

(No Model.)

2 Sheets—Sheet 1.

G. R. SMITH.
HARNESS.

No. 586,978.

Patented July 27, 1897.

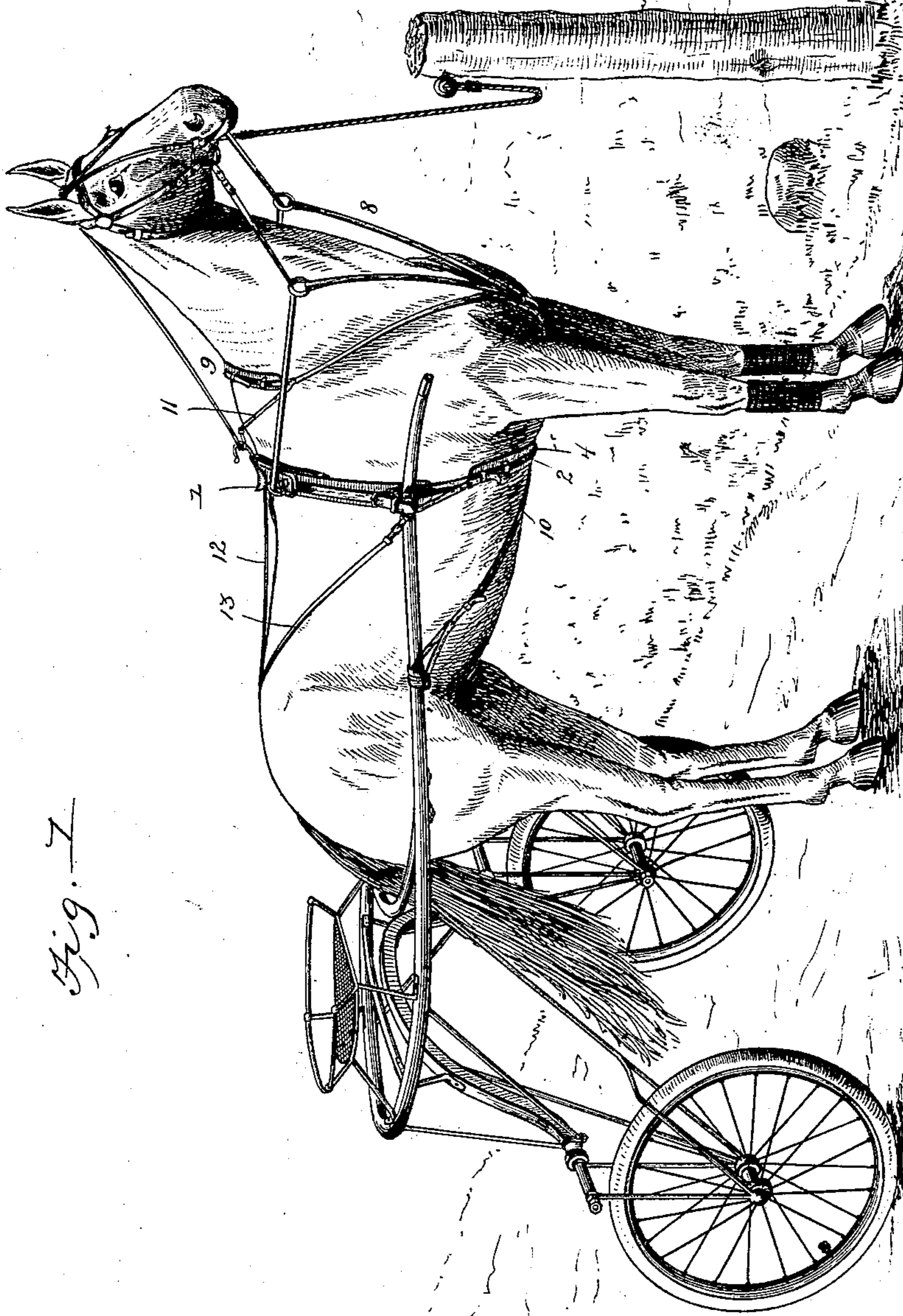


Fig. 1

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George R. Smith

