

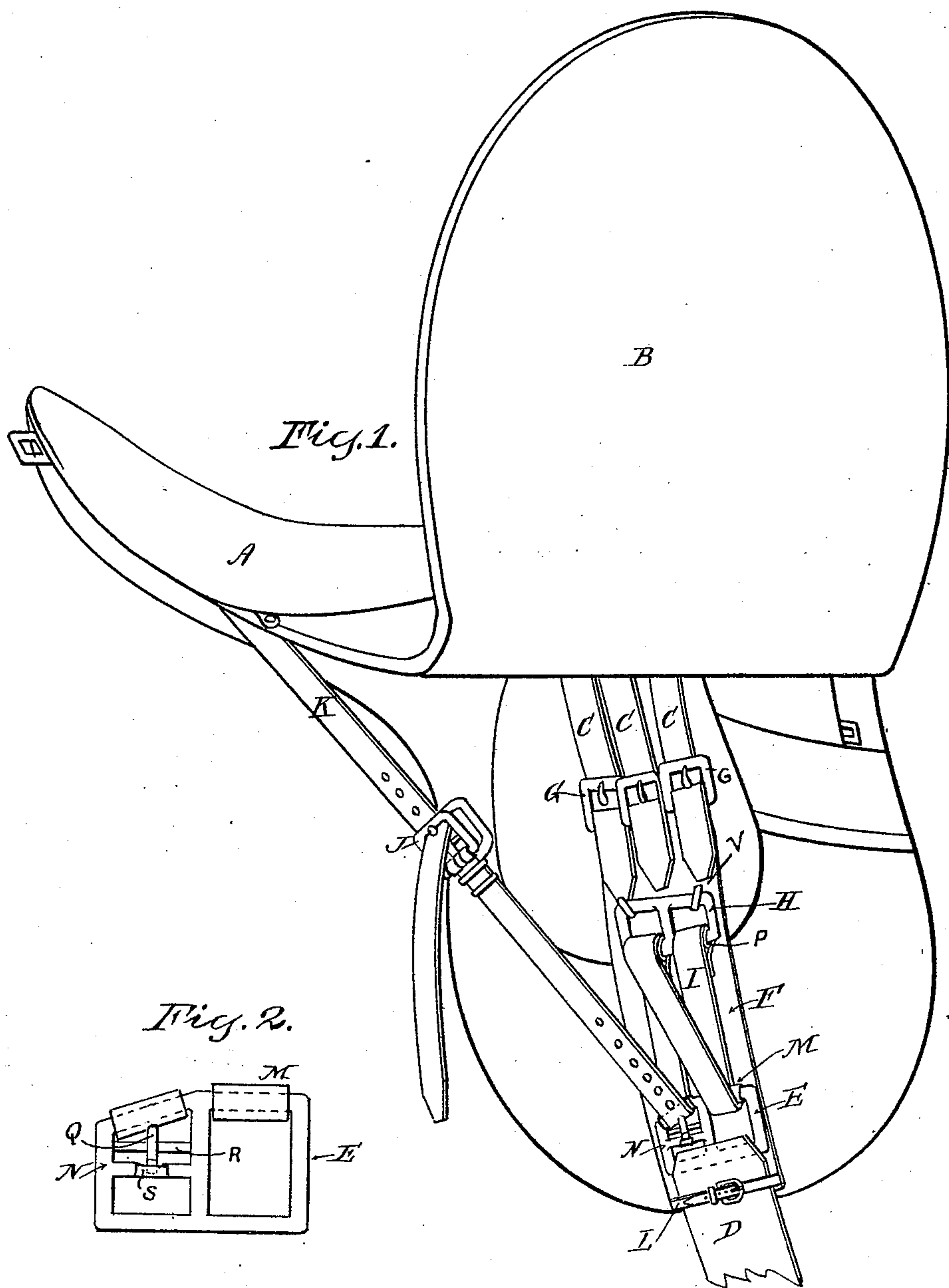
(No Model.)

2 Sheets—Sheet 1.

R. A. LANE.  
SADDLE GIRTH.

No. 481,180.

Patented Aug. 23, 1892.



Witnesses:

Dwight Gardner

John H. Hill

Inventor:

Rufus A. Lane

(No Model.)

