No. 704,505.

Patented July 15, 1902.

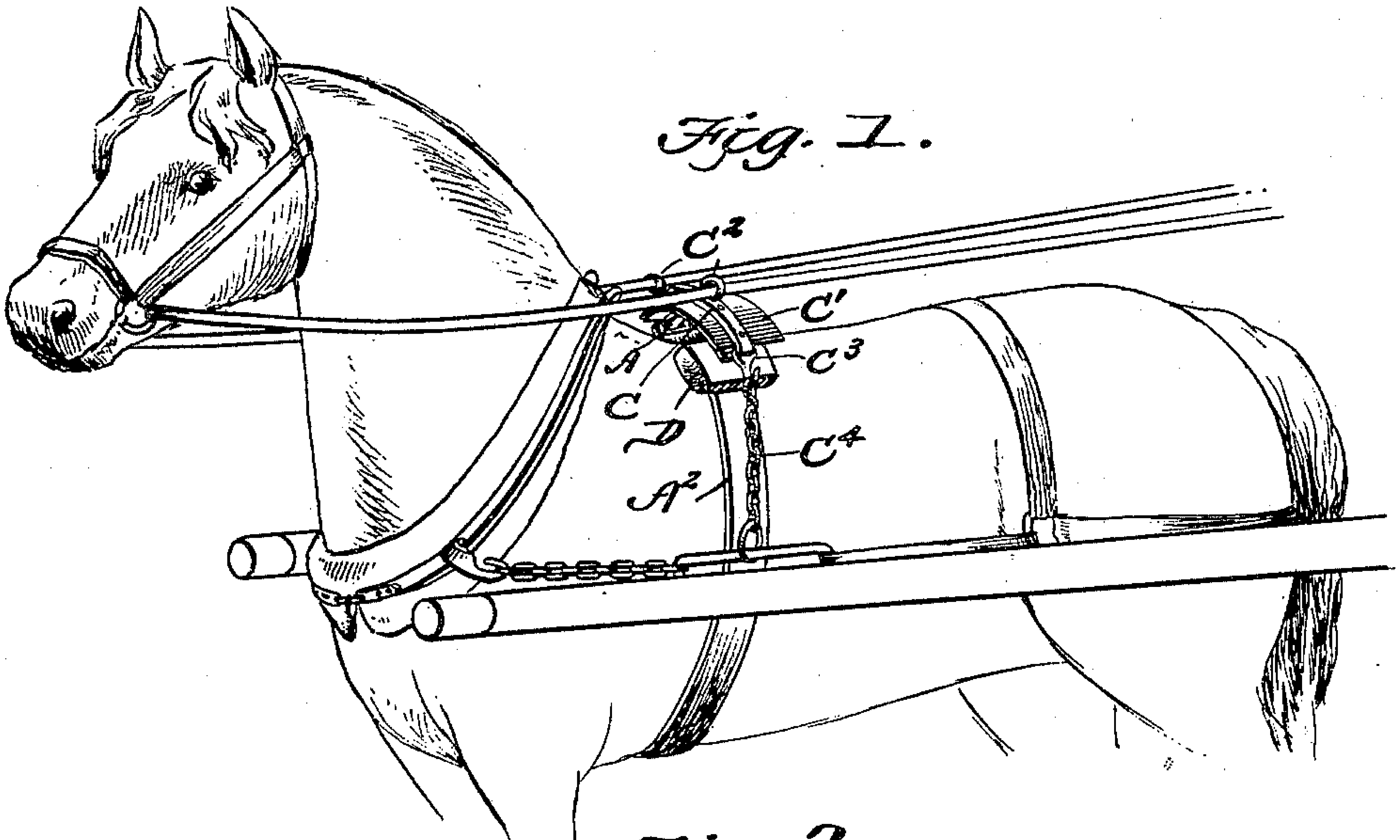
J. BROMBEREK.