Witnesses

E. H. Monroe
J. N. Diggers

By his Attorneys,

C. A. Snow & Co.

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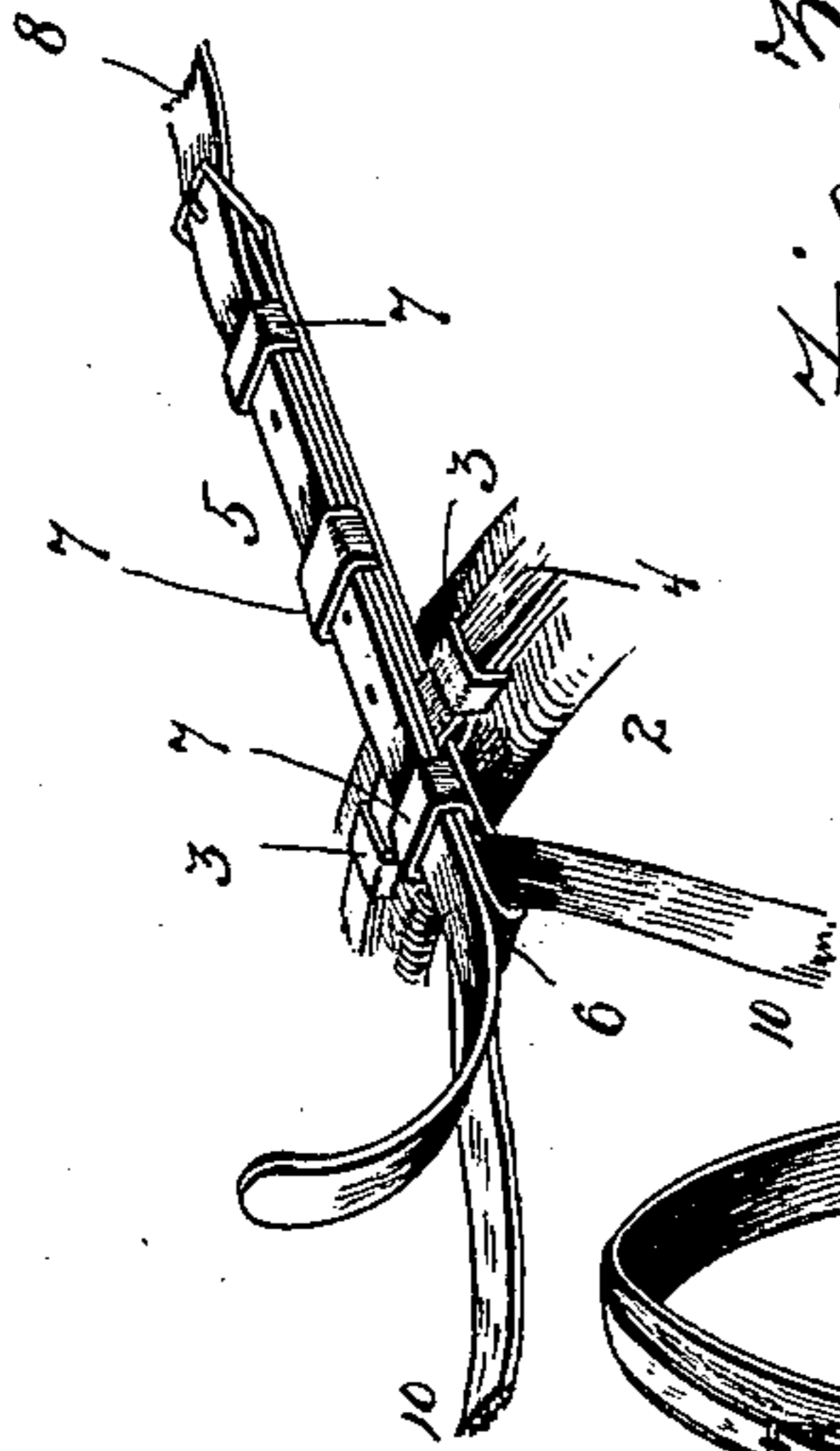


Fig. 3.

