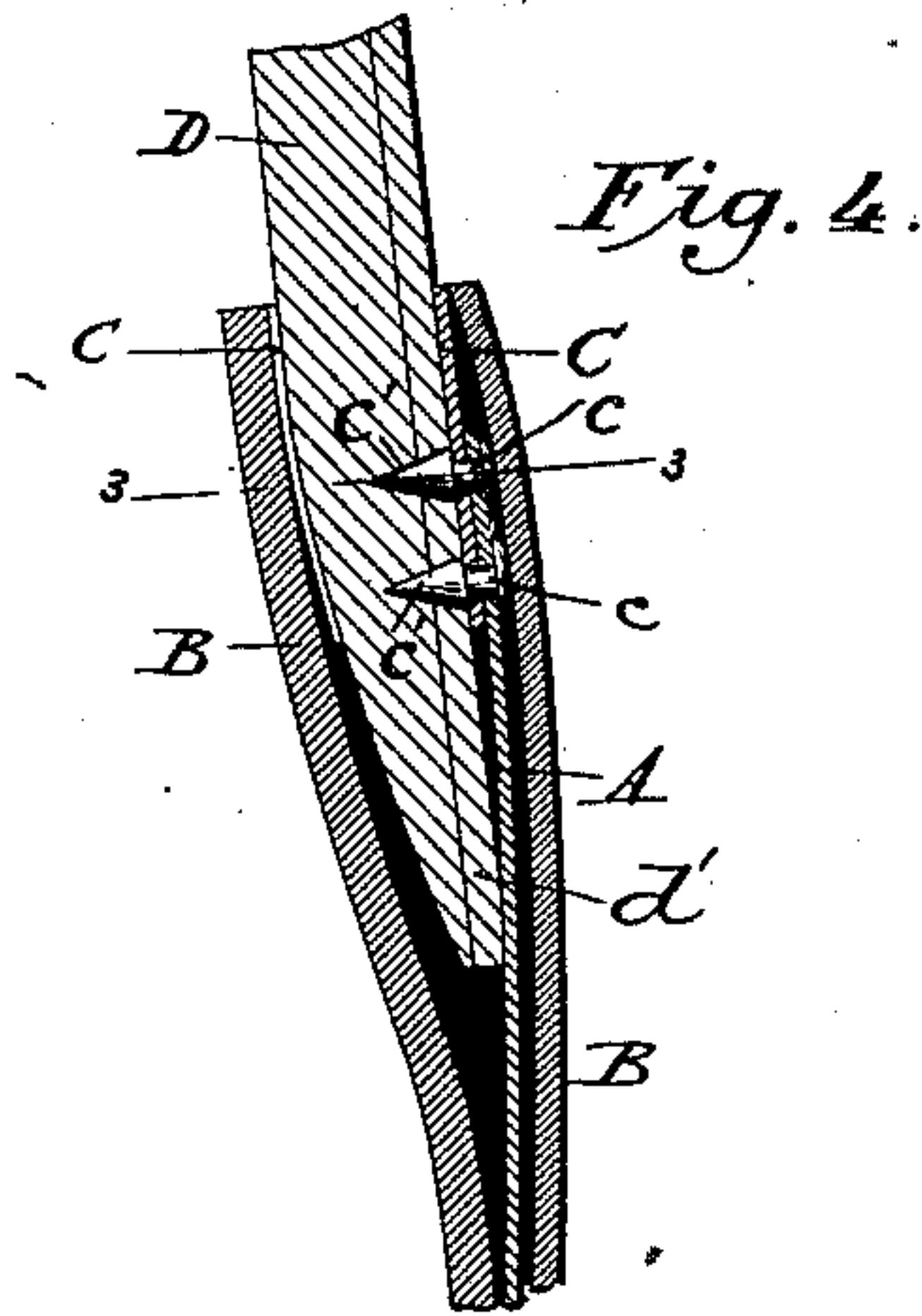
