

THE GEOGRAPHICAL INDICATIONS OF GOODS
(REGISTRATION AND PROTECTION) ACT, 1999

GI APPLICATION No.

FORM GI-1

159

A

Application for the Registration of a
Geographical Indication in Part A of the Register
Section 11(1), Rule 23(2)
Fee: Rs. 5,000

KANPUR SADDLERY

(Word Mark)



1. Application is hereby made by for the registration in Part A of the Register of the accompanying Geographical Indication furnishing the following particulars:-

NAME OF THE APPLICANT: Export Commissioner, Uttar Pradesh Government

ADDRESS: Export Promotion Bureau, PICUP Bhawan, Vibhuti Khand, Gomti Nagar, Lucknow, Uttar Pradesh

LIST OF ASSOCIATION OF PERSONS/PRODUCERS/ORGANIZATION/AUTHORITY: All related and active industry members would be included at the appropriate time.

TYPE OF GOODS:

Class 18: Leather and imitation of leather, and goods made of these materials are not included in other classes. Harness and Saddlery.




SPECIFICATION: The product range of Kanpur Harness & Saddlery industry is over 300 products; it shoots to over 5000 when horseback rider goods are included. The goods can be divided into four parts on the basis of material used in their making: leather, synthetic leather, fabric and plastic or fibre.

The saddle is build to the customer's measurements and the customer chooses all features. Each horse is different in size.

The saddle trees were generally made of soft wood. Now the polymer (reinforced plastic fibre) made saddle tree are also used. There are no saddle tree industry standards for measurement and terminology. However saddle tree size lies in 15½ inches, 16½ inches and 17½ inches range.

The **Bars** of the saddle tree are the actual weight-bearing surface of the saddle. They are the parts that are in contact with the horse. Well-fitting bars of a western saddle will apply only ¼ lbs per square inch to the horse's back with a 150 lb rider up. In contrast, an English saddle, which has far less surface area, will apply about 1¼ lbs per square inch with the same rider up. How well a saddle tree will fit a horse's back is determined by the shape of the bars. There are three curves, Rocker (curve on the bottom of the tree), Twist (curve from the front to back of each side of the tree) and Flare (curve at the front and back edges of the bars), to the bars that determine fitting. [Annexure 6]

The **Saddle Fork** on a slick fork saddle is generally only 8 to 10 inches wide with the sides of the fork sloping straight up to the outside of the horn. The swell fork saddle has a swell that is generally 11 to 14 inches wide.

 The **Saddle Seat** size is a method to guess the size of a saddle. Seat size measures the distance from the base of the horn to the top middle edge of the cantle. It is expressed in half-inch increments and ranges from 12 inches to 17 inches. [Annexure 7]

The **Clinch** comes in size ranging between 22 inch and 38 inch with two inch increments. The most common sizes are 30, 32 and 34 inch. Mohair is the best manufacturing material. [Annexure 17]

The **Breast Collars** are generally one-size fits for all. The rigs straps are generally between one and four inches wide. Leather is the traditional material and wide varieties of materials like mohair, cotton, nylon, fleece and neoprene are also used. [Annexure 18]

The **Latigo** are usually in 1½ to 2 inches wide and about 6 feet long. In addition to leather they are also made of synthetics such as nylon webbing. [Annexure 20]

The **Saddle String** is usually made from flexible latigo leather and is ¾ to 1 inches wide and 26 inches to 36 inches long. [Annexure 23]

The **reigns** are flat line of about 30 feet length and one inch wide usually made of nylon or cotton web. [Annexure 34]

The **Cantle** is the upright portion at the back of the seat. As an important part of the saddle tree holding the bars together at the back of the tree. It also provides a backrest and secures the rider so that they do not slide off the back of the saddle. Its design depends on the following factors:

- Height: Old time saddles had heights of 5-6 inches. Most modern saddles now have 4 inches heights, with some competition saddles (cutters and ropers) having heights as low as 2 inches.
- Slope or Angle: Options are low, medium and steep. Medium slope is found on the majority of modern saddles.
- Shape. Options include regular (oval), comfort (flat-topped with rounded corners) and shovel (tall)
- Dish: The depth of the recess in the front side. It may range from almost no dish to a two inch dish. Most common is 1 to 1/2 inches. [Annexure 8]

2/24

The **Saddle Horns** come in many shapes and sizes depending on usage and preference. They are made of wood, steel, and brass and covered with rawhide. The Horn styles vary by type of saddle. Options include height, cap diameter, cap shape, cap angle, and neck diameter.

