(No Model.)

C. HORNEYER.

HARNESS SADDLE.

No. 473,627. Patented Apr. 26, 1892.

Fig. 1.

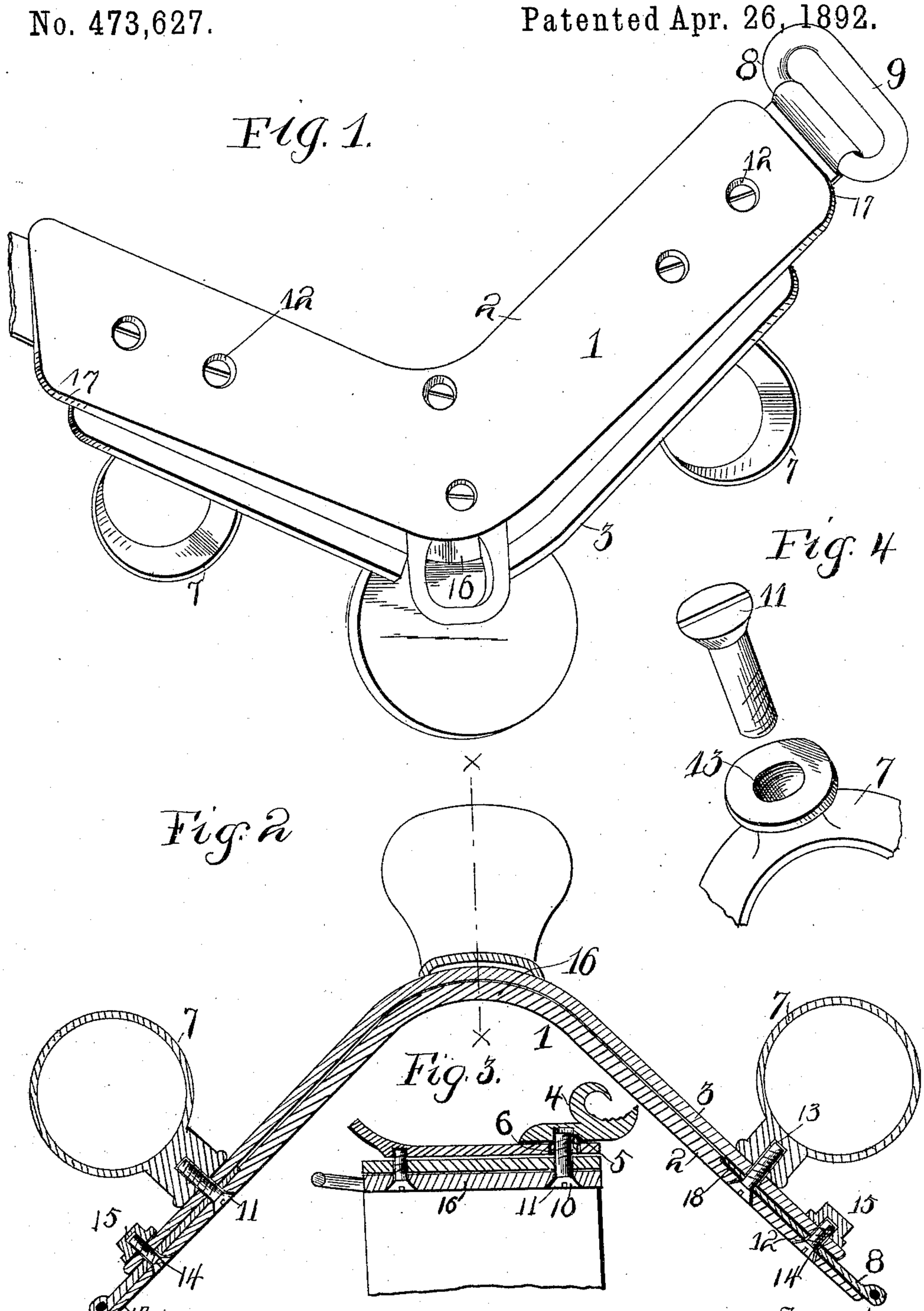

Fig. 4

Fig. 2

Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES HORNEYER, OF ST. LOUIS, MISSOURI.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 473,627, dated April 26, 1892.