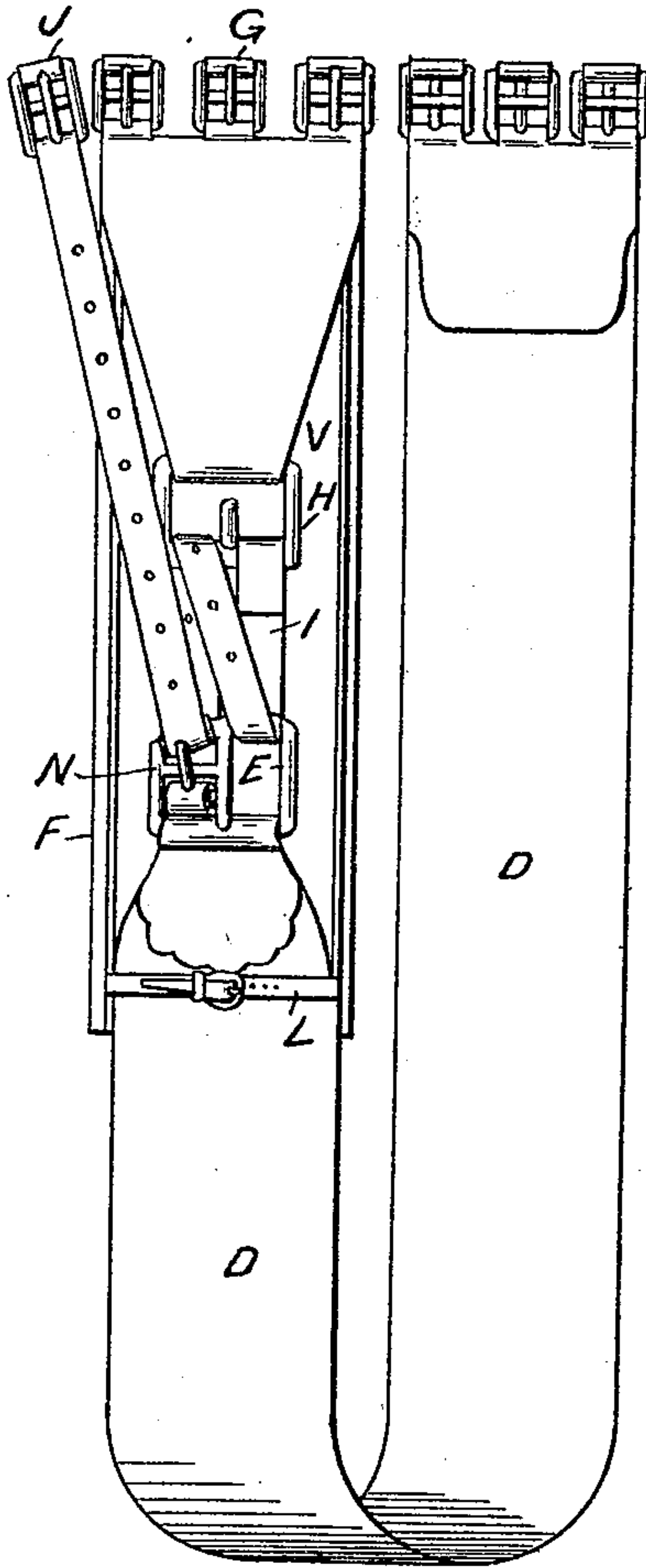
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*Fig. 3.*



Witnesses:  
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Inventor:  
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& Broadway & Pull  
Stap



# UNITED STATES PATENT OFFICE.

RUFUS A. LANE, OF NEW YORK, N. Y.

## SADDLE-GIRTH.

SPECIFICATION forming part of Letters Patent No. 481,180, dated August 23, 1892.

Application filed November 12, 1891. Serial No. 411,708. (No model.)

*To all whom it may concern:*

Be it known that I, RUFUS A. LANE, a citizen of the United States, residing in the city, county, and State of New York, have invented certain new and useful Improvements in Saddle-Girths, of which the following is a specification in such full, clear, and exact terms as will enable any one skilled in the art to which my invention relates or with which it is most nearly connected to make and use the same in the form at present preferred by me, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon.

My present invention relates to saddle-girths; and it consists of certain novel parts and combinations of parts particularly designated in the claims concluding this specification.

I will first describe the structure shown in the accompanying drawings, which illustrate my invention applied in the form which is at present preferred by me, and I will in conclusion point out in the claims the specific features of novelty therein, thereby differentiating my invention from what is old in the art.

It will be understood that my invention is not limited, except as indicated in the claims, to the precise form or combination of parts herein described or illustrated, as various modifications in the structure may be made without departing from the spirit of my invention and without exceeding the scope of the claims.

In the drawings, Figure 1 is a side view of a saddle, showing the girth in position; and Fig. 2 shows an improved buckle in detail, which may be used in connection therewith. Fig. 3 shows a girth detached from the saddle.