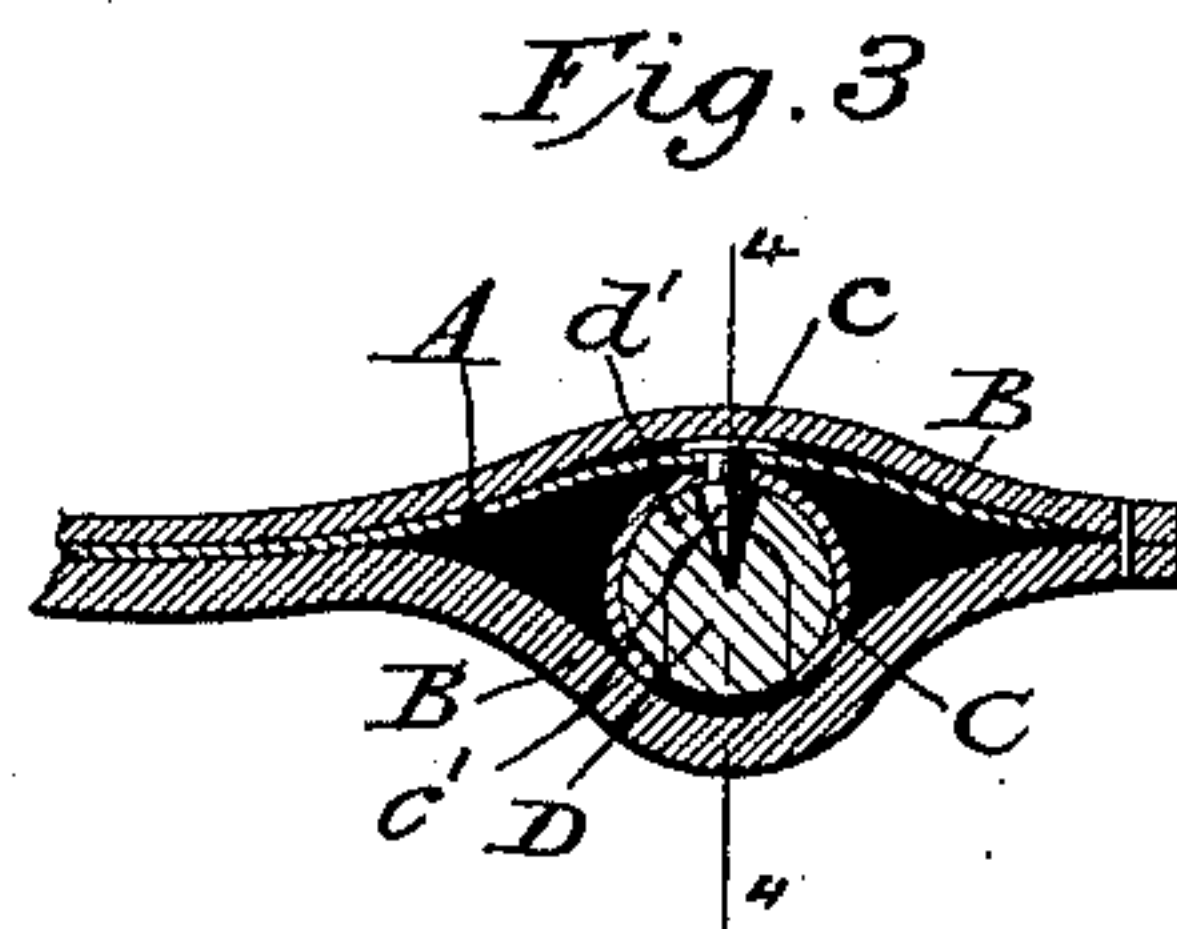