Application filed December 21, 1891. Serial No. 415,724. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HORNEYER, of the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Harness-Saddles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in harness-saddles; and it consists in the novel arrangement and combination of parts, as will be more fully hereinafter described, and designated in the claim.

In the drawings, Figure 1 is a perspective view looking from the bottom of a harness-saddle constructed according to my invention. Fig. 2 is a longitudinal section of the same. Fig. 3 is a cross-section taken on the line *x x* of Fig. 2, and Fig. 4 is a perspective view showing one of the terret-rings and the means for attaching the same to the saddle with parts detached.

Referring to the drawings, 1 represents my complete saddle, which is composed of the ordinary detachable parts and need not be minutely described, the invention consisting, essentially, in the manner of attaching the several detachable parts to the said saddle.

2 represents the metallic portion of the saddle, and 3 the leather covering, which is secured to the said metallic portion by the detachable parts, as hereinafter more fully set forth.

4 represents the ordinary hook, which receives the rein leading from the bridle, and 5 a square projection or extension formed on the lower surface of the same, or that surface which comes in contact with the saddle.

6 represents a square opening formed in the median portion of the metallic part of the saddle, which receives the square extension formed on the hook 4, preventing the same from turning.

7 represents the two rein-rings, which are partly of the ordinary construction, through which the reins are adapted to pass, and 8 two metallic plates secured to the terminal ends of the saddle and provided with rings or loops 9, through which rings or loops straps are passed for completing the harness.

Referring back to the hook 4, 10 represents a screw, which passes through the entire saddle, and the screw-threaded end of the same screwed into a suitable screw-threaded opening formed in the extensions 5, by which means the said hook is secured rigidly to the saddle. The screws for connecting the various detachable parts are similar in construction and provided with conical-shaped heads 11, as better shown in Fig. 4, and in order that the said heads may be flush with the under surface of the saddle the holes through which the said screws pass are countersunk, as shown at 12, Fig. 1.

The rein-rings 7 are each provided with a screw-threaded bore 13, into which the screws 11, as above described, are screwed, securing said rings rigidly to the saddle.

The plates 8 are placed between the metallic portion 2 of the saddle and the leather covering 3, and are united rigidly to the saddle by means of the screws 11, which hold the rein-rings 7 to the saddle, premising, however, that the said screws are passed through suitable openings formed in the said plate. In order that said plates may be secured more rigidly and prevented from lateral movement, screws 14 are passed through the metallic portion 2 of the saddle, the said plates, and the leather covering 3, and said screws held in their proper position by means of nuts 15, screwed upon the screw-threaded ends of the same, said nuts being located upon the top of the saddle.

In order that the metallic portion 2 of the saddle may be of sufficient strength, and yet light, said portion is thicker at its median portion 16 and gradually tapers in thickness from said portion to the ends 17, of course bearing in mind that said inner surface of said metallic portion should conform, or nearly so, with the back of the horse.

A saddle constructed as above described will present a smooth under surface. The heads 11 of the screws will secure the several parts to the saddle, being flush with said under surface of said saddle and not projecting and not liable to injure the back of the horse.

The detachable parts can easily be removed from the saddle, if so desired, in a manner well known, and when the said parts are united as above described they will be held rigidly to the said saddle.

In order to provide sufficient space between

the upper surface of the metallic portion 2 of the saddle and the leather lining 3 for the plates 8, a concave depression 18 is formed in said metallic portion of the saddle at the ends of the same, as best shown in Fig. 2 of the drawings.

Having fully described my invention, what I claim is—

In a harness-saddle, the combination of the metallic portion, such as 2, having countersunk openings formed therein, hooks 4, having a square extension 5, a square opening 6, formed in the said metallic portion, a screw-threaded bore formed in the said extension 5 for receiving a screw-threaded end and screw 10, rein-rings 7, having screw-threaded bores 13, screws adapted to pass through said saddle and into said bores for holding the said ring to the saddle, plates 8, interposed between the metallic portion 2 of the saddle and the leather covering 3, and screws passing through the said saddle and the said plates for securing the same to said saddle, substantially as set forth.

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

CHARLES HORNEYER.

Witnesses:

EWD. E. LANGAN,

C. F. KELLER.