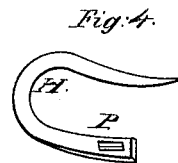
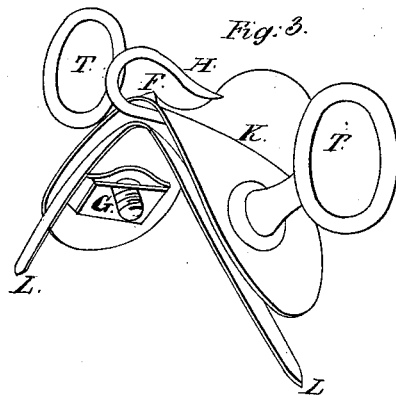
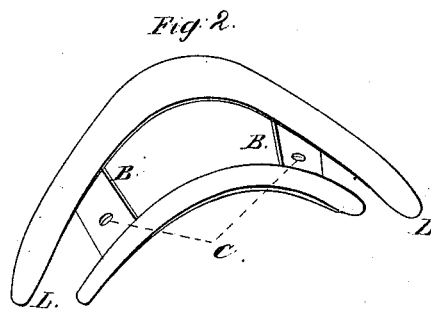
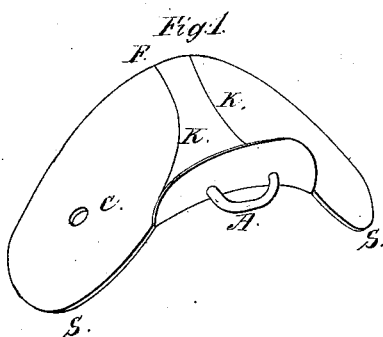


A. H. Gazlay.

Harness Saddle,

N^o 5476.

Patented Mar. 14, 1848.



Inventor:

Arvin H. Gazlay

UNITED STATES PATENT OFFICE.

ARVIN H. GAZLAY, OF SARATOGA SPRINGS, NEW YORK.

HARNESS-SADDLE.

Specification forming part of Letters Patent No. 5,476, dated March 14, 1848; Reissued October 28, 1856, No. 408.

To all whom it may concern:

Be it known that I, ARVIN H. GAZLAY, of Saratoga Springs, in the county of Saratoga and State of New York, have invented a new and useful Improvement on Harness-Saddletrees; and I do hereby declare that the following is a full, clear, and exact description of the construction and use of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 3 is a perspective view of my saddle tree entire. Fig. 1 is a like view of the upper or chief part of the tree; Fig. 2 a view of the under part of the same and Fig. 4 represents the check-hook.

All the parts are metallic generally made of cast metal, brass or iron. Fig. 1 is one metallic piece with A the staple for the back strap cast on. C, C, are the terret holes. S, S, are skirts coming down sufficiently low to receive the terrets and to give a good form to the tree. K K are lines to represent welts for ornament. F represents the place of a small tenon, cast on the under side (not seen in the figure) to hold the check hook. Fig. 2 is also one metallic piece consisting of two curves designed to match the under side of Fig. 1. The ends of the front curve L L project an inch or two below the skirts of the saddle to prevent the saddle from tipping forward when pulled by the check hook. The two curves are joined by two bars B B which are sunk the thickness of one strap of leather below the curves. C C are terret-holes which may be large enough to admit a nut to hold the terret (G Fig. 3) or a screw may be cut in them to hold the terret without a nut. Fig. 3 represents a true combination of all the pieces. T, T, are the terrets. H is the check-hook. The under part L L does not touch the tree but lies a sufficient distance from it to admit one strap of leather be-

tween them. Fig. 4 is a view of the check hook. It is fastened in by means of a mortise P which matches a tenon under F (Fig. 3). It is placed on the tenon when the curve L L is pressed up against it by the screws of the terret, and it is thus held fast. A strap of leather called the skirt passes over between the two pieces (Figs. 1 and 2) at each end of which the girth is buckled. It is a little wider than the tree that the pad may be stitched to its edges. Over this skirt another strap extends in one piece to hold up the shafts called the bearing tug. The terrets pass through these straps and hold them firmly.

The advantages of my improvement I consider to be, first, that the terret by passing through both the skirt of the saddle and the under piece holds the leather more firmly than is done in any other way. Second, that by a metallic jockey skirt to the saddle much leather stitching and labor is saved in the manufacture of this part of the harness. Third, that by the bearing tugs passing over the back in one piece there is no danger of its pulling out on either side. Fourth, that the check-hook is fastened by my plan cheaper and more durably than can be done by means of a screw, and fifth, that the staple for the back strap by being cast on is cheaper and better.

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

The mode of making the jockey skirts as above set forth—that is, making the skirt, tree, and staple entirely of metal and of one piece so as to dispense with the leather and stitching usually adopted and at the same time to preserve the beauty of the saddle.

ARVIN H. GAZLAY.

Witnesses:

JAS. D. BRIGGS,
FRED. S. ROOT.