

A. Gilliam,
Harness Saddle,
N^o 64,214. *Patented Apr. 30, 1867.*

Fig. 1

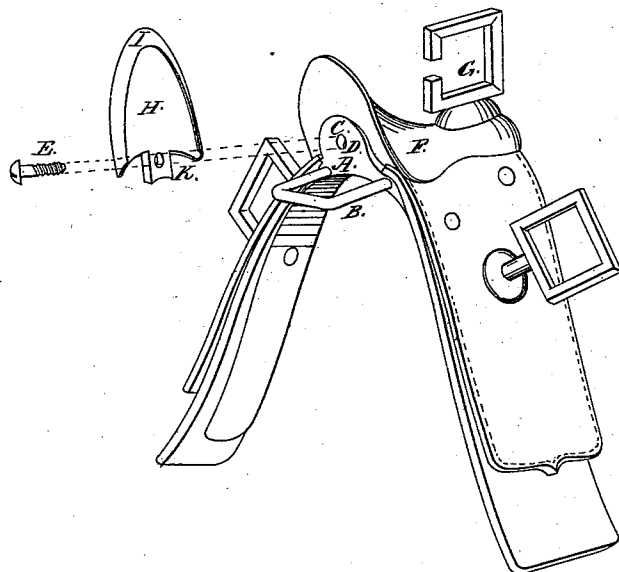
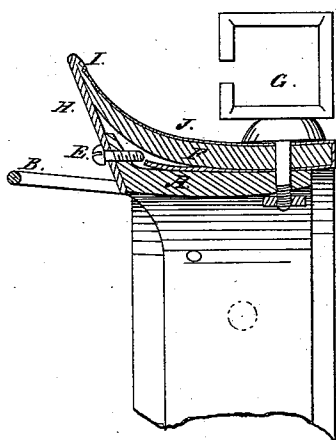


Fig. 2.



Witnesses:

Henry B. Webber
Samuel Knight.

Inventor:
Algeron Gilliam
By Knight Bros
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United States Patent Office.

ALGERNON GILLIAM, OF CINCINNATI, OHIO, ASSIGNOR TO HIMSELF AND
F. AND H. DIEHL, OF THE SAME PLACE.

Letters Patent No. 64,214, dated April 30, 1867.

IMPROVED HARNESS SADDLES.

The Schedule referred to in these Letters Patent and making part of the same.

TO WHOM IT MAY CONCERN:

Be it known that I, ALGERNON GILLIAM, of Cincinnati, in the county of Hamilton, and State of Ohio, have invented a new and useful improvement in Harness Saddles; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

The most distinguishing feature of my invention is a peculiarly-formed metallic cantle, whose use, besides greatly simplifying, cheapening, and beautifying this portion of the harness, adds greatly to its durability.

Figure 1 is a perspective view of a harness saddle embodying my improvements, my metallic cantle being detached.

Figure 2 is a transverse section through the centre of the same.

The tree A is of metal, (preferably of malleable iron,) and has projecting rearwards from it a suitable crupper loop, B, and obliquely upward and rearward a lug, C, which serves to stiffen the tree at its most important part, the crotch, and being traversed by a screw-threaded orifice, D, to receive a screw, E, becomes a medium of connection for the different parts, as hereinafter explained. The seat F is also preferably of metal, and is firmly secured to the tree A by means of the check-hook G, whose shank, traversing the front end of the seat, is held fast by a nut beneath the tree, and also at the rear end by my metal cantle H. My metallic cantle is provided with a recurved lip, I, that engages over the edge of the seat F, and holds the leather or other covering, J, and with an orifice, K, to receive the screw E, which, entering the screw-threaded orifice D, serves to unite to the tree the cantle and the rear portion of the seat, and to bind tightly to the latter the rear margin of the cover, thus dispensing with the usual nut beneath the crotch of the tree, near its rear edge, for holding the tree and seat together at that part, which, besides being a source of weakness to the tree, so frequently galls the back of the horse.

The metallic sheath or cantle H can be made to outlast any of the ordinary leather bindings and cantles, will take quite a sharp blow without fraying or cutting through, as is the case with the leather binding, and can be applied, removed, or replaced in a small part of the time consumed in the customary process, which is substantially as follows: A piece of leather is pasted over the back edge of the seat for the cantle cover, and then the leather covering of the seat is pasted on, and the edges of the cantle cover and seat cover are pasted together at the rear edge, so as to form an upturned edge, which must then be laid aside to dry, and when dry must be trimmed off, allowing about the eighth of an inch projection above the iron; then the binding must be pasted on and the whole left again until dry; then it must be stitched by hand; all of which requires six times the amount of labor required to cover a tree on my plan of construction. In addition to these advantages it may be stated that the improved tree with its metallic cantle will outlast six of the leather bindings, and present a more perfect and beautiful finish with a great saving of cost.

I claim herein as new, and of my invention—

The arrangement of re-curved and overlapping metallic cantle H, and lug C, or devices substantially equivalent, enabling the fastening the rear portions of the seat, seat cover, and tree securely together by the agency of a single screw, as and for the purposes set forth.

In testimony of which invention I hereunto set my hand.

ALGERNON GILLIAM.

Witnesses:

GEO. H. KNIGHT,
JAMES H. LAYMAN.