

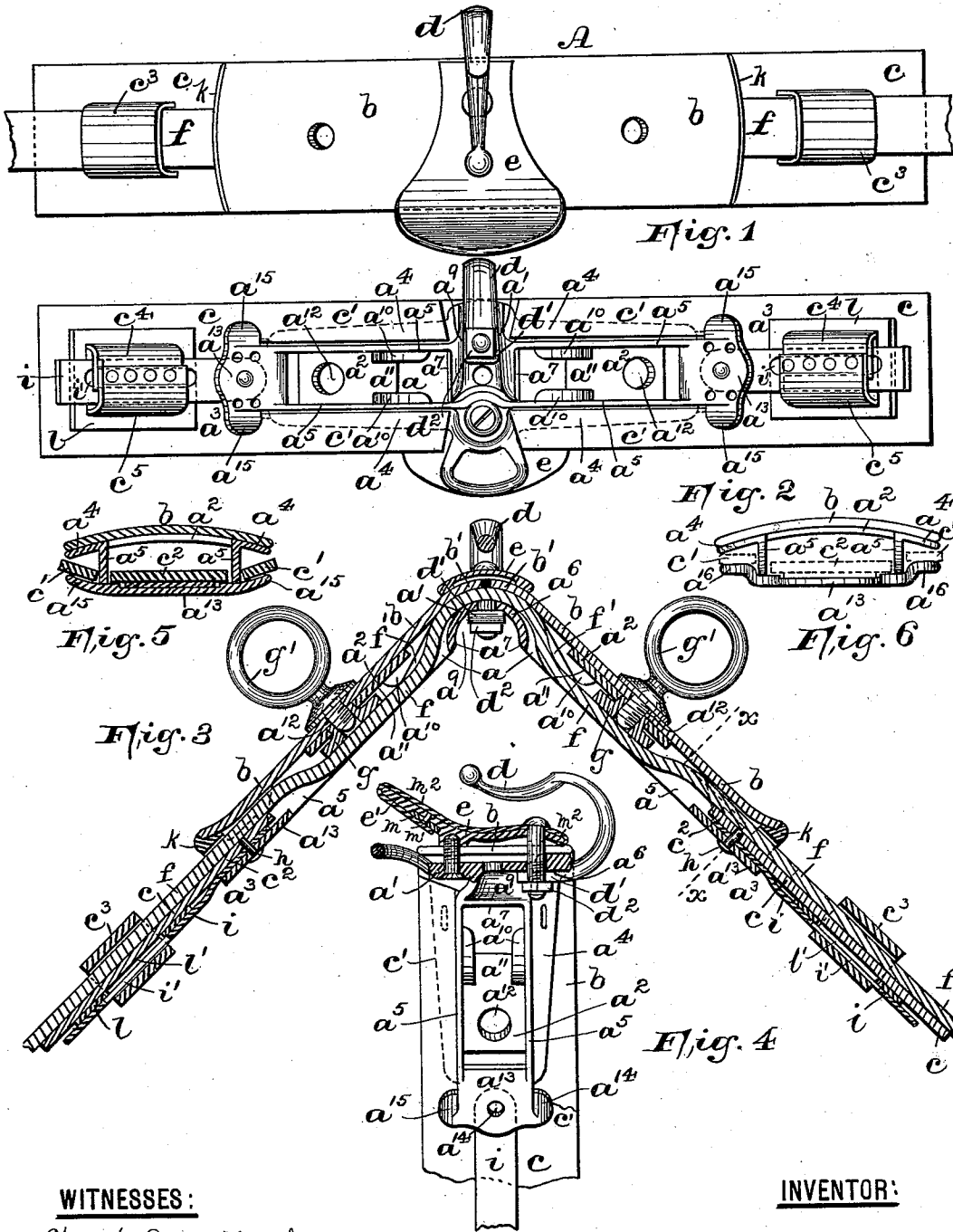
(No Model.)

2 Sheets—Sheet 1.

S. A. MARKER.
HARNESS SADDLE.

No. 468,943.

Patented Feb. 16, 1892.



WITNESSES:

Wm. H. Campfield, Jr.
Arthur Cusse

INVENTOR:

Stephen A. Marker,
BY Fred C. Graentzel, ATT'Y.

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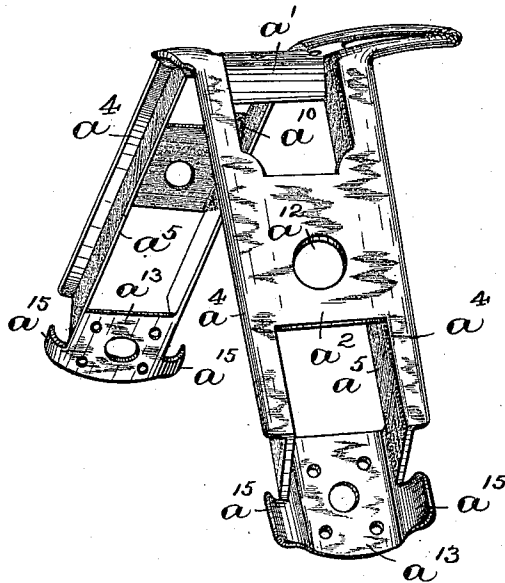


Fig. 7

WITNESSES:

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UNITED STATES PATENT OFFICE.

