

S. F. MARSHALL.

Back-Band of Harness-Saddles.

No. 135,831.

Patented Feb. 11, 1873.

Fig. 1.

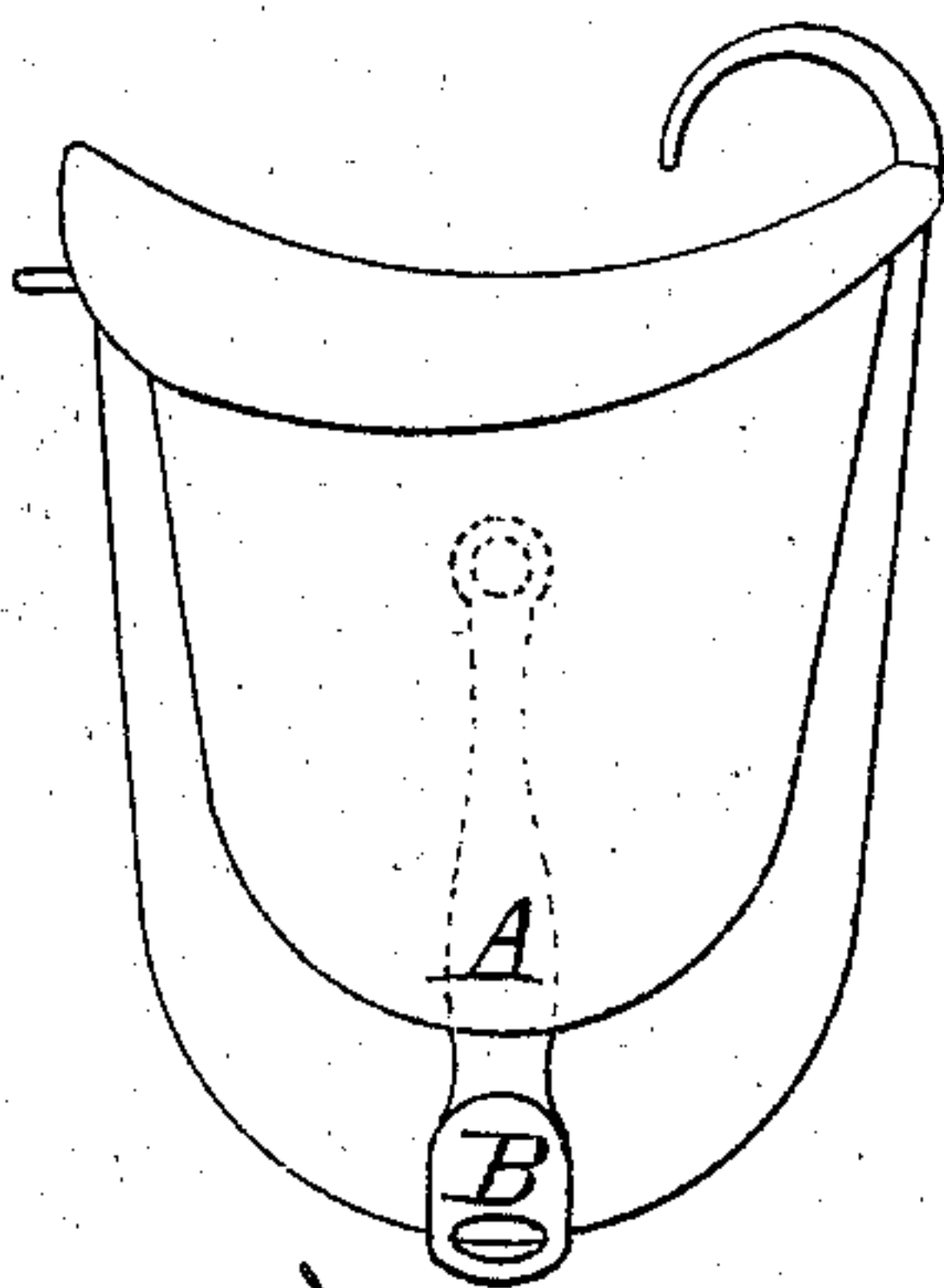
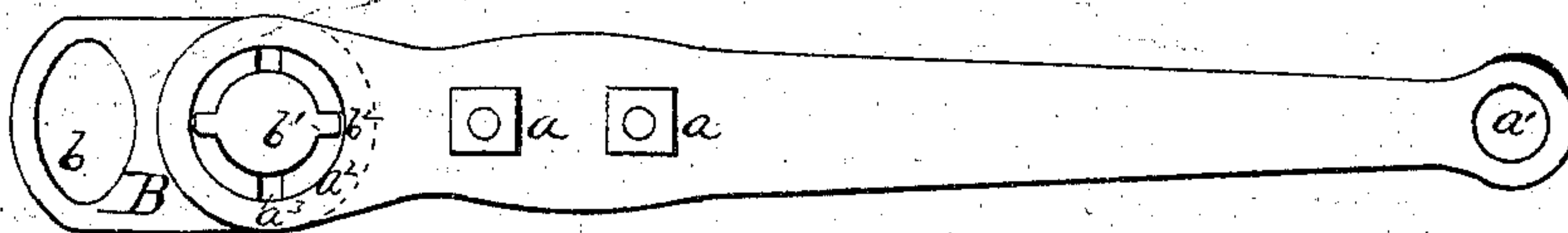