The **Western Stirrups** have height and width measurements that are taken from the inside. The width is measured at the widest point, and the height is measured from the tread to the roller. The tread depth can vary from less than an inch on Ox Bows to six inches on some bell bottoms. The stirrups can be made of wood, wood covered with galvanized sheet metal for added strength, or covered with both leather and metal. [Annexure 9]

Seven-Eighths single or double rigs are the most popular **Saddle Rigging** positions. Some saddles are built with a three-way rigging plate that allows a saddle to be used in Full, Seven-Eighths, and Three-Quarters positions.

The measurement for parts of a **bridle** are provided below which are provided as an example only:

- Throatlatch (or throatlash): 12.2 inch
- Crownpiece: 43.3 inch
- Cheek pieces: 10.5 inch
- Brow Band: 16 inch
- Noseband (the noseband and its strap together are called a cavesson): 14 inch
- Crownpiece: 30.5 inch

The widths of the straps used in bridle are $\frac{1}{2}$ inches and $\frac{3}{4}$ inch.

Vegetable tanned Buffalo leather is used in Kanpur made harness & saddler items. [Annexure 10]

NAME OF THE GEOGRAPHICAL INDICATION [AND PARTICULARS]:

Kanpur Saddlery (Word Mark)

Kanpur has specialization in vegetable tanned buffalo hides. It is the tanning technology by which harness leather is made. Kanpur is the only city in India manufacturing Harness & Saddlery goods.

Due to negligible demand in the domestic market, all the Saddlery manufacturing units are 100% export oriented. The harness & saddlery units are concentrated in Kanpur town, Unnao town and industrial areas of both the districts.

Description of the Goods: Products that provide comfort, safety and protection to the horse as well as to the rider are covered in the range of Harness items. In layman's language the items required when the Horse is attached to the cart are known as Harness item. Products only for Horse or any animal individual, like Saddle & Bridle, are known as Saddlery. Western Saddle (American style & design) and English Saddle (European style & design) are the two classes of saddle. The harness & saddlery comprise more than 300 products which can be classified into the following four categories:

- **Saddle:** The Saddles made in India could be classified in 20 different styles, such as Jumping, All-purpose, Dressage, Polo, Semi-Military, British Trooper, Close Contact, Lane Fox, Icelandic, Racing, Australian Stock, Halfinger, Endurance Saddles etc. suited for English & Western type of riding. These Saddles can weigh between 500 Gms. To 15 Kgs. due to which the consumption of leather and other inputs has a wide variation.
- **Harness Sets:** The Harness sets are used for driving Horse drawn coaches/carriages (Buggies). There is a wide variety in these sets also, such as Driving, Gypsy, Trotting, Marathon, Bitting Rig, Show/Presentation harnesses, etc; for single horses, double horses and

for four horses. Therefore, the weight for these sets range between 5-50 kgs. in which, besides leather, very heavy metal Fittings are also used.

- **Accessories:** These items are used by the riders in various events and the commonly used items are Bridles, Halters, Stirrups, Girths, Surcingles, Martingales, Breastplates, Cruppers and saddle pads etc. These weigh between 0.50 grams to 2.5 kgs.
- **Stable & Grooming Equipments:** These products are mainly used for the care of the horse within the stable or when the horse is taken outdoors for training. These are made of Cotton, Nylon, Wool and Felt combinations. The construction of these articles requires Straps, Patches or Bindings made out of Leather. The commonly used stable equipment's are called summer heeds, rugs, Horse Boots, Lead reins and Lunge Cavesons, etc.

Gradually articles related to horseback rider also added in the list of saddler goods manufactured by the Kanpur saddlery industry. First to get involve was riding boot. Later all kind of articles for grooming the horseback rider joined to expand the catalogue of Kanpur based harness & saddler industry to more than 5,000 items in different designs and materials.

The most of the goods for horse dressing, are made of leather or leather-like synthetic materials, nylon or neoprene, sometimes with elastic. But goods like stable rugs/exercise sheets/outdoor rugs, pads, protection pads, lamb wool products, ear bonnet, fly veil, eye veils, protection boots, riding boots, bandages are manufactured using fabric with or without leather, leather-like synthetic material and leather.

Cossentine Saddlery reports that Saddle makers have to work to keep up with the specific demands of the individual riders and events. The saddle specifications vary with gaited horse needing saddles to suit their particular way of going, to a mule needing a saddle able to fit their down-sloped back. Even Arabian horses

require specialized saddle to adapt to the differing bone structure inherent to the breed. Initially wooden *saddle-trees* were made since the invention of horse-back tree in the 19th century. Since then the *tree* has made great advancement with the introduction of lighter forms of wood and fibreglass and more recently in some cases even removal of the *tree* altogether by inventing treeless western saddle. [Annexure 5]

There are more than 300 (Three hundred) harness & saddlery items.