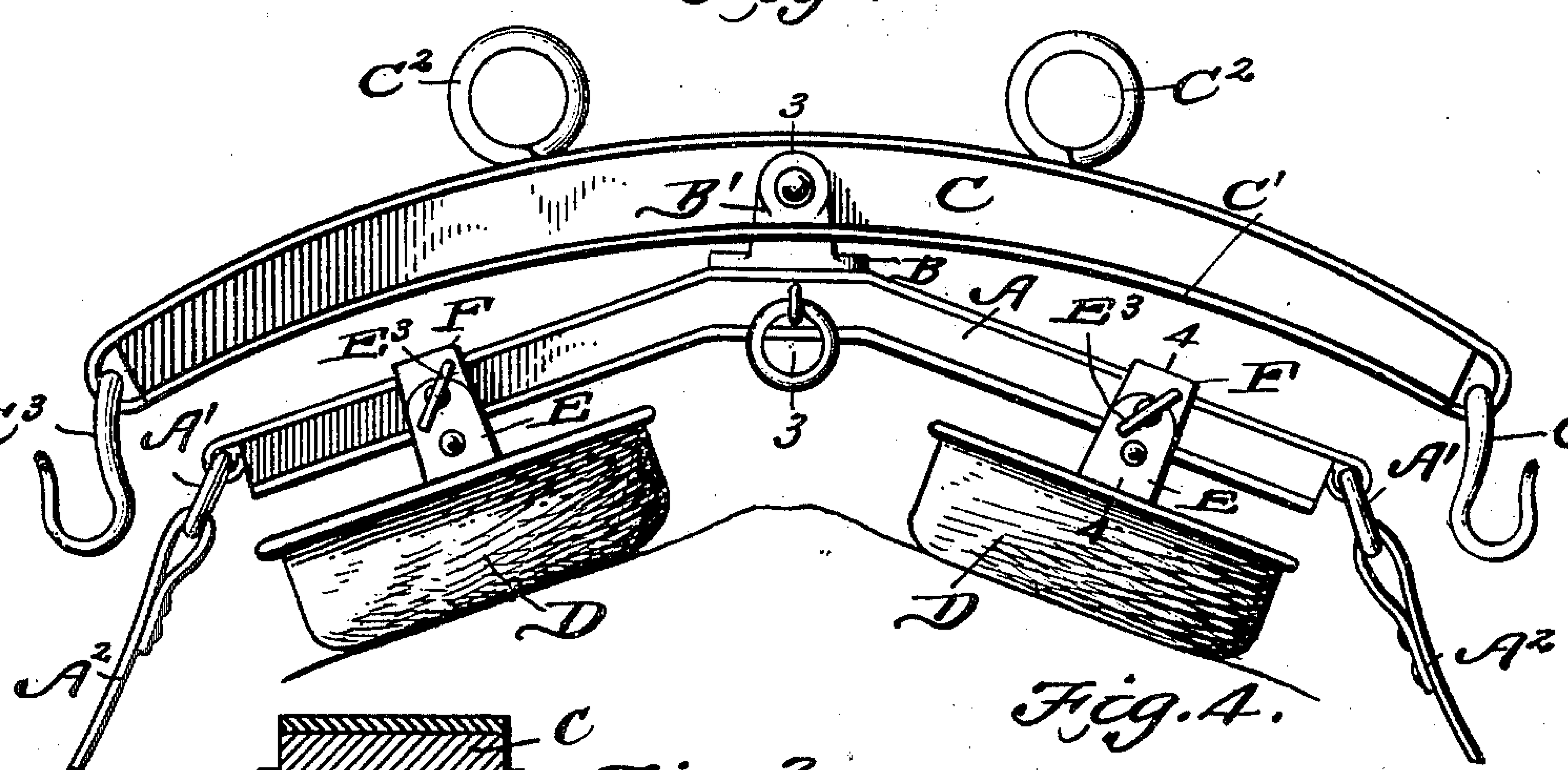
HARNESS SADDLE.