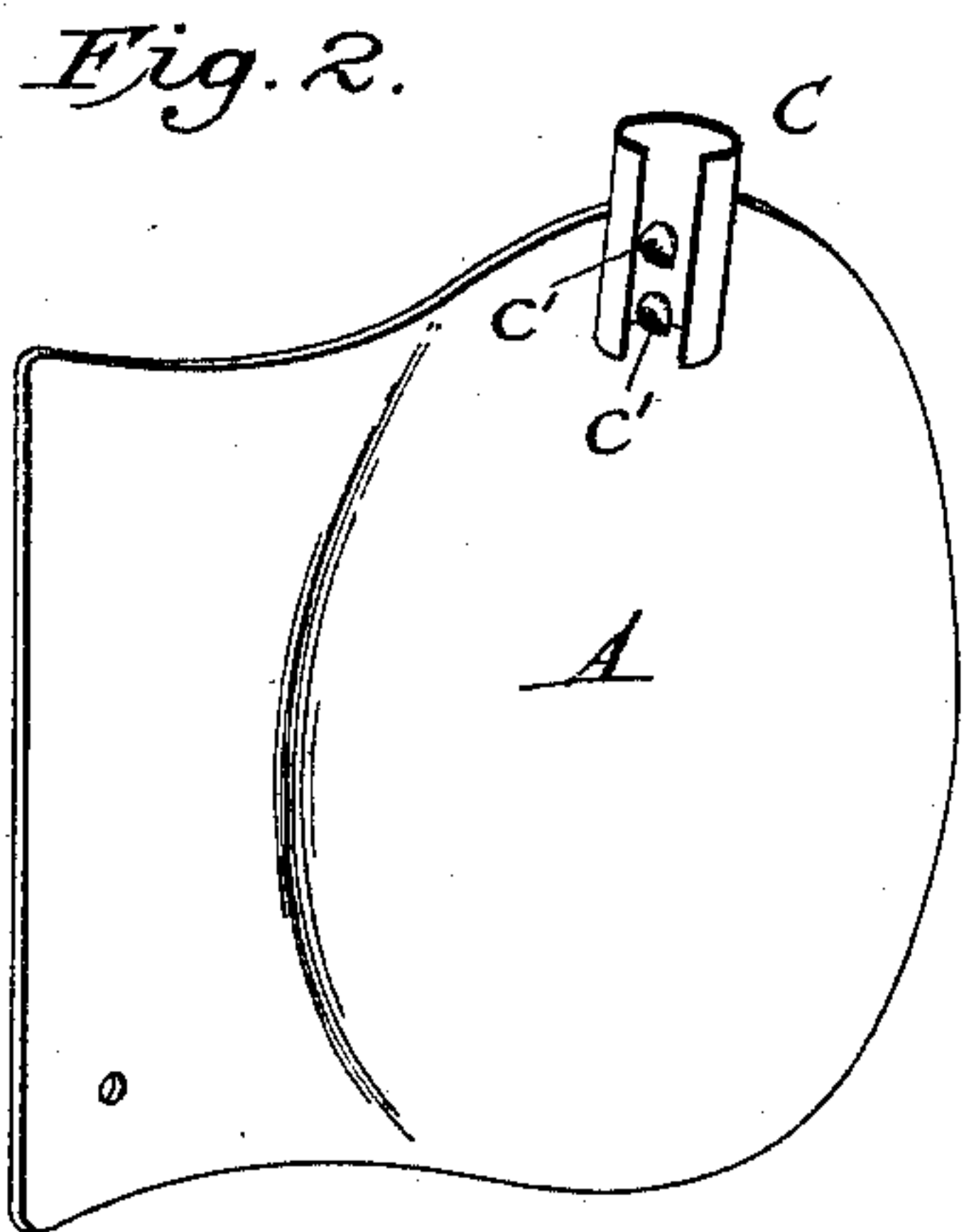