Tack is a term used to describe any of the various equipment and accessories worn by horses in the course of their use as domesticated animals. Saddles, stirrups, bridles, halters, reins, bits, harnesses, martingales, and breastplates are all forms of horse tack. Equipping a horse is often referred to as *tacking up*.

Saddle tree is the foundation of a saddle [Photograph 33]. The job of the saddle tree is to distribute the rider's weight over the horse's back, making it more efficient and comfortable for the horse to bear it. Earlier it was made by light wood but now reinforced plastic fibre (RPF) is used. A tree consists of five basic parts: the two bars that run parallel, the fork that holds the bars together at the front, the cantle that holds the bars together in the back, and the horn. The cut-out or tunnel underneath the fork is called the *gullet*. The open space created between the bars is called the *gullet channel*. The **saddle fork** is the front of the saddle tree [Annexure 38]. The fork provides shape to the front of the saddle. The Fork styles come in two basic varieties: slick fork (also known as a fork) and swell fork. The **cantle** is the upright portion at the back of the seat. As an important part of the saddle tree holds the bars together at the back of the tree. It also provides a backrest and secures the rider so that they do not slide off the back of the saddle. Its design depends on its height, slope/angle, shape and dish. [Annexure 6]

Saddles are seats for the rider, fastened to the horse's back by means of a girth (English-style riding), known as a cinch, a wide strap that goes around the horse

Bareback Pad or bareback saddle or bareback saddle pad is a compromise between riding bareback and riding with saddle. The surface it provides helps to have a bit more grip and weight distribution than riding strictly bareback. These pads consist of contoured pad made from fleece, nylon, wool, or rough out leather. Bareback pads are secured with a strap or Clinch. [Annexure 16]

Stirrup is a ring with a flat bottom fixed on a leather strap, usually hung from each side of a saddle by an adjustable strap to create a footrest for a person using a riding horse used as a support for the foot of a rider when seated in the saddle and as an aid in mounting. It greatly increases the rider's ability to stay in the saddle and control the mount, increasing the animal's usefulness in communication, transportation and warfare. [Annexure 9]

The **Clinch** (also known as Front Clinch) is a wide strap that fits under the horse and attaches to the rigging to secure the saddle. In the English saddle this part is known as a *Girth*. The Clinches are made from a wide variety of materials with the objective to transfer sweat away from the horse body and allow evaporation. Cent percent Mohair is the best material for the clinch making. Mohair blend with a percentage of nylon or wool are also used. [Annexure 17]

The **Breast Collar** is a combination of straps that go around the front of the horse and attach to the saddle. Its objective is to prevent the saddle from slipping backwards. The breast collar consists of the breast plate, two rig straps and a center tie-down strap. The straps vary in width but are typically between one and four inches width. The rig straps are anchored at each side of the saddle to either small *dee* rings or slots on the front of the skirts or to the front rigging rings. [Annexure 18]

The **Saddle Bags** and other on saddle carrier have traditionally been made from leather or strong canvas. The saddlebags are two pouches connected by a wide yoke. The bags lie behind the cantle across the back jockeys and are attached

with saddle string threaded through eyelets in the yoke. There are dozens of options available in on-saddle carrying gear [Annexure 19]

The **Latigos or cinch tie strap** is the strap that connects the cinch to the saddle's rigging. The Cinch Tie Straps were traditionally made of latigo leather and gradually the word itself became famous by its material name, i.e. Latigo. The latigo is connected through the cinch ring on the near (left) side. Most have holes for connecting to the tongue on a cinch buckle or can also simply be tied off to the cinch ring. The loose end is then placed in the latigo holder. A latigo can also be used in place of an off billet on the off (right) side. [Annexure 20]

The **Off Billets and Flank Billets** are also known as front and back billets. They anchor the flank cinch to the rigging rings on each side of the saddle. These billets are generally made with only one layer of leather, as opposed to the two layers on the off billet. These billets are usually 1½ to 2 inches wide and about 2 to 3 feet long with holes for bucking to the flank cinch. [Annexure 21]

The **Rope Strap** is a narrow strip of leather of about ¾ inch wide that is attached to the off (right) side of the saddle on the fork. Its objective is to hold a lariat. Most straps are designed to be looped over the horn and will break if the rider gets entangled. Rope straps are found mainly on roping and ranch saddles. [Annexure 22]