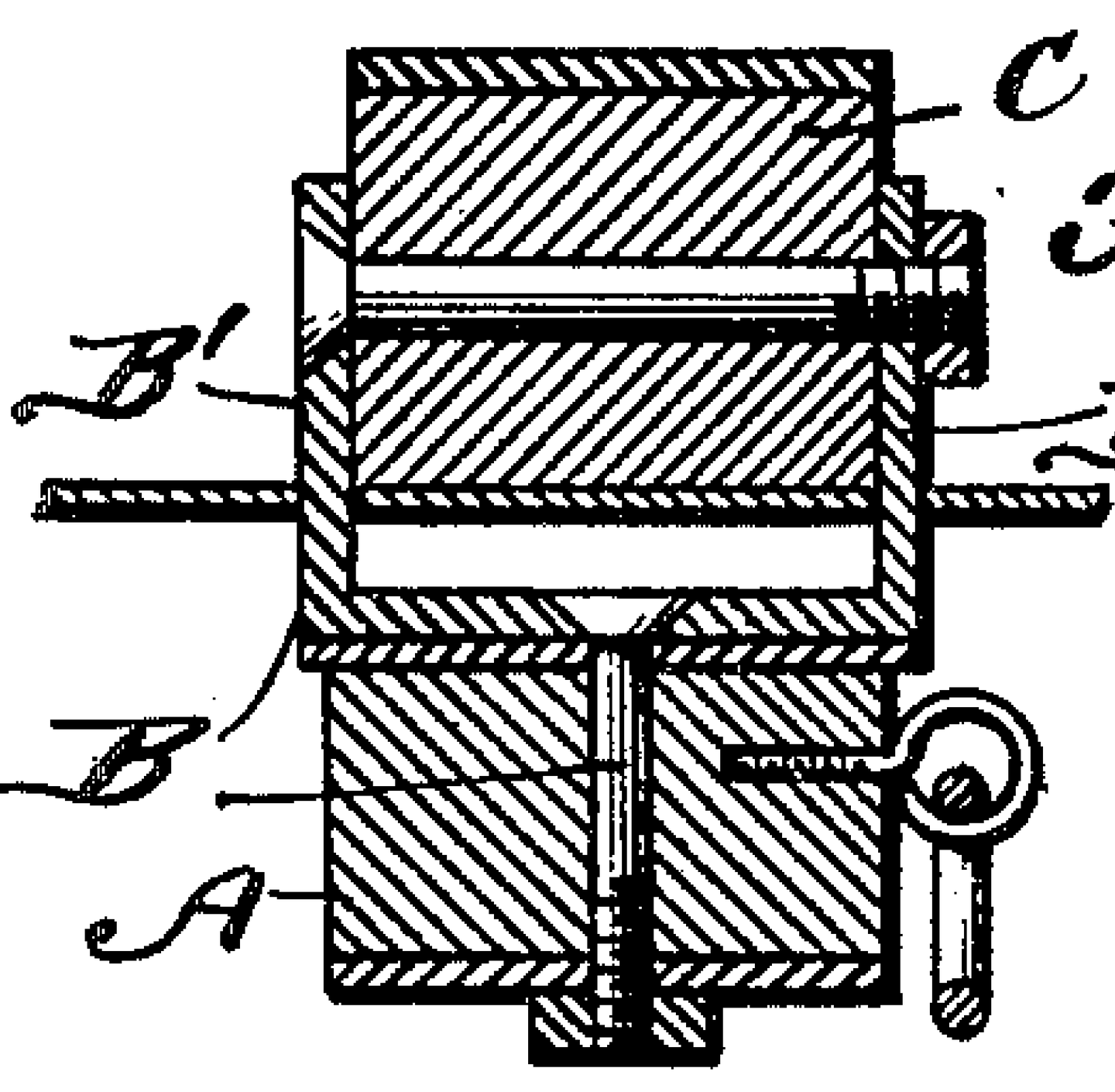
(Application filed July 6, 1901.)

