

(No Model.)

T. W. COLVIN.
HARNESS SADDLE.

No. 461,404.

Patented Oct. 13, 1891.

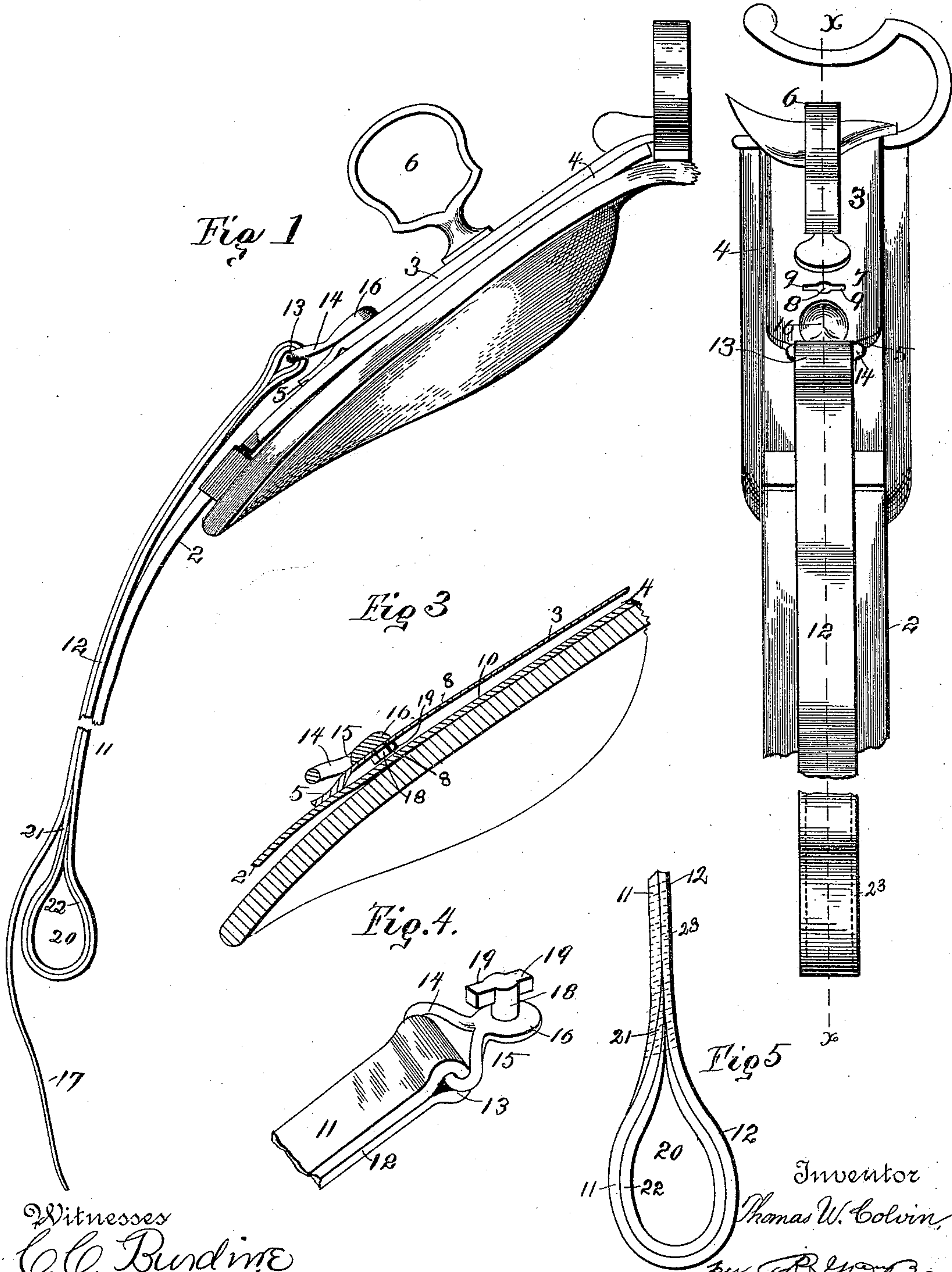
Fig 2

Fig 1

Fig 3

Fig. 4.

Fig 5



Witnesses
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UNITED STATES PATENT OFFICE.

THOMAS W. COLVIN, OF DELPHI, INDIANA.

HARNESS-SADDLE.

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To all whom it may concern:

Be it known that I, THOMAS W. COLVIN, a citizen of the United States, residing at Delphi, in the county of Carroll and State of Indiana, have invented certain new and useful Improvements in Harness-Saddles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to harness-saddles, but more particularly to an improvement in the construction and arrangement of backbands or bearing-straps, whereby they are rendered adjustable, pivotal, and removable at their upper ends in relation to the saddle and at their lower ends form exceedingly simple, inexpensive, and convenient shaft loops or tugs.