The **Saddle Strings** are the long, narrow leather straps that hang off the side of a saddle. They are used to tie gear such as slickers, lariats, saddlebags and canteens to the saddle. The main objective of these strings was to hold together the pieces of saddle coverings, the sheep skin, skirts, and jockeys, and anchor them to the bars. Decorative conchos made of either leather or metal act as washers and the string is then tied using the slit-braid method where one end of the string is tied through slots in the other end. There are four locations for saddle strings on each side of a western saddle: on the rear jockey; on the ear of

the seat jockey; below the base of the fork; and on the front jockey. If a saddle has strings in all four positions, it is an eight-string saddle. [Annexure 23]

The *Nightlatch*, known as security or safety strap, is a thin strap that attaches around the fork at the front of the saddle. This strap earned the name Nightlatch because its objective was to offer a hold to a rider who would sleep on a night ride and trust his horse to find his way home. [Annexure 24]

The *Bucking Rolls* are two padded pouches that are added to the front of the saddle seat to supplement the swells and help a rider stay in the saddle. The two rolls are connected in the center, usually with a leather strap. They are made in a curved shape to conform to the contour of the saddle. They are attached to the saddle with the saddle strings or screws. The bucking rolls are generally made of leather and could be in soft chap leather and even in exotic leather. They are made in different width, height, colours and hardness. [Annexure 25]

The *Horn Wrap*, known as a dally wrap, is an extra layer of material wrapped around the horn to protect it from the rigors of roping and to provide a better grip for the rope. The horn wrap comes in variety of leather and rubber materials. The leather horn wraps include mule hide, raw hide and heavy latigo. [Annexure 26]

The *Tapaderos*, also known as *taps*, are covers or hoods for the front of the stirrups. The purpose of Taps was to: protect the boots from getting scratched or hung up in heavy brush and mesquite that can be quite destructive; keep the feet warm; prevent the feet from turning in the stirrups or from going through the stirrups if riding in low-heeled boots; and in a pinch, when the hands were occupied, be used to communicate with, or steer the horse by slapping the horse's shoulder or neck. Traditionally the tapaderos are made of heavy skirting leather. But nylon made tapaderos are also available. [Annexure 27]

The *Crupper* is a piece of tack used on horses and other equips to keep a saddle, harness or other equipment from sliding forward [Photograph 34]. It is a strap

that goes under the horse's tail and attaches to the back of the saddle. Its objective is to help to keep the saddle from slipping forward. It is used in areas of very steep terrain and in endurance riding. It is made of leather, nylon, neoprene and a combination of these materials. [Annexure 28]

The **Saddle Breeching**, known as saddle britchen, is a set of straps that lay behind the animal's thighs and attach to the back of the saddle and the rigging hardware [Photograph 35]. Its purpose is to help keeping the saddle from slipping forward on rough terrain or on low withered horses. It is usually made of harness leather or felt-lined nylon. [Annexure 29]

The **Saddle Seat Saver** (also known as *Cushion or pad or cover*) is added to the seat of the saddle to provide some relief to the rider's tush. It also helps in protecting the saddle. They are available in fleece and nylon. [Annexure 30]

The **Saddle Buddy Seat**, also known as a rumble seat, is a second seat attachment to a saddle for carrying a child. There are several different types of buddy seats are available. It is made of strong nylon with thick padding in the fork and cantle and adjustable stirrups. It can be attached to the saddle with adjustable nylon straps that buckle to the saddle and rigging rings. [Annexure 31]

The **Saddle Covers** are for protecting the saddle. The best material for covers is heavyweight nylon.

The **Saddle Carrier** is a handy accessory for travelling with the tack. Some carriers are large rectangular gear bags, others more closely follow the shape of a western saddle. The best material for carriers is heavyweight nylon. [Annexure 32]

The **Saddle Pad Carriers** are usually made from water proof nylon with web handles and shoulder straps.

The **Saddle Rack**, also known as Saddle Stand, is for storing saddle. It comes in many varieties to serve different needs in diversified conditions. The racks are

mainly made of wood, aluminium, or metal. They come mainly in either free-standing or wall-mounted models. [Annexure 33]

The **Saddle Blanket Bars and Racks** are for storing pads and blankets when not in use. The bars and racks help to keep the tack tidy and in good shape. They may be wall-mounted, free-standing or portable.

The **Mounting Blocks and Saddle Flag Carriers** provide an easy way to get into the saddle for both horse and rider. The most common mounting blocks available are made out of heavy polyurethane plastic. The common models are two steps of around 15 inches tall or three steps around 24 inches tall.

Bridles, hackamores, halters or head-collars, and similar equipment consist of various arrangements of straps around the horse's head, and are used for controlling and communication with the animal. Collectively they are called **headgear**.