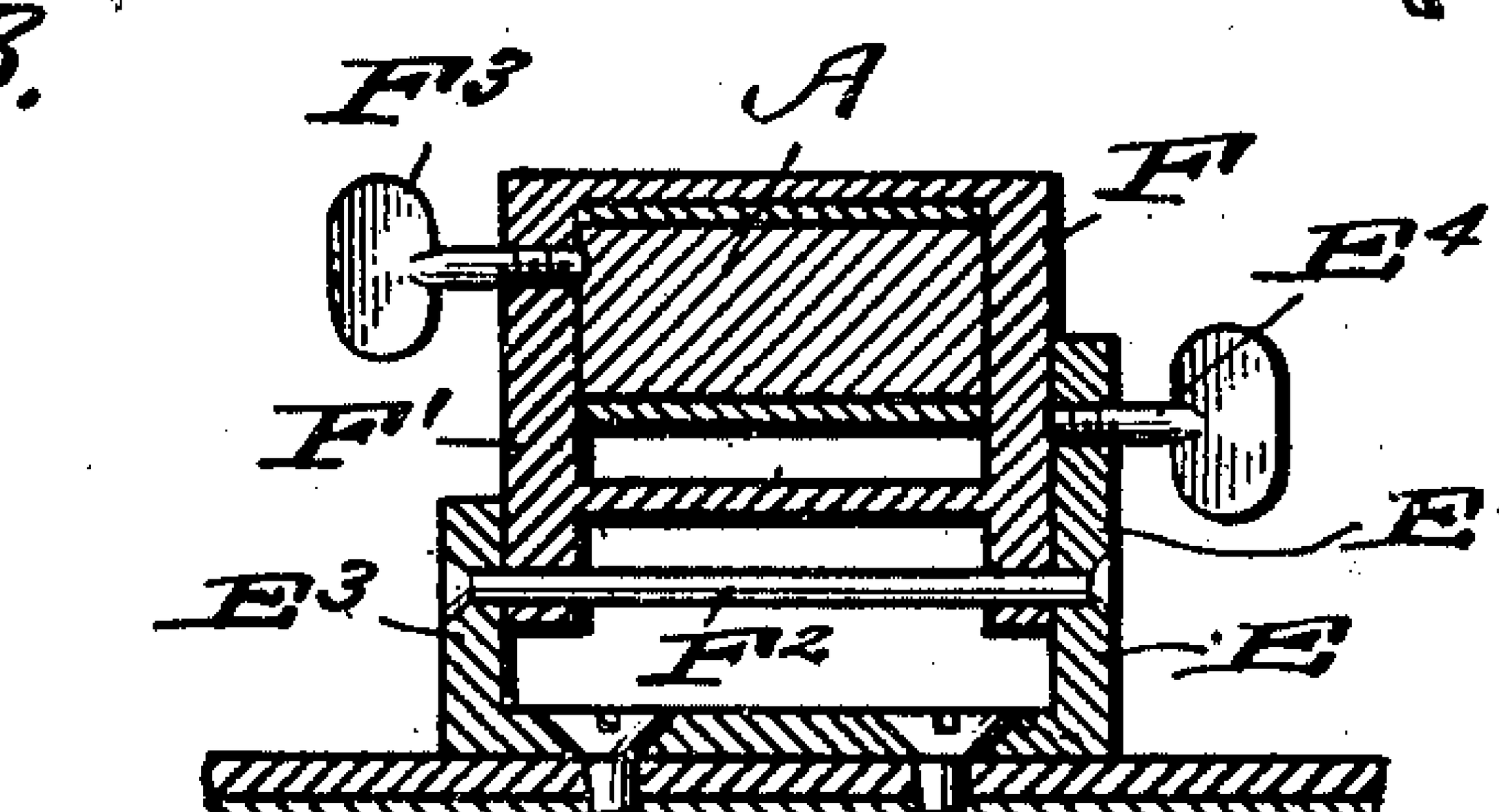
(No Model.)