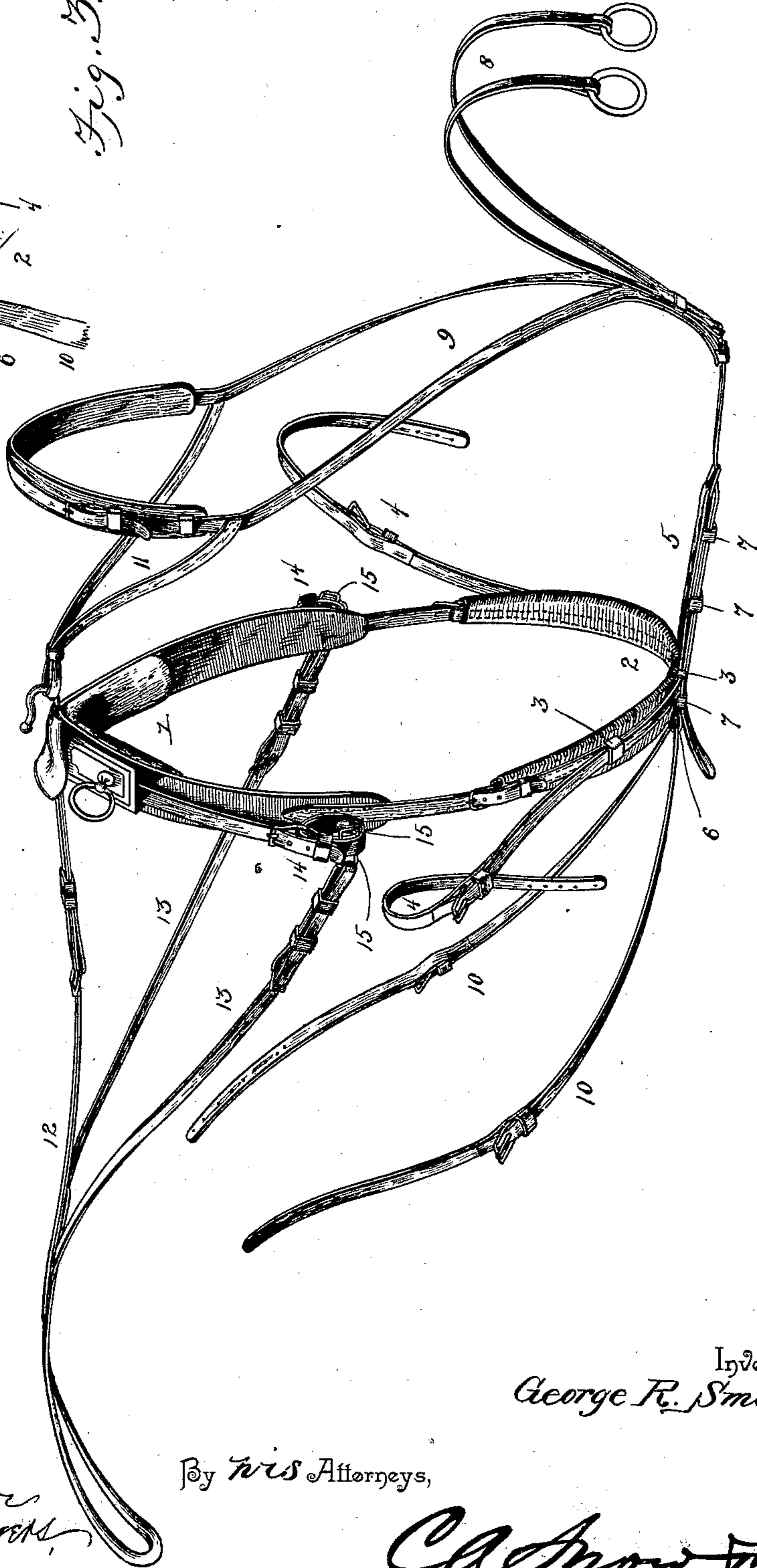


Fig. 2.

Witnesses.

E. St. Monroe
J. H. Diggers

By *his* Attorneys,

Chas. Snow Geo.

Inventor
George R. Smith.

UNITED STATES PATENT OFFICE.

GEORGE R. SMITH, OF SHELBYVILLE, KENTUCKY, ASSIGNOR OF TWO-THIRDS TO J. W. BUTCH AND JAS. A. WIGHT, OF SAME PLACE.

HARNESS.

SPECIFICATION forming part of Letters Patent No. 586,978, dated July 27, 1897.

Application filed August 8, 1896. Serial No. 602,126. (No model.)

To all whom it may concern:

Be it known that I, GEORGE R. SMITH, a citizen of the United States, residing at Shelbyville, in the county of Shelby and State of Kentucky, have invented a new and useful Harness, of which the following is a specification.