Halter (US) or **head-collar** (BI) or **headstall** [Photograph 51] consists of a noseband and headstall that buckles around the horse's head and allows the horse to be led or tied. The lead rope is separate, and it may be short (from six to ten feet, two to three meters) for everyday leading and tying, or much longer (up to eight meters) for tasks such as for leading packhorses or for picketing a horse out to graze. Some horses, particularly stallions, may have a chain attached to the lead rope and placed over the nose or under the jaw to increase the control provided by a halter while being led. Halters have no bit. [Annexure 12]

Bridle is a piece of equipment used to direct a horse [Photograph 37, 38 & 43]. As defined in the Oxford English Dictionary, the bridle includes both the headstall that holds a bit that goes in the mouth of a horse or other animal, and the reins that are attached to the bit. There are many different designs with many different name variations, but all use a noseband that is designed to exert pressure on sensitive areas of the animal's face in order to provide direction and

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Bridles usually have a bit attached to reins and are used for riding and driving horses. English Bridles have a cavesson style noseband and are seen in English riding. Their reins are buckled to one another, and they have little adornment or flashy hardware. Western Bridles used in Western riding usually have no noseband, are made of thin bridle leather. They may have long, separated Split reins or shorter closed reins, which sometimes include an attached *Romal*. The bridle consists of the following elements: crownpiece, cheek pieces, throatlatch, browband, noseband, cavesson, frentera, fiador, reins and bit. [Annexure 12 & 35]

The **Crownpiece or Headstall(US) or Headpiece (UK)** goes over the horse head just behind the horse's ears at the poll. It is the main strap which holds the rest of the parts of the bridle in place.

The **Cheek pieces**, two in number in most of the bridles, are attach to either side of the crownpiece and run down the side of the horse face along the cheek bone and attach to the bit rings. In some designs the crownpiece is a longer strap that includes the right cheek and crown piece as a single unit and only a left side cheek piece is added.

The **Throatlatch** is a part of the same piece of leather as the crownpiece. It runs from the horse right ear under the horse throatlatch and attaches below the left ear. Its objective is to prevent the bridle from coming off over the horse head.

The **Brow band** runs from just under one ear of the horse across the forehead to just under the other ear. It prevents the bridle from sliding behind the poll onto the upper neck and holds multiple headstalls together when a cavesson or second bit is added. [Photograph 16, Annexure 35]

The **noseband** encircles the nose of the horse.

The **Cavesson** is a specific type of noseband used on English bridles wherein the noseband is attached to its headstall held onto the rest of the bridle by the brow band.

The **Frentera** is a strap running from the brow band to the nose band and is commonly seen on bridles of South African designs.

The **Flador** is a form of throatlatch used with a hackamore.

The **Reins** consist of leather straps or rope attached to the outer ends of a bit and extends to the rider's or driver's hands. Reins are the means by which a horse rider or driver communicates directional commands to the horse's head. Pulling on the reins can be used to steer or stop the horse. [Annexure 34]

The **Bit** is a device placed in a horse's mouth [Photograph 36], kept on a horse's head by means of a head-stall. There are many types, each useful for specific types of riding and training. The mouthpiece of the bit does not rest on the teeth of the horse, but rather rests on the gums or bars of the horse's mouth in an inter-dental space behind the front incisors and in front of the back molars. The basic styles of bits are Curb bit, Snaffle bit, Pelham bit and Weymouth or Double Bridle. While there are literally hundreds of types of bit mouthpieces, bit rings and bit shanks, essentially there are really only two broad categories: direct pressure bits, broadly termed snaffle bits; and leverage bits, usually termed curbs. Bits that act with direct pressure on the tongue and lips of the bit are in the general category of snaffle bits. Snaffle bits commonly have a single jointed mouthpiece and act with a nutcracker effect on the bars, tongue and occasionally roof of the mouth. However, regardless of mouthpiece, any bit that operates only on direct pressure is a snaffle bit. Leverage bits have shanks coming off the mouthpiece to create leverage that applies pressure to the poll, chin groove and mouth of the horse are in the category of curb bits. Any bit with shanks that works off of leverage is called a curb bit, regardless of whether the mouthpiece is solid or jointed. [Annexure 34]

A bridle, depending on the style may also contain the following fittings: Bit guard, Curb Strap, Lip Strap, Bit Hobbie, Shank Hobbie, Winkers and Over Cheek. [Annexure 35]

Cowboy boots [Photograph 21] refer to a specific style of riding boot, historically worn by cowboys. They have a high heel, rounded to pointed toe, high shaft, and, traditionally, no lacing. Cowboy boots are normally made from cowhide leather. There are two basic styles of cowboy boots: Western (or Classic), and Roper. The western style is distinguished by a tall boot shaft, going to at least mid-calf, with an angled cowboy heel, usually over one inch high. The western boots can be customized with a wide variety of toe shapes but the classic design boot has a narrowed, usually pointed, toe.