2 Sheets—Sheet 1.









Witnesses

Jas. L. Dondero.

Clarence T. Shaw

Inventor

John Bromberek.

By O'Meara & Co

Attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 704,505. Patented July 15, 1902.

J. BROMBEREK.

HARNESS SADDLE.

(Application filed July 6, 1901.)

(No Model.) 2 Sheets—Sheet 2.

Fig. 5.

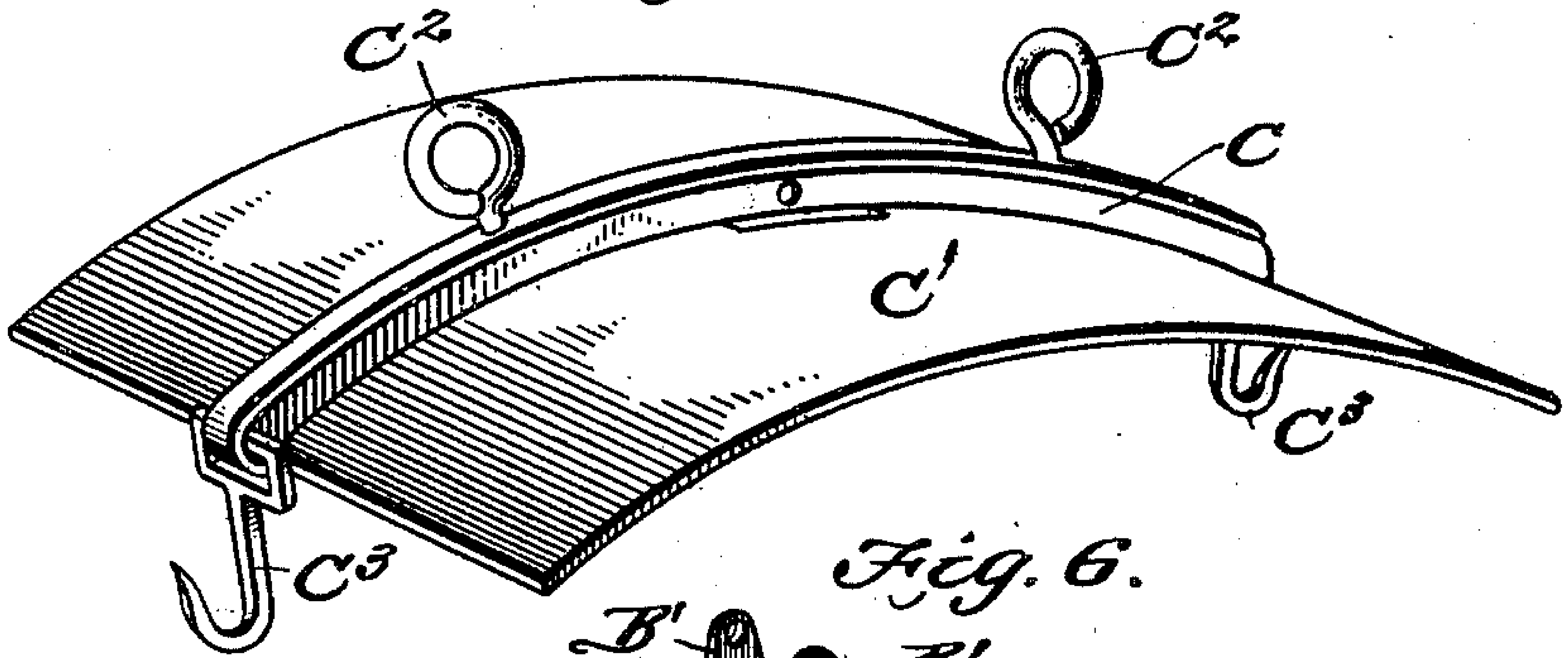


Fig. 6.