Fig. 2.



Witnesses:  
E. A. Bates.  
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# UNITED STATES PATENT OFFICE.

SAMUEL F. MARSHALL, OF WILMINGTON, DELAWARE.

## IMPROVEMENT IN BACK-BANDS OF HARNESS-SADDLES.

Specification forming part of Letters Patent No. 135,831, dated February 11, 1873.

*To all whom it may concern:*

Be it known that I, SAMUEL F. MARSHALL, of Wilmington, in the county of New Castle and State of Delaware, have invented a new and valuable Improvement in Harness; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon:

Figure 1 of the drawing is a representation of a side view of my invention attached to harness-saddle. Fig. 2 is an under-side view of the same.

The object of my improvement is to provide a means whereby the strain upon the back-band caused by the swaying of the shafts may be relieved. My invention consists in making a section of the back-band of metal, said section being in two parts, having a swivel-connection, as hereinafter fully described.

In harness as heretofore made the tug or loop through which the shaft passes has been attached to a leather strap stitched to the saddle-flap. The motion of the shafts has a tendency to rip up this stitching, and, owing to a want of free play, the saddle is apt to be soon strained and racked.

To remedy this I attach the tug to a metallic device having a swiveled connection with another part made of metal, which second part is rigidly secured, by means of bolts or their equivalents, to the saddle. The swivel-joint affords a free play for the shafts, thereby preserving the saddle and attachments from injurious straining.

Referring to the drawing, Fig. 1 shows the metallic device, already mentioned, in perspective, A being the upper part, which is secured to the saddle by means of the bolts and

nuts *a a* and by the turret-screw which passes through the opening *a*<sup>1</sup>. B is the lower part of the metal section, having a suitable opening at *b* for the tug-strap, and a stud, *b*<sup>1</sup>, with ears *b*<sup>2</sup> at its other end. This stud passes through the opening *a*<sup>2</sup> in the lower part of A. This opening, which is circular, has a slot, *a*<sup>3</sup>, at each side to permit the passage of the ears *b*<sup>2</sup> when the parts are being connected, and is recessed so that the top of the stud may not be above the plane of the part A. Instead of the slots and ears a screw may be inserted in the stud after it has been passed through the opening *a*<sup>2</sup>, said screw having a head large enough to prevent the stud from being withdrawn; or the screw may, if desired, be used with the ears and slots.

The advantages of this method of construction are cheapness, superior finish, and greater durability than has been heretofore obtained. The swivel-connection gives a free play and obviates the danger and inconvenience of ripping, and as there is no stitching there is a saving of labor. The work also presents a much more finished appearance than if stitching were employed, and is vastly more durable.

What I claim as new, and desire to secure by Letters Patent, is—

The combination of the sections A and B, the latter having stud *b*<sup>1</sup> with ears *b*<sup>2</sup>, and the former having opening *a*<sup>2</sup> with slots *a*<sup>3</sup>, substantially as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SAMUEL F. MARSHALL.

Witnesses:

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