This invention relates to harness for sulkies and other light road and track vehicles especially constructed for attaining speed and impeding the free movement of the horse as little as possible.

For a full understanding of the merits and advantages of the invention reference is to be had to the accompanying drawings and the following description.

The improvement is susceptible of various changes in the form, proportion, and the minor details of construction without departing from the principle or sacrificing any of the advantages thereof, and to a full disclosure of the invention an adaptation thereof is shown in the accompanying drawings, in which—

Figure 1 shows the invention applied. Fig. 2 is a detail perspective view of the harness. Fig. 3 is a detail view of the coupling which connects the neck-yoke, the girth, and the traces.

Corresponding and like parts are referred to in the following description and indicated in the several views of the accompanying drawings by the same reference-characters.

The harness-saddle 1 is of usual construction and is connected in the ordinary way with the girth 2. The girth is provided at intervals in its length on the outer side with loops 3, through which pass the shaft-straps 4, the latter consisting practically of a single strap having its middle portion passing through the loops and its end portions adapted to engage with the shafts or thills in the ordinary manner. A coupling 5, having a loop 6 at its rear end and a buckle at its front end, is held to the girth by means of the shaft-strap, engaging therewith and passing through a transverse opening provided between the layers comprising the coupling. This coupling is flexible and is constructed of a series of straps placed together and secured by stitching or in any convenient way.

Loops 7 are located at intervals in the length of the coupling, and the loose end portion of the martingales 8 or neck-yoke 9 passes there-through after being engaged with the buckle at the front end of the coupling. The traces or draft-straps 10, like the shaft-straps, are formed of a single strap which passes loosely through the loop 6 of the coupling, and these traces are intended to be engaged with the shafts about six or eight inches in the rear of the shaft-tugs. The neck-yoke 9 and martingales 8 are secured together at their lower rear ends in any approved manner which will admit of them being relatively adjusted, and one or the other is continued to the rear, so as to make adjustable connection with the coupling 5, thereby admitting of the harness being fitted to different-sized horses. The neck-yoke receives the head of the horse, which is passed therethrough, and is suspended from the withers, the upper portion resting upon the withers being widened or provided with a strap of sufficient width to prevent galling and chafing of the animal. A retaining-strap 11 engages with the upper portion of the neck-yoke, and is secured thereto in any convenient way and is adapted to be engaged with the check-hook of the harness-saddle, so as to retain the neck-yoke in proper position when the harness is in service.

The turn-back or crupper strap 12 has attachment with the saddle in the usual way, and the breeching-straps 13 have connection therewith at a point about midway of its ends, and these straps 13 extend forwardly and have adjustable connection with the shaft-tugs 14, whereby any relative forward movement of the sulky is prevented and chafing of the animal obviated. The shaft-tugs 14 have front and rear loops 15, to which the breeching-straps are attached, and the provision of the two loops enables the tugs to be placed upon either side of the harness.

Having thus described the invention, what is claimed as new is—

1. In harness, the combination of a saddle, a girth connected therewith, a coupling composed of a series of layers and having a loop at its rear end and a buckle at its front end, a shaft-strap secured to the girth and passing transversely between the layers of the coup-

ling to connect the latter with the girth, traces consisting of a strap passing through the loop at the rear end of the coupling, and a neck-yoke and martingales connected together at 5 their lower ends and having the lower portion of one extended to the rear and adjustably connected with the front end of the said coupling, substantially as set forth.

2. The herein-described harness, comprising a saddle, a girth, a coupling composed of 10 a series of layers and having a loop at its rear end, a buckle at its front end, and loops intermediate of its ends, a shaft-strap secured to the girth and passing transversely between 15 the layers of the coupling to connect the latter therewith, a strap passing through the loop at the rear end of the coupling and forming traces, a neck-yoke and martingales con-

nected at their lower ends and having a portion of one continued to the rear and adjust- 20 ably connected with the front end of the coupling, a retaining-strap for connecting the upper portion of the neck-yoke with the check-hook of the saddle, a crupper-strap, shaft-tugs, and breeching-straps secured at their 25 rear ends to the crupper-strap at a point about midway of its ends and at their front ends to the shaft-tugs, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in 30 the presence of two witnesses.

GEO. R. SMITH.

Witnesses:

J. S. BOYD,

J. H. HARTFORD.