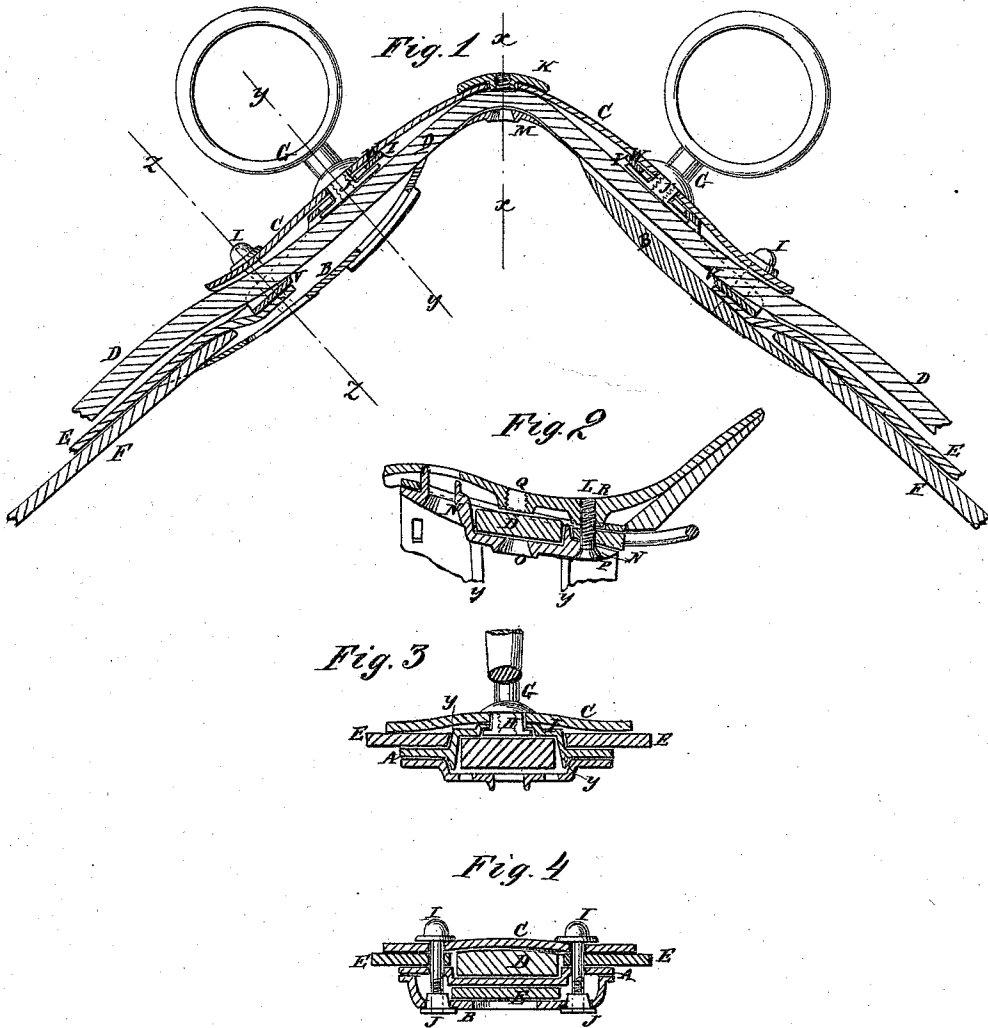


S. E. TOMPKINS.
Harness-Saddles.

No. 140,970.

Patented July 15, 1873.



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Inventor:

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Fig. 5

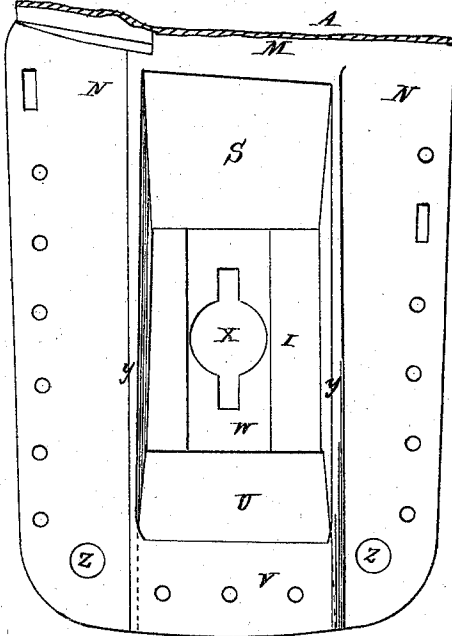


Fig. 6 B

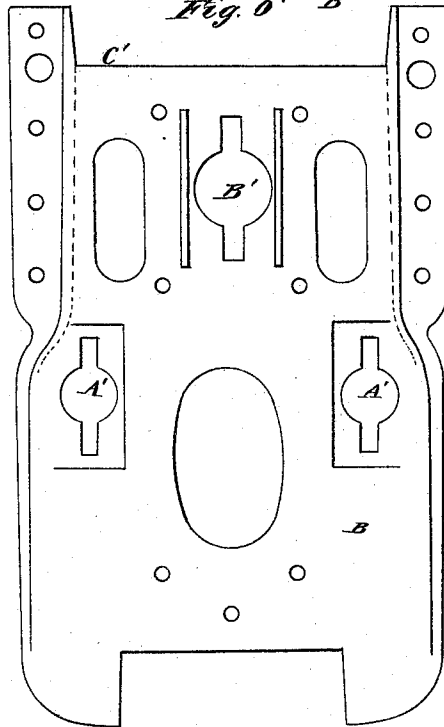


Fig. 7

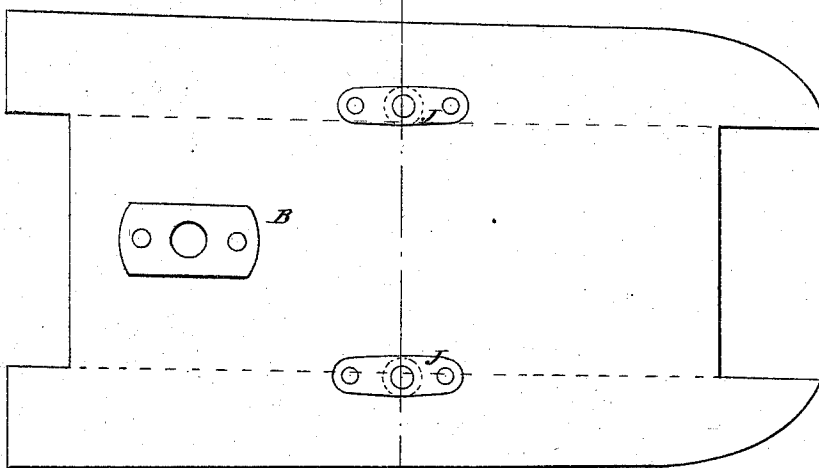
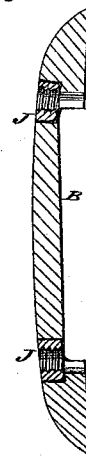


Fig. 8



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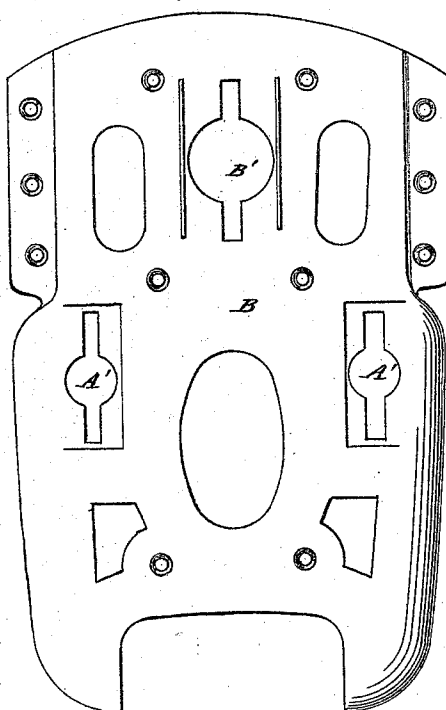
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**S. E. TOMPKINS.
Harness-Saddles.**

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Fig. 9



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UNITED STATES PATENT OFFICE.

SAMUEL E. TOMPKINS, OF SING SING, NEW YORK.

IMPROVEMENT IN HARNESS-SADDLES.

Specification forming part of Letters Patent No. **140,970**, dated July 15, 1873; application filed March 15, 1873.

CASE C.