The horseback rider goods, which are manufactured by the Kanpur Saddlery Industry, include half chaps, Spurs or Jodhpur Riding Boots, Riding Boots, Winter riding boots, Wellington boots, Knee socks, short socks, undershirts, shirts, riding jackets, Gilet, Vest, riding blouse, waistcoat, breeches, riding breeches, winter breeches, safety articles like fluorescent bib, fluorescent exercise sheet, fluorescent leg bands, fluorescent leg bands, fluorescent waistcoat and competition clothing which includes blouse, jacket, short sleeve shirt, velvet tie, blouse bib.

GEOGRAPHICAL AREA OF PRODUCTION AND MAP: Kanpur and Unnao Districts of Uttar Pradesh. In both the districts the industrial areas of Kanpur and Unnao are the main centres having harness & saddlery units.

A Certified Copy of Map of Kanpur and Unnao Districts are enclosed herewith as [Annexure 36].



PROOF OF ORIGIN [HISTORICAL RECORDS]: Kanpur Saddlery industry is consists of small scale units and cottage units. The annual turnover of Kanpur- Unnao leather manufacturing is of around Rs 2637 crores. In India Kanpur is the only place where saddler items are manufactured. [Annexure 1].

Tirthankar Roy In his book *Traditional Industry in the Economy of Colonial India* (ISBN 0 521 65012 7) published by Cambridge University Press (1999) writes "Kanpur, since its occupation in 1801, housed a cantonment. When the mutiny demonstrated that the need to have army supply bases closes to areas of potential trouble, Kanpur was chosen as the site for a government harness and saddler factory in 1867. The idea was implemented by a young artillery officer, J. Stewart. The first workers were English soldiers with experience in tan yards. In 1880, a north Indian managing agency started Cooper Allen, shortly to become the source for the entire Indian army's boots, shoes and saddlery (p 176)". Tirthankar further writes that "what is remarkable is the ease with which the cobbler seemed to reorient his skills. Long before mutiny, leather artisans supplied European residents with the style of shoes they wanted. In the 1870s, the Mochls used imported leather in the northern towns to manufacture shoes and saddlery (p 188)". [Annexure 3]

British master craftsmen came to train the local craftsmen. The Kanpur saddlery grew during the periods of world wars by fulfilling the sudden spurt of saddlery. After the two world wars and the introduction of automobiles in the army, the activities at Allan Cooper virtually came to stand still. It was during the early 1970s a few local entrepreneurs engaged in leather industry, decided to utilize the skills of local craftsmen for reviving the saddlery industry. It took two decades for the Kanpur saddler industry to earn name as saddler manufacturer. By the 1990s it made a mark at the international level and blossomed.

The saddler Industry is highly labour-intensive and 100% export oriented. The local market for saddler is negligible. Presently there are around 2000 registered

and cottage sectors. Annual turnover of saddler units is around Rs 360 crore. Around 30,000 workers are directly engaged in the saddler items manufacturing and around 20,000 workers are indirectly engaged. [Annexure 4]

Council for Leather Exports certifies the existence of 144 manufacturers-exporters as registered members with them for the Harness & Saddlery products [Annexure 2].

METHOD OF PRODUCTION; The saddle making is a handcraft. Leather is the main material used in making saddlery goods. The use of imitation leather, soft material and hand sewn are also in practice. There are two segments of production. One is manufacturing and the other is assembling. Goods like saddle tree, saddle seat and straps of different width and length are manufactured whereas good like bridles are assembled with the help of the related straps and metallic items like buckles and rings.

Saddle Tree

Saddle tree is a frame which is the foundation of saddle build over it. A tree consists of five basic parts: the two bars that run parallel, the fork that holds the bars together at the front, the cantle that holds the bars together in the back, and the horn. The cut out or tunnel underneath the fork is called the gullet. The open space created between the bars is called the gullet channel. Saddle trees are traditionally made of wood; this is the reason for calling it trees. Usually softer woods, like Ponderosa Pine, Beachwood, Ash, Cottonwood, Douglas Fir, are chosen for their flexibility characteristics. Once assembled, a covering is stretched wet over the tree and then allowed to dry and shrink, further strengthening the tree. Rawhide covering is the traditional material, with bullhide, the heaviest weight of rawhide, the top of the line. Lesser quality coverings include canvas, cheesecloth, and poorer quality hides. After the covering is dry, a

final coat of varnish is applied to seal the rawhide. The result is a strong tree that holds flexibility [Photograph 33]