With these objects in view my invention consists in certain peculiarities of construction and combinations of parts, more fully described hereinafter, and pointed out in the claim.

Referring to the accompanying drawings, Figure 1 is a front elevation of a part of a harness-saddle of ordinary construction provided with my improved attachments; Fig. 2, a side view; Fig. 3, a section through line *xx* of Fig. 2; Fig. 4, a detail view of one of the bearing-strap ends, and Fig. 5 a detail view of one of the shaft tugs or loops.

The reference-figure 2 indicates the skirts of the saddle, and 3 the saddle-plate, secured to said skirts and straddling the saddle-tree in the usual manner. This plate is made with high side flanges 4, and the lips 5 at its opposite ends, by means of which it is secured to the saddle-skirts, are dropped down somewhat, and hence it will be apparent that the central portion of the plate will be elevated from the surface of the skirt, and thus a space 10 left between the latter and the plate. The two portions of the plate on opposite sides of the saddle are formed precisely alike, and hence a description of but one will be necessary, as follows: The plate is provided below the terret 6, which extends through it, with a series of key-holes or openings 7, which extend down its center and each of which consists of a central circular perforation or eye

8, and oppositely-extending slots 9, leading therefrom transversely to the saddle-plate and forming with the circular portion an opening having the form of a key-hole. It is obvious that these key-holes open into the space 10 beneath the saddle-plate.

The bearing-strap consists of a pair of straps 11 and 12, suitably stitched together and formed at their upper ends into a loop 13, loosely engaged by the open end or bow 14, of a metal key 15, the parts being thus pivotally connected and the strip allowed free play away from and toward the saddle. The head 16 of this key consists of a substantially circular disk, from the center of the under side of which projects the round pin or post 18, having extending from its opposite sides at its outer end the lugs or bits 19, which leaves between them and the under surface of the disk a space equal to the thickness of the saddle-plate. The bits extend in line lengthwise with the key and strap, and hence it will be seen that it is necessary to bring the latter at right angles to the saddle-plate before the key will register with the transverse openings in the latter. When brought to this position the bits and pin will be inserted through the key-hole and the disk shoved home against the surface of the plate, when the key will be turned and the bits carried under the plate, thus locking the bearing-strap to the saddle. It will be seen that the connection thus made is pivotal, the advantage of this being that the motion of the shafts is not then imparted to the saddle, causing soreness of the horse's back, and, moreover, the straps can be readily adjusted to a smaller horse without any other change than simply turning the strap up at right angles to the saddle-plate, and then removing the key and inserting it in a higher opening and turning it down again. A further advantage of having the bearing-straps so easily removable is, that it greatly facilitates cleaning of the harness and packing and storing the same, &c.

The mechanism for adjusting the bearing-straps at their upper ends leaves their lower ends free to be formed into shaft loops or tugs. As previously stated, these straps are formed of two pieces 11 and 12, stitched together, and to form the tug the under strap 11 is simply

doubled into a loop 20, the end 21 of which is
spliced and carried back between the two
straps 11 and 12, and secured by stitching 23,
as seen in Fig. 5. A re-enforcing-piece 22 is
5 stitched in the inside of the loop, its upper
end being spliced and interposed between the
strap, together with the end of the loop and
secured in like manner. The outside strap
12 is carried on over the outside of the tug,
10 its projecting end 17 being perforated and of
sufficient length for attachment to the belly-
band. The tug on the opposite side of the
saddle is shown formed somewhat differently,
the outside strap 12 being doubled to form
15 the loop and interposed between the two
straps, the lower end of the outside one and
the upper end of the tug being spliced to form
a neat joint, as seen in Fig. 5. By this ar-
rangement the tugs can be simply and cheaply
20 made from the straps themselves, and the
straps and buckles necessary for attaching
separate loops dispensed with.

Having thus described my invention, what I

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

In a harness-saddle, the combination of the
saddle-plate, provided with a series of aper-
tures, and a bearing-strap consisting of a pair
of straps 11 and 12, a metal loop at the upper
ends of the straps through which they are
30 passed, said loop being provided with means
for adjustably connecting them with said
plate for vertically adjusting the straps, the
shaft tug or loop formed of the former one of
said straps, whose end 21 is introduced be- 35
tween the two straps and secured by stitch-
ing, said other strap extending beyond said
tug to form a part of the belly-band, and the
re-enforcing piece stitched inside the loop, sub-
stantially as shown and described. 40

In testimony whereof I affix my signature in
presence of two witnesses.

THOMAS W. COLVIN.

Witnesses:

C. E. ANGELL,

JOHN W. FAWCETT.