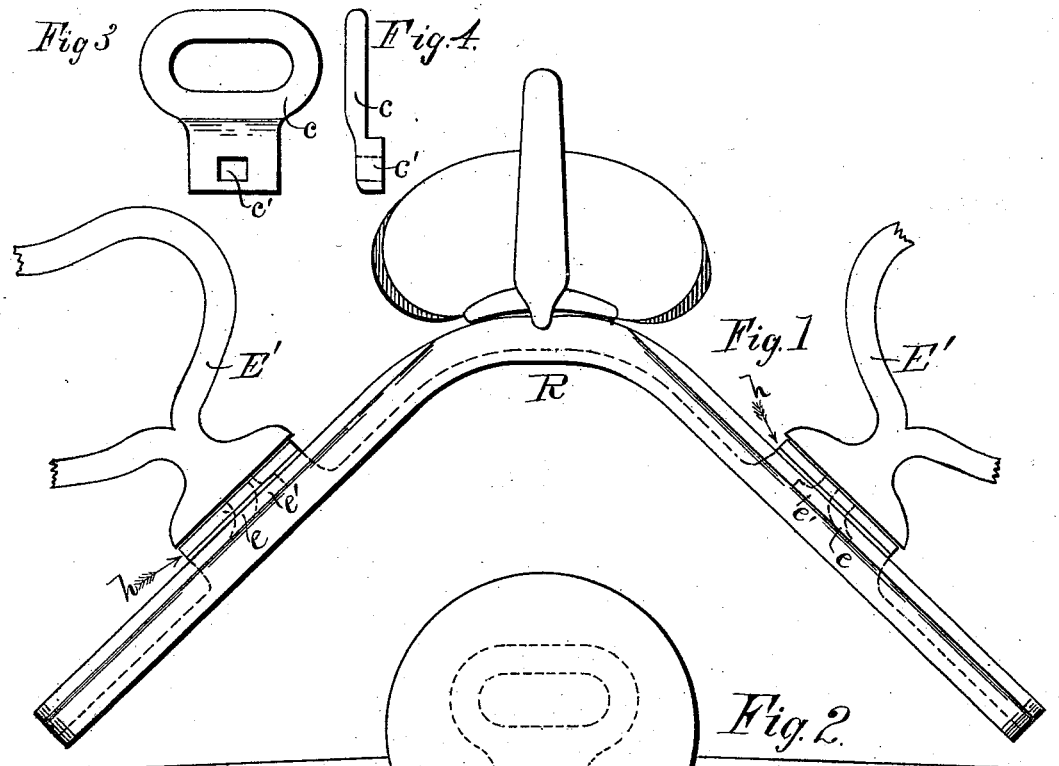
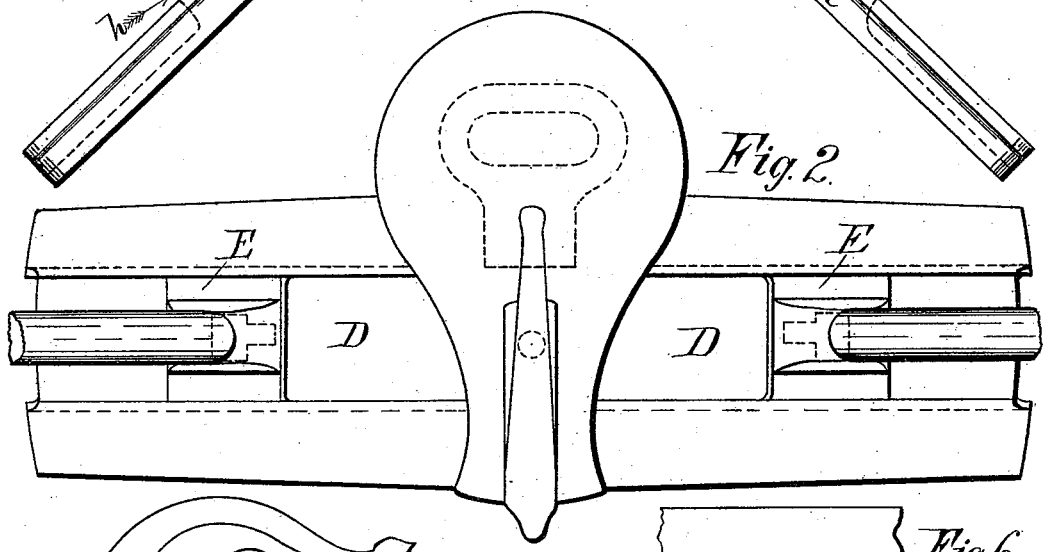
(No Model.)

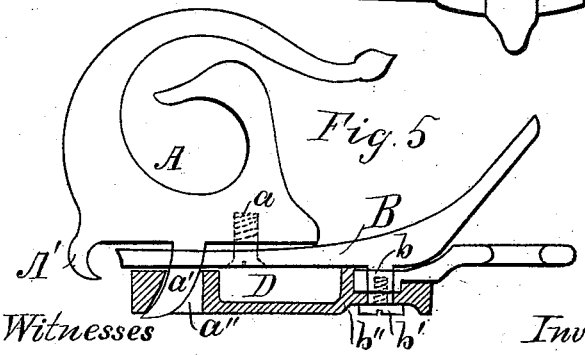
A. DYKE.