Referring to Fig. 1, A is a saddle of ordinary form. B is one of the side flaps raised so as to disclose to view the parts underneath. C C C are the ordinary straps on the saddle, to which the girth is buckled. D V is a saddle-girth made of two sections. The section V is provided at its upper end with buckles G and at its lower end with loops H. The section D is suitably attached at one end to the saddle on the other side, preferably by buckles and straps in the ordinary way; but it may be attached in any other suitable man-

ner. At the opposite end—that is, the end shown in the drawings—it is provided with a loop E and a buckle N. I is a reflexed strap connecting the loops H and E and provided at one end with the buckle J. K is a strap taking with buckle J, attached to the saddle in a position conveniently reached by the rider while mounting. In Fig. 1 it is shown attached to the hinder part of the saddle and when so attached it functions as a balance-strap—that is, a strap which keeps the hinder part of the saddle from shifting. Such a balance-strap is of great utility in a side saddle, (to which, of course, my invention is also applicable,) where the weight is principally on one side, and the tendency of the hinder part of the saddle to shift is great. The loops H and E and strap I form a take-up device by means of which the sections of the girth are drawn together and the girth adjusted in length without drawing it up by means of the buckles G and the strap C, as is ordinarily done. Any convenient device through which the strap or cord can pass—as, for instance, perforations through the body of the girth-pieces—could be used in place of the loops H and E. F is a flap extension of the girth-section V. L is a guide-strap for keeping the sections of the girth parallel. It will be observed that this girth is adjustably attached to the saddle in the ordinary manner by means of buckles G and strap C. Of course there need not be such a device for adjustably attaching it to the saddle at both ends, as a device at one end is sufficient. If the girth is to be permanently attached to the saddle at one end, it is preferred that it be permanently attached at the end seen in the drawings and adjustably attached at the opposite side, although this is not necessary.

The loop H, attached to the girth-section V, is preferably provided with rollers P where the strap I bends around it. The loop E, attached to the girth-section D, is likewise preferably provided with rollers M M. These rollers, however, might be omitted and the strap I, after passing once through the loop E, might be carried directly to the strap K; but I prefer the form shown. The loop E is shaped so that the bearing part for the strap I where it leaves in the direction of the strap K shall be substantially at right angles to



the direction of the strap. The other bearing-surface of the loop may also be similarly inclined, if preferred. In the drawings this loop E is shown as provided with a buckle N, the tongue of which takes in holes in the strap I. While this feature may be omitted, it is deemed advantageous, since under ordinary circumstances it relieves the strap K of strain, because the flap B, pressing against the tongue of the buckle N, will keep it in a position to engage with the holes in a strap when they are opposite, and therefore functions as an automatic device for holding the slack taken up. Besides, it facilitates the adjustment of the strap. When such buckle is employed, I prefer to make it as shown in detail in Fig. 2. It will be observed that the two ends of the girth are attached to the saddle and are not attached to each other, as in the surcingle or similar devices.

Referring to Fig. 2, Q is a tongue rather shorter than ordinary buckle-tongues. R is a front stop for the tongue, and S a back stop for the same. The tongue, being between the stops R and S, is held always in position to engage with the holes in the strap I when pressed slightly, as by the flap B of the saddle. This buckle, as above pointed out, also acts to prevent the accidental slipping back of the strap I and loosening the girth when it is being tightened by the rider.

Of course it will be understood that throughout the structure instead of buckles and straps, rings and cords, cinches, or other suitable devices may be employed.

Among the advantages secured by the use of my improved girth is the ability of readily

tightening the girth to any desired degree without dismounting.

What I separately claim is—

1. A saddle with means for attaching a girth thereto, combined with a girth, one end being provided with buckles or other suitable adjustable attaching means, said girth being comprised of two parts and provided with a take-up device between them, consisting of loops and a strap or cord passing through the loops, leaving them at an angle with the girth and attached to the saddle within easy reach of the rider for adjustment when mounted.

2. A saddle with means for attaching a girth, combined with a girth attached thereto, one end being provided with buckles or other suitable adjustable attaching means, said girth being comprised of two parts and provided with a take-up device between them, consisting of a loop on one section and a loop and buckle on the other and a strap or cord passing through the loops and buckle, leaving them at an angle with the girth and attached to the saddle within easy reach of the rider for adjustment when mounted.

3. A saddle-girth comprising two sections provided with a device for adjustably attaching it to the saddle and a take-up device between said sections, consisting of a strap or cord connecting them, said strap or cord being adjustably attached to the saddle, and an automatic device for holding the slack taken up.

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Witnesses:

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