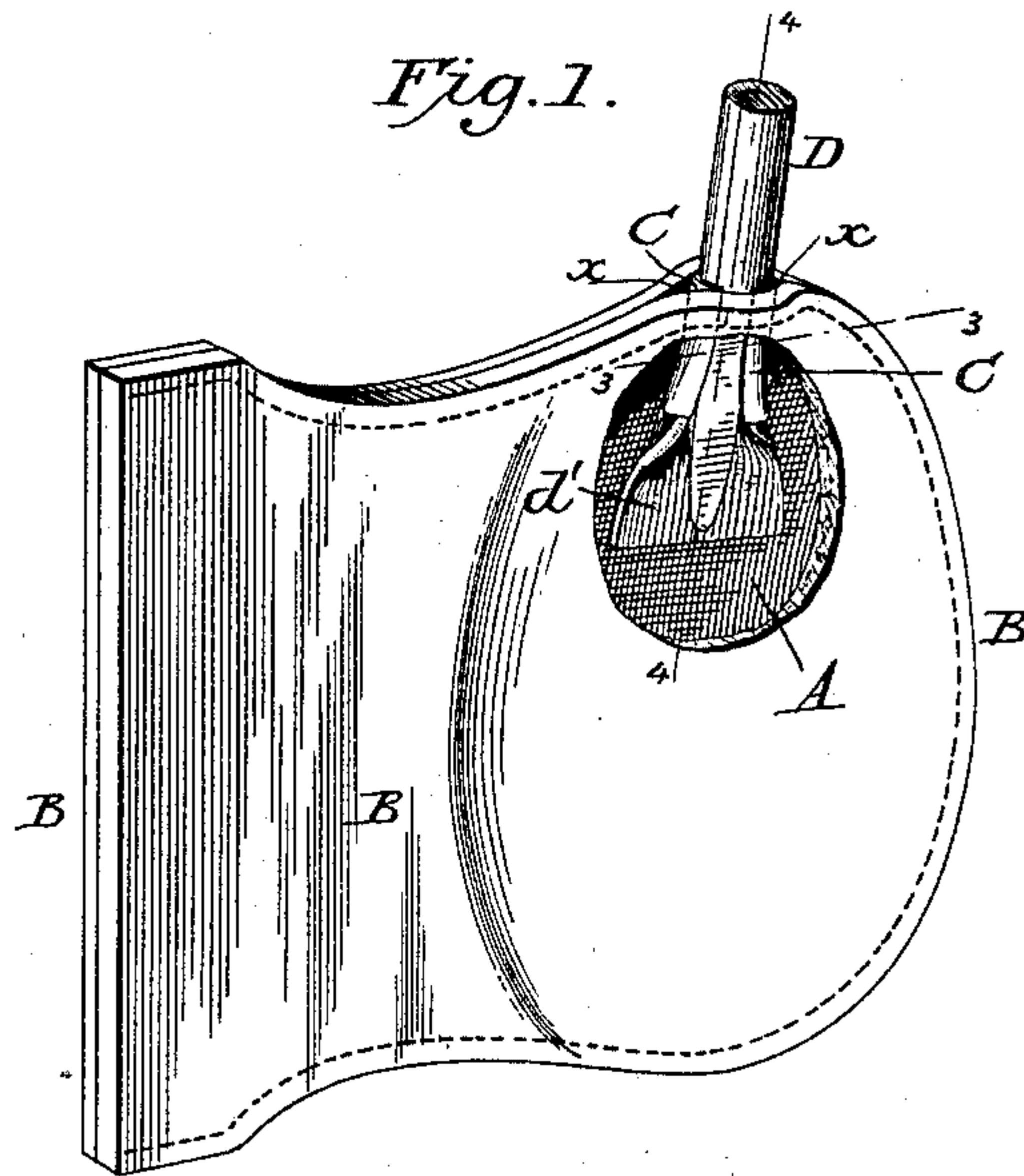