STEPHEN A. MARKER, OF NEWARK, NEW JERSEY.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 468,943, dated February 16, 1892.

Application filed June 11, 1891. Serial No. 395,851. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN A. MARKER, a citizen of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Harness-Saddles; 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The present invention relates to improvements in harness-saddles; and the invention has for its main purpose to provide an improved saddle-tree to enable a person to readily change the mountings of the saddle after it is finished without taking the saddle apart or disturbing the back-band thereof and one in which, after removing the seat and the check-hook, a terret-nut can be inserted between the back-band and the tree and a terret-ring secured in place, or after the saddle has been completed such mountings can be readily changed to suit the taste of the buyer.

The invention has for its further object to reduce the cost of the manufacturing of such saddles and to improve the general construction and appearance of the same.

A further object of this invention is to provide a harness-saddle in which the cracking or breaking of the jockey of the saddle has been obviated; and the invention furthermore has reference to an improved means for stiffening the skirt of the saddle and the back-band loop, and also to guard against the displacement of said loop.

The invention consists in certain arrangements and combinations of parts, as will be hereinafter more fully described, and finally embodied in the clauses of the claim.

Referring to the accompanying drawings, Figure 1 is a top view of my improved harness-saddle. Fig. 2 is a plan view of the under side of the same, clearly illustrating my improvements. Fig. 3 is a vertical longitudinal section of the saddle through the saddle-tree, seat, jockeys, back-band, and skirt; and Fig. 4 is a central section from front to back. Fig. 5 is a vertical section taken on line x in Fig. 3. Fig. 6 is a view of

the end of the tree provided with a modified form of projections thereon. Fig. 7 is a perspective view of the saddle-tree detached to clearly illustrate the arrangement of the upwardly-curved and outwardly-projecting lugs.

In said described views similar letters of reference are employed to indicate corresponding parts in each of the views.

In said drawings, A represents the complete harness-saddle.

a is a saddle-tree having a curved bridge a' formed at the angle of the tree and slightly below the lines of the face-plates a^2 , upon which the jockeys b lie, while the skirt c is applied partly above the ends a^3 of the tree, each skirt being made with the ends c' , which project above the tree and are arranged on oppositely-projecting shoulders or flanges a^4 , cast integral with the tree, and the edges of said skirts and jockeys are secured together in their positions on the tree in any well-known manner.

Heretofore the bridge has been formed approximately square between the downwardly-depending portions a^5 a^5 of the tree, or in other constructions the lower edge a^6 of the bridge is on a line with the lower edges of said portion a^5 . In these constructions the nut for securing the check-hook is brought directly down upon or into the usual padding of the saddle, which is of the greatest disadvantage, as the horse's back is thereby too easily galled. In my present form of construction said bridge is raised above the lower edges of the portions a^5 and on its under side is provided with two downwardly-extending cross-ribs a^7 a^7 , which connect said portions a^5 and form a recess a^8 , in which the end d' of the check-hook d and its nut d^2 are arranged, as will be clearly evident from Figs. 3 and 4, and they thereby do not interfere with the padding. The usual form of seat e may be placed upon the jockeys at the angle.

One of the main features of my invention is to provide the under side of said above-mentioned face-plates a^2 with downwardly-extending and preferably wedge-shaped projections a^{10} , which engage with the lateral edges of the back-band f , causing the latter to be depressed, as will be seen from Fig. 3, and forming a sufficient opening f' between the upper surface of the back-band and the

inner edges or surfaces a^{11} of the face-plates a^2 to allow the terret-nut g an entrance there-between. In order to secure said terret-nuts g in position between the back-band and the
 5 face-plates a^2 of the tree, all that is necessary is to remove the check-hook and the seat e , and by throwing back the ends b' of the jockeys the terret-nuts can readily be inserted and forced down into their proper places in a
 10 hole a^{12} in each plate a^2 and the terret g' can be secured in position above the jockey, as will be evident. As will be seen from Figs. 2, 3, 4, and 5, at each of the ends of the tree said downwardly-projecting portions a^5 are
 15 connected on a line with their lower edges at the ends a^3 of the tree (see Fig. 3) with a connecting-plate a^{13} , having a perforation a^{14} . Into this perforation is inserted a pin or rivet h , which secures a stiffening-bar i and a flap
 20 c^2 of the skirt above said connecting-plate a^{13} , while the two ends c' of said skirt project on and are arranged on the under sides of said outwardly-projecting shoulders a^4 of the tree. Said ends a^3 of the tree are provided on their
 25 opposite sides with upwardly-curved ears, lugs, or projections a^{15} , (see Figs. 2 and 5), which serve their purpose admirably and cause the ends c' of the skirt to be forced upward, which results in the jockeys assuming
 30 a neater appearance, and thereby prevents the bending down and also the breaking or cracking of the lateral edges of the jockey when the saddle is in constant use on the horse. The jockeys are made of the proper
 35 length, so that they end directly above or near said ears or lugs or projections a^{15} . The difference between the upper surface of said ears or lugs a^{15} and the under surface of said shoulders a^4 must be equal to the thickness
 40 of the end pieces c' of the skirt, which allows the arrangement of said pieces c' in a straight and continuous line upon said shoulders, thereby adding greatly to the neat finish of the harness-saddle when complete.