A bull-hide covered wood tree is considered by saddle makers to be the finest saddle tree construction. It is also the most expensive tree construction. With new synthetic materials appearing, saddle trees can now be built for about 25% of the cost of wood trees. As a result, nowadays, the majority of manufactured saddles are built with synthetic material like reinforced plastic fibre (RPF) or plastic or fibreglass. [Annexure 6]

Stirrups

Western stirrups have height and width measurements that are taken from the inside. The width is measured at the widest point, and the height is measured from the tread to the roller. The tread depth can vary from less than an inch on Ox Bows to six inches on some bell bottoms. [Annexure 9]

Saddle Seat

It begins with the making of ground seat. The ground seat attaches to the saddle tree. This is the structure that the final finished saddle seat is built upon. The ground seat is usually made of all leather, metal, a combination of leather and metal, or from plastic. Quality ground seats will be slightly curved to match the pelvic arch. The ground seat will also be narrower at the front, which allows the rider's legs to be close to the horse. The ground seat also has a slope. Starting at the handhold and curving towards the cantle, the slope determines where the rider will be positioned on the horse. The lowest point of the seat will be where the rider will sit, which greatly impacts his riding position. There are a great range of opinions on the proper saddle seat slope; some based on different activities, i.e. cutting, roping, and some on personal preference. Over the ground seat, the finished saddle seat is built from heavy leather. On the best saddles, a single large piece of leather is used to cover the seat, cantle, and front and seat jockeys. The seat size measures the distance from the base of the horn to the top

middle edge of the cantle. It is expressed in half-inch increments and ranges from 12 inch to 17 inch. [Annexure 7]

The Straps

Majority of leather items of saddlery are made of straps. The leather strips [Photograph 1] are cut into the respective widths and lengths for different parts of the assembled items like bridle. It has been explained with the help of photographs as follows: The straps [Photograph 1] are cut straight into different lengths of different width. By an impression creating machine [Photograph 2] by which an impression of straight line is created on the border of the finished side of the straight straps [Photograph 3]. This is an optional process used for decoration. To further decorate, stitching may be done in the impression made. By using a punching machine the holes are created for holding the buckle [Photograph 4]. The straps are coloured [Photograph 5 & 6]. For attaching buckle to the straps with force, the upper crest of the strap is removed [Photograph 7 & 8]. The metal parts, like buckles and rings, need to be tied with the straps. For the purpose of stitching an indigenous wooden clip is used [Photograph 9]. It is also used for stitching the curved surfaces [Photograph 10 & 11] and the buckles with the straps [Photograph 12]. The finishing touch is given after stitching [Photograph 13 & 14]. For adding decorative items like cut-glass on the head band, glue is pasted on the upper crest of the strap [Photograph 15] and the decorative items are placed on the glued places to make goods like Brow bands [Photograph 16 & 17]. Nowadays nylon straps [Photograph 18] are also used in place of leather straps [Photograph 19]. When the straps are assembled together in the above example, it gives the shape to bridles [Photograph 20]. The bridles using fur and nylon as the replacement medium to leather are also manufactured in Kanpur [Photograph 22].

The Bridle Assembling

All bridles have three basic parts: bit, reins and headstall. Mouthpieces vary from 4 to 6 inches in width. Most average-sized pleasure horses require about a 5-inch mouthpiece. A correctly fitting bit is wide enough to accommodate the horse's jaw with the sidepieces just touching the lips on each side. A bit that is correctly fitted does not pinch the corners of the horse's mouth. The cheek pieces and shanks of curb and Pelham bits must also fit properly. Cheek pieces must lie along the horse's cheeks. Most English bridles and many Western bridles include a brow band. This strap goes around the front of the horse's forehead. The first step in assembling a bridle with a brow band is to put the brow band on the cheek pieces or crownpiece and slip it into its approximate final position. Western bridles may incorporate one or two ear loops instead of a brow band. The loops may be built in or slipped on. If they slip on, this is the time to attach them. If there are separate cheek pieces, they are attached to the bottom of the crownpiece. The bit is the most important part of the bridle. Attach the bit to the bottom of the cheek pieces. A regular, built-in noseband slips through slots on the cheek pieces. A separate noseband has its own straps for attachment and is called a cavesson noseband. Its crownpiece goes under the crownpiece of the bit with the single cheek piece of the cavesson buckling on the left side. If the throatlatch is not a part of the headstall, it should be placed beneath all other pieces in the assembly. If a cavesson noseband is also used, the order from the inside to the outside should be throatlatch, cavesson, bridoon headstall (if used), and bit headstall. If curb-action bit is used, it is required to attach the curb chain or strap. Most English bridles require hooks and chains for attaching. Attach the hooks to the headstall rings with the open part to the outside. Then, attach the chain so it will lie flat across the bit with the center ring for the lip strap free on the bottom of the chain. Next, clamp the right hook tightly to the chain but leave the left one loose for easy unhooking. Most English bridles requiring curb chains also have lip straps. Attach the lip strap to the small loops on the shanks of the bit. Keep the short end of the buckle on the left shank and the long end on the