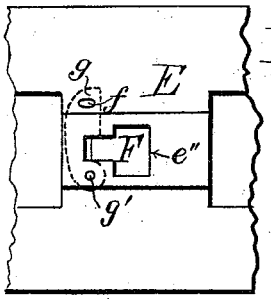
SADDLETREE.

No. 490,552. Patented Jan. 24, 1893.









Witnesses
E. Grunnell.
Thomas Kieran

Inventor
Albion Dyke

UNITED STATES PATENT OFFICE.

ALBION DYKE, OF NEWPORT, RHODE ISLAND, ASSIGNOR OF ONE-HALF TO JERE K. SULLIVAN, OF SAME PLACE.

SADDLETREE.

SPECIFICATION forming part of Letters Patent No. 490,552, dated January 24, 1893.

Application filed October 6, 1891. Serial No. 407,948. (No model.)

To all whom it may concern:

Be it known that I, ALBION DYKE, a citizen of the United States, residing at Newport, in the county of Newport and State of Rhode Island, have invented certain new and useful Improvements in Saddletrees, of which the following is a specification.

My improvement relates to a tree which when made up into a finished saddle affords easy means for detaching any of the lighter or more fragile parts for the purpose of making repairs when necessary, with the least possible amount of ripping apart the cloth or harness of the saddle.

My said invention consists in the novel construction and combination of parts hereinafter described and claimed.

In the accompanying drawings Figure 1 is a front view and Fig. 2 a plan of my invention. Figs. 3 and 4 show the peculiar shape of the crupper loop.—Fig. 5 is a part sectional view through the center of the seat and Fig. 6 is a plan of the turret seat.

Referring to Fig. 5 it will be seen that my invention consists of a check hook A. connected with the seat B by the screw *a* and the hooked projection *a'*. The space between the hook and the seat—in the drawings is occupied in the finished harness by the leather covering of the seat so that the hook is designed to be screwed firmly down to the seat and become a fixed part of it. The check hook also carries the hook A' which holds in place the common roll. The seat B has a lug *b* near the back end which lug is tapped out to receive the tap screw *b'*. This screw *b'* has a big head so as to cover the bottom of the lug *b* and the hole in the tree through which *b* is passed and obtains a firm bearing on the bottom of the tree in the recess *b''*. The recess *b''* serves to keep the screw head up away from contact with the horse when the saddle is in use.

Near the forward end of the tree is a hole *a''* the front side of which conforms to the shape of the hook *a'* so that when the parts are put together as above described and the screws set firmly, the whole is rigidly connected.

The crupper loop *c* in addition to being held by the lug *b* passing through the hole *c'* is made as shown in Figs. 4 and 5 so as to hook into a recess made for it in the tree. This part of my invention especially facilitates replacing the check hook or crupper loop after the harness is made up; as these parts usually break when the harness is subjected to any violent strain. To replace them it is only necessary to rip the pad at the point R. Fig. 1. just enough to insert a screw driver. Then slack and remove the screw *b'* and lift off the seat B. then the crupper loop or check hook can be removed or renewed and the whole replaced again.

The saddletree is cast with the channel D running the whole length so that the back band is one continuous piece and has chance to slip in the channel when unusually strained on one side or the other without galling the horse.

At E and E are bridges over the channel having the holes F F. in them to receive the foot of the turrets.

g (Fig. 6) is a latch pivoted at *g'* and intended to be operated by a seat awl through the hole *f*.

The foot of the turret is formed of the hook *e'* and a striker *e* for the latch *g* to lock with. To insert a turret at any time—the latch *g* is shoved back. then the foot of the turret is inserted and the hook *e* shoved under the bridge at *e''* to a firm bearing—then a seat awl can be run through the hole *f* and the latch *g'* be worked into position.

The bridge E is raised higher in casting than the main body of the tree—see the arrows *h*. *h* in Fig. 1—and is designed to be just the thickness of the jockey so that the turret may be seated firmly on the metal and the base of the turret being slightly larger than the raised portion of the bridge holds the leather in place and makes a finished appearance to the saddle; the jockey being cut away so as to fit snugly around the raised part of the bridge. This mode of fastening the turret brings the two parts of metal in contact so that a firm joint is secured and it is obvious that there can be no turning or twisting of the turret on its seat as is usual with most saddles after a short time in use.

Having thus described my invention and the best mode with which I am now acquainted for using or making it; what I claim and desire to secure by Letters Patent is.

The combination with a saddle-tree having holes, a seat having a hole coincident with one of the holes in the saddle-tree, a crupper-loop having a hole coincident with the other of said holes in the saddle-tree, a lug projecting from the seat and entering the hole in the crupper-loop and the hole in the saddle-tree which is coincident therewith, a screw engaging said lug, a check-hook secured to said seat and provided with a hooked-projection engaging the hole in said seat and the hole in the saddle-tree which is coincident therewith, substantially as described.

ALBION DYKE.

Witnesses:
K. E. GRINNELL,
THOMAS KIERAN.