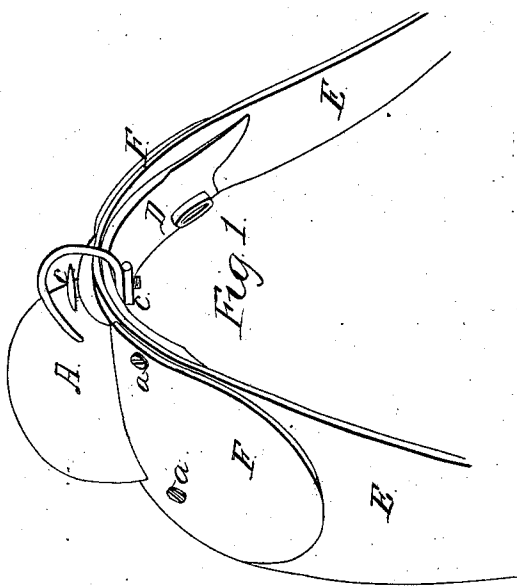
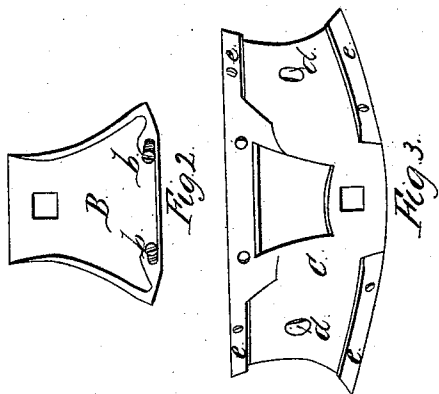


*J. T. Denniston,*  
*Harness Saddle,*  
*No. 4,860,*                      *Patented Nov. 20, 1846.*



# UNITED STATES PATENT OFFICE.

JNO. T. DENNISTON, OF LYNDE, NEW YORK.

## HARNESS-SADDLE.

Specification forming part of Letters Patent No. 4,860, dated November 20, 1846; Reissued September 9, 1856, No. 349.

*To all whom it may concern:*

Be it known that I, JOHN T. DENNISTON, of Lynde, in the county of Wayne and State of New York, have invented a new and useful Improvement in the Manner of Constructing Harness-Saddles; and I do hereby declare that the following is a full and exact description thereof.

Harness saddles are generally made with the inner or body part of wood strengthened by strips or pieces of iron something in the manner of an ordinary saddle; a plate, or casting of iron has sometimes been substituted for the wood and this has been attached to the harness by stitching, or by making it in part of wood, or in other modes substantially different from that which I am about to describe. I make two castings of metal one of which is to be placed above, and the other below the leather forming the skirt and the jockeys, when jockeys are used; these two pieces therefore embrace between them the portion that is made of leather, and they are attached to each other by passing screws through them and through the leather, by which means the latter is firmly held in place without either nailing or stitching and the upper casting is made to operate as a brace upon the lower, and obviates the danger of its breaking across the middle.

In the accompanying drawings, Figure 1 is a perspective view of a harness saddle formed by the embracing of the leather between the two castings of metal that I employ. Fig. 2 is a view of the under side of the upper casting which constitutes what may be denominated the seat part of the saddle, and, as above stated, braces the lower plates. Fig. 3 is the casting which I call the crotch, and which is placed below the skirts.

A is the upper part of the upper casting which may be made of brass and finished by polishing; or it may be plated if desired, or be japanned, or covered with leather in the usual way.

B is the under side of said casting which may be cast as light as is compatible with the necessary strength.

C is the upper side and D the under side of the lower casting; on the upper side of this casting I form ribs *e e* leaving a depression between them for the reception of the lug straps, under the skirts E, E.

*a a* are screws represented as passing through the jockeys F F and through the skirts into the lower casting C; the screws shown at *b b*, Fig. 2 pass through the lower casting, and through the skirts into the upper casting; and these by the aid of the pin and screw-nut *e e*, confine these castings and the leather firmly together. There is of course, to be suitable padding of the ordinary kind under the saddle; *d d* are the holes for the turrets.

By the above described manner of constructing harness saddles, they are rendered more permanent than upon any other plan with which I am acquainted; they may be taken apart and repaired with perfect facility; they are made in one half the time usually required for that purpose. An ordinary workman also, is enabled to finish them so as to be perfectly neat in their appearance while as usually formed they can be put into the hands of none but the best workmen.

Having thus fully described the manner in which I construct my improved harness-saddle, and presented also some of the advantages of that mode of constructing, what I claim therein as new, and desire to secure by Letters Patent, is—

The forming of such saddles by means of two castings which embrace the skirts, or skirts and jockeys between them, and are so formed and combined as to brace and strengthen the lower casting, their union being formed by the aid of screws, without the necessity of nailing, or stitching of the leather, and the respective parts being formed and combined, substantially in the manner set forth.

JOHN T. DENNISTON.

Witnesses:

THOS. P. JONES,  
EDWIN L. BRUNDAGE,