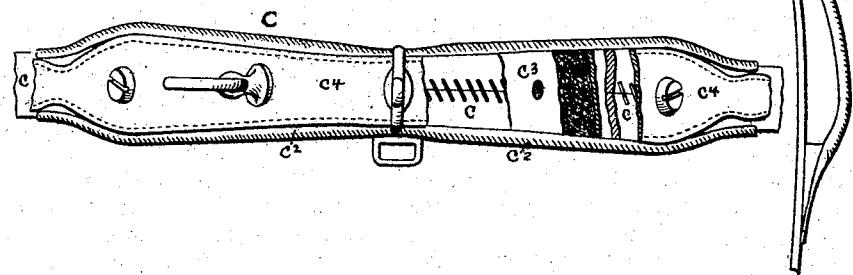


Fig. 2.



Witnesses:

D. Hammar

D. G. Stewart

Inventor:

Asa McCraiken
By *A. McCraiken*
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Atty

UNITED STATES PATENT OFFICE

ASA McCRAKEN, OF MANSFIELD, OHIO.

IMPROVEMENT IN HARNESS COACH-PADS.

Specification forming part of Letters Patent No. 153,445, dated July 28, 1874; application filed December 11, 1873.

To all whom it may concern:

Be it known that I, ASA McCRAKEN, of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Harness; and I 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to improvements in harness; and the invention consists in a new mode of constructing the coach-pad, whereby it is made stronger and more economically than by the method heretofore in use.

In the accompanying drawings, Figure 1 is an elevation of the coach-pad, one-half in section, showing its peculiar construction. Fig. 2 is a plan view of same.

C represents a coach-pad of novel construction; and in order to enable those skilled in the art to make and use the same, I will now proceed to describe the manner of its construction. Instead of the usual side straps, which are secured to the pad and carry the trace-bearers and belly-bands, I use a single strap, c, which extends from side to side and itself forms part of the pad. The depending ends or side portions are cut in proper shape, and the trace-bearers h are secured to it in their proper position. The central portion of the strap c, which forms part of the pad, is cut lengthwise through the middle, the cut extending from about one inch below the end of the pad on one side to the same distance on the other. The patent-leather lining c², after being shaped, is sewed or basted, flesh side out, to the edges of the central or split portion of the strap c, a small leather roll or bead being sewed around the outer edges. The ends of the strap c are then put through the opening of the cut and pulled through, with the patent-leather lining, turning it right side out. The steel saddle-free or plate c³, which is made the full width of the strap c, is then inserted through the cut to its position beneath the strap; the cut is then sewed up, the pad stuffed, and the ends closed. The trace-bearers are then sewed onto the side pieces, and the patent-leather top c⁴, which has been previously shaped, and if desired stitched, is placed in position over the strap c, and secured

by means of the coach-pad hook, rein-rings, and two bolts, i, being screwed through it and the strap c, into or through the steel plate c³; the points of the top piece c⁴ are then stitched down on the trace-bearers and strap, when the pad is completed, a proper loop for the attachment of the back strap being provided.

By my improved method of constructing the coach-pad I secure the following advantages: Increased strength, by reason of the strap c being all in one piece, forming the side pieces and part of the pad itself, and from the fact that I am enabled to use a wider and stronger steel plate. Heretofore the metal plate required to be about half an inch narrower than the patent-leather top piece, in order to give room to stitch a row on the edges of the leather outside or beyond the outer edges of the plate. By my improved method of construction—that is, by sewing the lining of the pad inside out, and then turning it in the manner I have described and inserting the plate beneath the strap—the necessity for stitching the patent-leather at the outer edges of the plate is obviated, and, as before stated, a much wider plate can therefore be used.

At the same time it will be obvious that the stitching of the pad-lining is completely covered or hidden, and that, the plate being wider than the top piece, it holds the binding of the lining up around the edge of the top piece, thereby making a neat and durable finish. It will also be obvious that by this method of construction a great saving in labor and material is effected.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a coach-pad, the strap C, cut lengthwise through its middle to a point below the ends of the pad, for the purpose of stitching and turning the pad-cover c² and receiving the tree or plate c³, and prolonged to form skirts to receive the girth and trace-loops, substantially as shown and described.

In testimony that I claim the foregoing, I have hereunto set my hand this 23d day of November, 1873.

ASA McCRAKEN.

Witnesses:

BENJAMIN ETTRIGE,
MICHAEL R. DOLL.