To all whom it may concern:

Be it known that I, SAMUEL E. TOMPKINS, of Sing Sing, in the county of Westchester and State of New York, have invented a new and useful Improvement in Harness-Saddles, of which the following is a specification:

In this invention, which relates to the frame and under plates for heavy harness, the essential object is to provide for the easy working of the back-band through the saddle lengthwise, and at the same time have a good shape for the top, and also have the under side swell down in well-shaped form, corresponding to the shape of the horse's back; and the essential features are a frame constructed with a sunken bridge at the top, over which the back-band passes; raised center portions in the sides below, below which the back-band passes; sunken portions at the lower ends to allow the back-band to pass over said portions and work easy and free under the jockey; and holes at the lower corners, each side of the sunken portion, to fasten the corners of the jockeys by the pad-screws; together with other devices, all as hereinafter described.

Figure 1 is a longitudinal sectional elevation of a complete harness-saddle constructed according to my invention, with one metal under plate and one of wood. Fig. 2 is a transverse section taken on the line *x x* of Fig. 1. Fig. 3 is a transverse section taken on the line *y y* of Fig. 1. Fig. 4 is a cross-section taken on the line *z z*. Fig. 5 is a plan of the under side of one-half of the frame. Fig. 6 is a plan of the under side of one of the under plates. Fig. 7 is a plan of the under side of an under plate of wood, which I propose to use in some cases instead of metal. Fig. 8 is a cross-section of Fig. 7; and Fig. 9 is a plan of the under side of a metal plate, slightly modified as to the form of the upper end.

Similar letters of reference indicate corresponding parts.

A is the frame. B is the under plate. C is the jockey. D is the back-band. E is the flap. F is the stiffener; G, the terret-screws; H, the nuts for securing the terret-screws; I, the pad-screws; J, the nuts for securing them. K is the seat, and L the screw for securing it.

M is the bridge at the top of the frame, which is sunken below the sides N, as shown in Fig. 2, to allow the back-band sufficient space under the seat for working freely when it is required to do so; but as this is not always the case it is provided with a hole, O, in which the screw L for securing the seat is sometimes placed, passing through the back-band; but it will generally be placed in a hole, P, which is made for the purpose through the rear side of the plate, and the seats will have holes Q R corresponding to these holes to adapt them for being secured either way. Below the seat, on each side, is an opening, S, through the middle portion of the frame, to allow the back-band to pass under the middle portions T, which are raised above the side portions N, and below these are other openings, U, to allow the back-band to pass over the lower middle portions V, which are sunken below the sides. The raised middle portions T have themselves middle portions W, which are raised above their side portions, and have the holes X for the terret-nuts, which are fitted in said raised portions flush with the under sides of portions I so as not to interfere with the back-band. Between the middle portions S and V and the side portions N I form ribs Y above and below the plate for strengthening it, those above being continuous. At the corners of the lower ends I make holes Z for the pad-screws. A' represents the holes in the under plates for the nuts for the pad-screws, which go through the holes Z of the frame, and B' represents holes which I provide in the plates to be used with these frames for the nuts of the terret-screws, which I pass through the back-band when the screw L for securing the seat goes through the back-band. The under plates, which swell downward at the middle to suit the shape of the back of the horse, will generally have a notch, U', at the upper end, particularly when the back-band works over the saddle to allow it the necessary freedom; but in some cases, as when the back-band does not work in this manner, they will be constructed in the form represented in Fig. 9. D' represents an under plate of wood, of which I sometimes make

them instead of metal, which may be used with advantage, as they are lighter and cheaper than the metal plates. The pad-screw nuts H will be fitted in them, as shown, and secured by wood-screws.

I do not claim strengthening-ribs in combination with these frames, except when arranged above and below the plates, as here shown.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A frame cast with a sunken bridge at the top and raised bridges at the middle portions below, so arranged that the back-band passes over the sunken bridge and under the raised bridges, substantially as described.

2. The combination, with a frame cast with the bridge at the top for the back-band to pass over and raised bridges at the middle portions below for it to pass under, of the lower middle portions V for the back-band to pass over, substantially as described.

3. The terret-screws screwed to the middle bridge, which forms a portion of the frame, to allow the back-band to pass under them, substantially as described.

4. The middle portions I, having a raised portion, W, to allow of fitting the terret-nuts flush with the under side, as described.

5. The combination of the strengthening-ribs Y with the frame, when those above are continuous, substantially as described.

6. A frame, with the side portions N, top bridge M, raised bridge I, and lower middle portions V, constructed and arranged substantially as described.

7. The holes Q and R in the seat, to connect it either at the center or rear, substantially as specified.

SAML. E. TOMPKINS.

Witnesses:

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ALEX. F. ROBERTS.