(No Model.)

C. M. C. FLEMING.  
BLIND FOR BRIDLES.

No. 435,115.

Patented Aug. 26, 1890.



Witnesses

*Simon P. Hollingsworth*  
*Battis D. Long.*

Inventor

C. M. C. FLEMING

By his Attorneys

*Baldwin, Davidson & Wright.*

# UNITED STATES PATENT OFFICE.

CASSIUS M. C. FLEMING, OF MARYVILLE, MISSOURI.

## BLIND FOR BRIDLES.

SPECIFICATION forming part of Letters Patent No. 435,115, dated August 26, 1890.

Application filed January 25, 1890. Serial No. 338,086. (No model.)

*To all whom it may concern:*

Be it known that I, CASSIUS M. C. FLEMING, a citizen of the United States, residing at Maryville, in the county of Nodaway and State of Missouri, have invented certain new and useful Improvements in Winkers or Blinds for Bridles, of which the following is a specification.

The object of my invention is to provide a strong and durable connection between a bridle blind or winker and a supporting-strap. It is important that this connection should be so formed as not only to be strong, but provision should be made for relieving the blind as well as the strap from as much strain as possible.

Fastenings have heretofore been devised which have for their primary object the protection of the strap; but it is more important that the leather covering of the blind should be protected than the strap, because it is cheaper and easier to repair the strap than it is to repair the blind.

In carrying out my invention I provide a stiff plate or body portion, which is faced on each side and on the edges with leather or similar material. To the plate or body portion I secure a fastening device or clasp, which is arranged within the leather covering, and the supporting-strap extends through the top or covering of the blind and is securely held by the clasp.

The details of construction and the subject-matter claimed are hereinafter designated.

In the accompanying drawings, Figure 1 is a perspective view of a blind with my improvements applied. Fig. 2 is a perspective view of the body-plate with the clasp attached. Fig. 3 is a detail view in section on the lines 3 3 of Figs. 1 and 4. Fig. 4 is a section on the lines 4 4 of Figs. 1 and 3. Fig. 5 is a detail view of a modification.

The body-plate A is of metal or similar material, and is given the usual form and shape of a bridle-blind. It is inclosed on both sides and at the edges by a covering B, of leather or similar material, in the usual way. At the front top end of the plate is secured a fast-

ening device or clasp C, consisting of a split tube or cylinder, preferably of metal, and preferably projecting above the plate A to the edge of the covering B. The split tube or cylinder C is secured to the plate A, preferably by means of rivets *c*, which are headed and shouldered as shown, and whose inner ends are inclined or tapered to form spurs *c'*, projecting into the split tube.

The strap D is secured to the blind in the following manner: The blind-covering having been sewed around the edges of the plate, as shown in Fig. 1, except at the opening *x* for the strap, the lower end of the strap is inserted into the split tube while it is open. The covering *d'* of the strap is preferably spread or flattened at its lower end, as shown in Fig. 1, and when in this position on the split tube is closed upon the strap and made to tightly embrace it. It may conveniently be flattened down with a hammer. It will thus be seen that the weight or strain comes upon the plate or body portion A and not directly upon the covering of the plate.

A secure fastening may be made without the use of spurs *c'*; but I prefer to use them, and when they are used they will enter the lower end of the strap, as indicated in Figs. 3 and 4. Spurs such as shown may be employed, or other serrated or roughened surfaces may be used instead. For instance, a roughened surface may be formed in the tube by punching holes *y*, which form annular spurs *y'*, as shown in Fig. 5.

My improved bridle-blind as thus described is very simple in construction and may be easily made and repaired.

Should there be such rough handling as to break the bridle, the strap will give way before the blind will be broken, and as it is cheaper and easier to repair the strap than the blind the construction I employ is advantageous. The broken strap may be detached from the blind by opening the tube and withdrawing the strap, and when a new strap is inserted the tube may be hammered down again.

Having thus described my invention, I declare that what I claim as new is—



In a bridle-blind, the combination, substantially as hereinbefore set forth, of the metallic body-plate, its leather covering, the split tube within and inclosed by the covering and  
5 secured to the metallic body-plate, spurs projecting into the tube, and the strap, the inner end of which extends through the covering and is inclosed by the tube and which has its end

below the tube straightened out or flattened, for the purpose specified. 10

In testimony whereof I have hereunto subscribed my name.

CASSIUS M. C. FLEMING.

Witnesses:

WALTER L. ROBINSON,  
S. S. SNEE.