45 Directly above the flap c^2 of the skirt c , if desirable, may be arranged an end piece or tip h , which may be of any suitable or desirable construction. Said end tip serves to support the end of the jockey and causes the
 50 latter to retain its curved position and also strengthens said tip-piece at its weakest point.

As will be seen more especially from Figs. 2 and 3, the skirt-stiffener i may be of the usual form; but between the same and the
 55 skirt I may arrange a stiffening plate or brace l , provided with a square opening l' , of greater width than the width of the skirt-stiffener, through which opening l' projects the ends c^4 and c^5 of the back-band loop c^3 and may be
 60 secured together by means of tacks upon the back of the stiffener i , which is provided with a longitudinal slot i' to allow any sliding movement of the stiffener upon said plate l . The plate l has for its purpose to prevent the
 65 wear of the stiffener i against the under side of the skirt and also to obviate the breaking

of the skirt at this point, which is so common in the constructions as heretofore made.

By my improved construction of saddle I have obtained many advantages.

70 Aside from the neat appearance of the saddle when complete and its cheapness of construction I have obtained another advantage by the use of the preferably wedge-shaped projection a^{10} , in that the terret-nut can be
 75 placed directly upon the back-band, which therefore needs no perforation for the reception of the terret-shank, and hence does not weaken said band, and, further, allows the nut to fall into position without forcing the back-
 80 band down into the pad, which, as is well known, is very difficult.

Another great advantage is the use of the ribs a^7 at the angle of the tree, which thereby
 85 form braces and greatly strengthen the construction of the tree, and they also form a channel for the end d' of the check-hook and prevent any lateral movement of the same. The curved portion of the bridge, further-
 90 more, facilitates the insertion of the back-band and also allows the same to be depressed while inserting or removing the terret-nut.

It will be evident that the ears or lugs a^{15} can be curved or bent to any suitable degree to suit the different thicknesses of the skirt,
 95 or said lugs may project upwardly, as at a^{16} , and as will be seen from Fig. 6.

Having thus described my invention, what I claim is—

1. In a harness-saddle, a saddle-tree provided with longitudinally-arranged ribs and
 100 outwardly-projecting shoulders, provided at or near the ends of said ribs with a connecting-plate a^{13} , having upwardly and outwardly projecting lugs, which project above the upper
 105 surface of said connecting-plate for supporting the saddle, substantially as set forth.

2. In a harness-saddle, a saddle-tree provided at or near the extremities of the seat for the jockey and skirt and on opposite
 110 sides with outwardly-projecting lugs for supporting the skirt and having longitudinal ribs and downwardly-projecting portions on the inner surfaces of the face-plates of the seat adjacent to said ribs, arranged substan-
 115 tially as and for the purposes set forth.

3. In a harness-saddle, a saddle-tree provided with a bridge having downwardly-projecting cross-ribs forming a recess a^9 and having longitudinally-arranged portions or
 120 ribs a^5 , face-plates a^2 , downwardly-projecting portions a^{10} on the inner sides of said ribs, outwardly-projecting shoulders a^4 , and outwardly and upwardly extending lugs at the lower ends of the tree, all arranged substan-
 125 tially as and for the purposes set forth.

4. In a harness-saddle, the combination, with a saddle-tree comprising therein downwardly-projecting and longitudinally-arranged portions or ribs a^5 , face-plates a^2 be-
 130 tween said ribs, outwardly-projecting shoulders a^4 , a flat portion a^{13} at each end of said

tree, and outwardly and upwardly projecting ears or lugs a^{15} , of the skirt of the saddle, having a flap c^2 arranged on the upper side of said flat portion a^{13} , and the end c' of said skirt arranged above said lugs or ears a^{15} and extending back beneath said shoulders a^4 , substantially as and for the purposes set forth.

5 In a harness-saddle, the combination, with a saddle-tree comprising therein downwardly-projecting and longitudinally-arranged portions or ribs a^5 , face-plates a^2 between said ribs, outwardly-projecting shoulders a^4 , a flat portion a^{13} at each end of said tree, and outwardly and upwardly projecting ears or lugs a^{15} , of the skirt of the saddle, having a flap c^2 arranged on the upper side of

said flat portion a^{13} , and ends c' of said skirt arranged above said lugs or ears a^{15} and extending back beneath said shoulders a^4 , a stiffener i , arranged beneath said skirt and secured between the flat portion a^{13} and the flap c^2 , and a plate or brace l between said stiffener and the skirt, all of said parts being arranged substantially as and for the purposes set forth.

25 In testimony that I claim the invention set forth above I have hereunto set my hand this 19th day of May, 1891.

STEPHEN A. MARKER.

Witnesses:

FREDK. C. FRAENTZEL,
WM. H. CANFIELD, Jr.