24

right shank. Then, pass the long end through the curb chain ring and buckle the strap. Most Western bridles use leather or part leather and part chain curb straps instead of the flat English chain. Attach the curb strap to the special slots in the bit if they are provided. Do not fasten the strap to the snaffle ring of a Pelham bit. When there is no slot on a Western bit, attach the curb strap to the headstall rings. Most reins are readily installed either by lacing or buckling them to the bit loops. If there is a buckle in the centre of the reins, make certain that the end of the buckled rein points to the right side of the horse. A common way to attach Western reins without buckles is with two long cuts near the bridle ends, which serve as loops. However, simpler methods are available. Many reins are simply snapped to the bit. Another innovation is called a Chicago screw. It is simply a screw with a fancy cover that is fastened through holes in the reins. English reins may be sewn directly to the bit. Many English and some Western bridles require a double set of reins in which the wider rein is attached to the snaffle and the narrower rein to the curb. If one rein is laced or braided, attach it to the snaffle. Attaching the reins to the bit is the last step in assembling a bridle. Fasten them with the outside of the leather or other material away from the horse. This bridle assembly process is an example only for a simple and basic bridle. [Annexure 12]

With time Kanpur Saddlery industry has completed a considerable journey from beginning with leather made saddler items to non-leather made saddlery items and horseback rider goods manufacturing. Since Kanpur is reputation for leather shoes, the orders for Horseback Rider Shoes [Photograph 21, 46 & 47] came first. Then the local industry entered into other goods made of non-leather like Outdoor Rugs for horse [Photograph 23 & 24], Pad [Photograph 25 & 40], Protection Boots [Photograph 41], Bandages [Photograph 42], Saddlery Accessories [Photograph 44], Horseback' Rider Jackets [Photograph 26], Girth [Photograph 45], Breeches [Photograph 27, 28 & 49], Half Chaps [Photograph

46], Spurs and Jodhpur Riding Boots [Photograph 47], Winter Clothing for the Horseback Rider [Photograph 48] and Safety Articles [Photograph 50].

UNIQUENESS: In Kanpur Saddlery Industry is highly labour intensive and most of the items made are artisans' works. An artisan develops skills on a particular process of a product manufacturing and masters the technique in long run by continuous practice of the process. The uniqueness of Kanpur Harness and Saddlery exists is in its craftsmanship of the highest order. The products spectrum is covering over 300 (over 5000 products when horseback rider goods in all popular designs are included) and in each product takes the final shape by passing through many expert hands of artisans. An artisan who is an expert in a particular processing in the manufacturing/development of a product is novice for the other products. Such is the order of skills concentration.

Tirthankar Roy in his book *Traditional Industry In the Economy of Colonial India* quoting *Report on Village Tanning* prepared by Gaitonde reveals that "the mocha could copy faithfully any pattern or shape of imported boots, shoes and other articles" [Annexure 3] This reveals the adaptability to the innovations, hold over the craft and practicing the same as if the originator of the same. The goodwill, reputation and know-how earned in over hundred years of existence are the sources of running the Kanpur saddlery industry successfully.

INSPECTION BODY: The export orders come with specifications and the products are manufactured meeting the parameters set out in the specifications.

OTHER: In Harness & Saddlery making Kanpur is independent in both materials and human resource. The input material, the experienced craftsmen and technical knowledge all resources are locally available

Along with the Statement of Case in Class 18 in respect of Harness & Saddlery in the name of Exports Commissioner, Uttar Pradesh Government whose address is Export Promotion Bureau, PICUP Bhawan, Vibhuti Khand, Gomti Nagar, Lucknow (Uttar Pradesh) who claims to represent the interests of the producers of the said goods to which the geographical indication relates and which is in continuous use since in respect of the said goods.

2. The application shall include such other particulars called for in rule 32(1) in the Statement of Case. [Annexure 37]
3. All communications relating to this application may be sent to the following address in India:

Intellectual Property Lab

2/11, Vishwas Khand-2, Gomti Nagar,

Lucknow – 226010, U.P.

Email: mail@iplab.in

Phone: +91-522-2309704

Fax: +91-522-4078338

Dated this 28 day of January 2009

Slk


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Markandey Singh
Additional Exports Commissioner
Uttar Pradesh Government