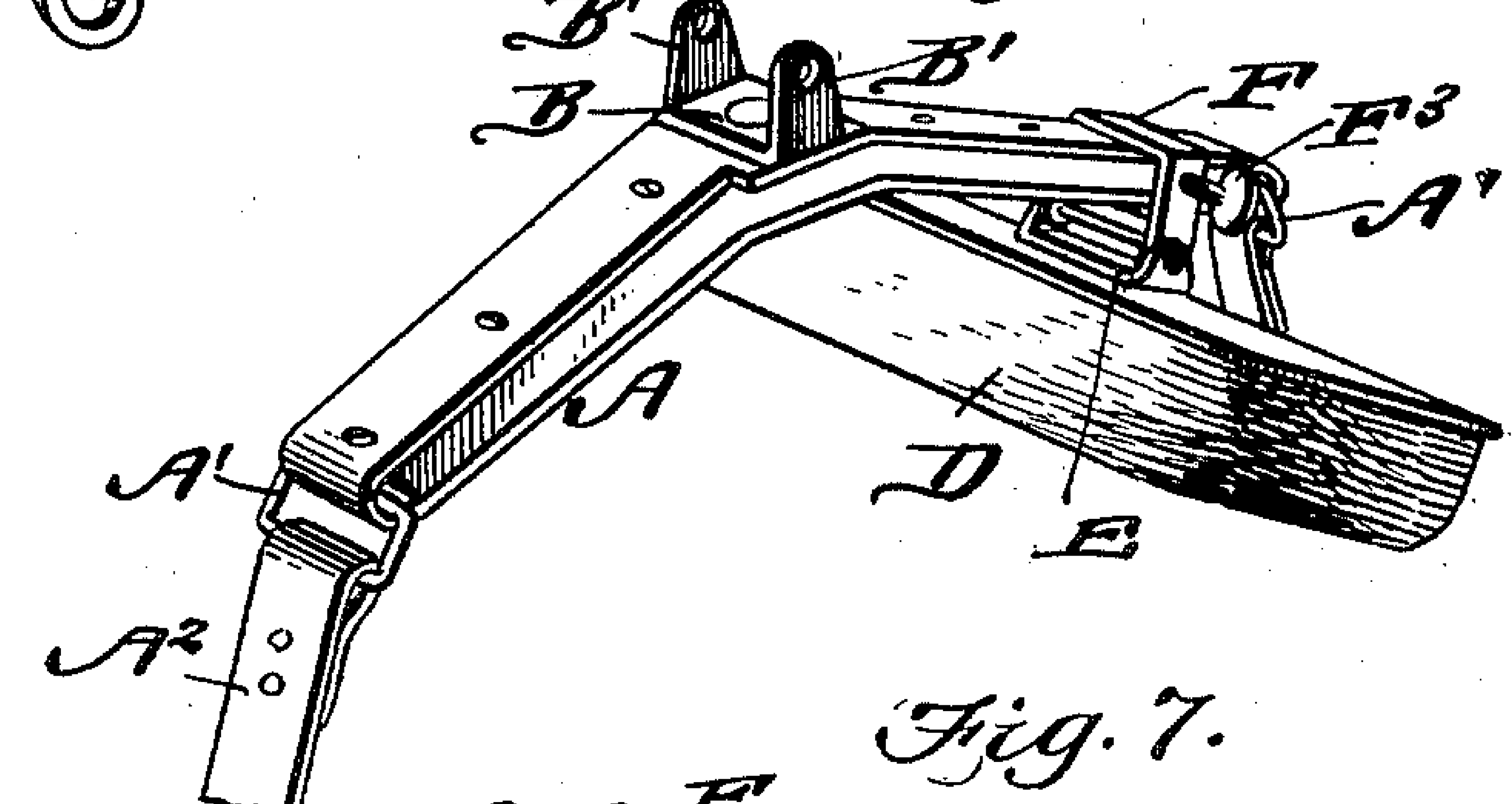


Fig. 7.

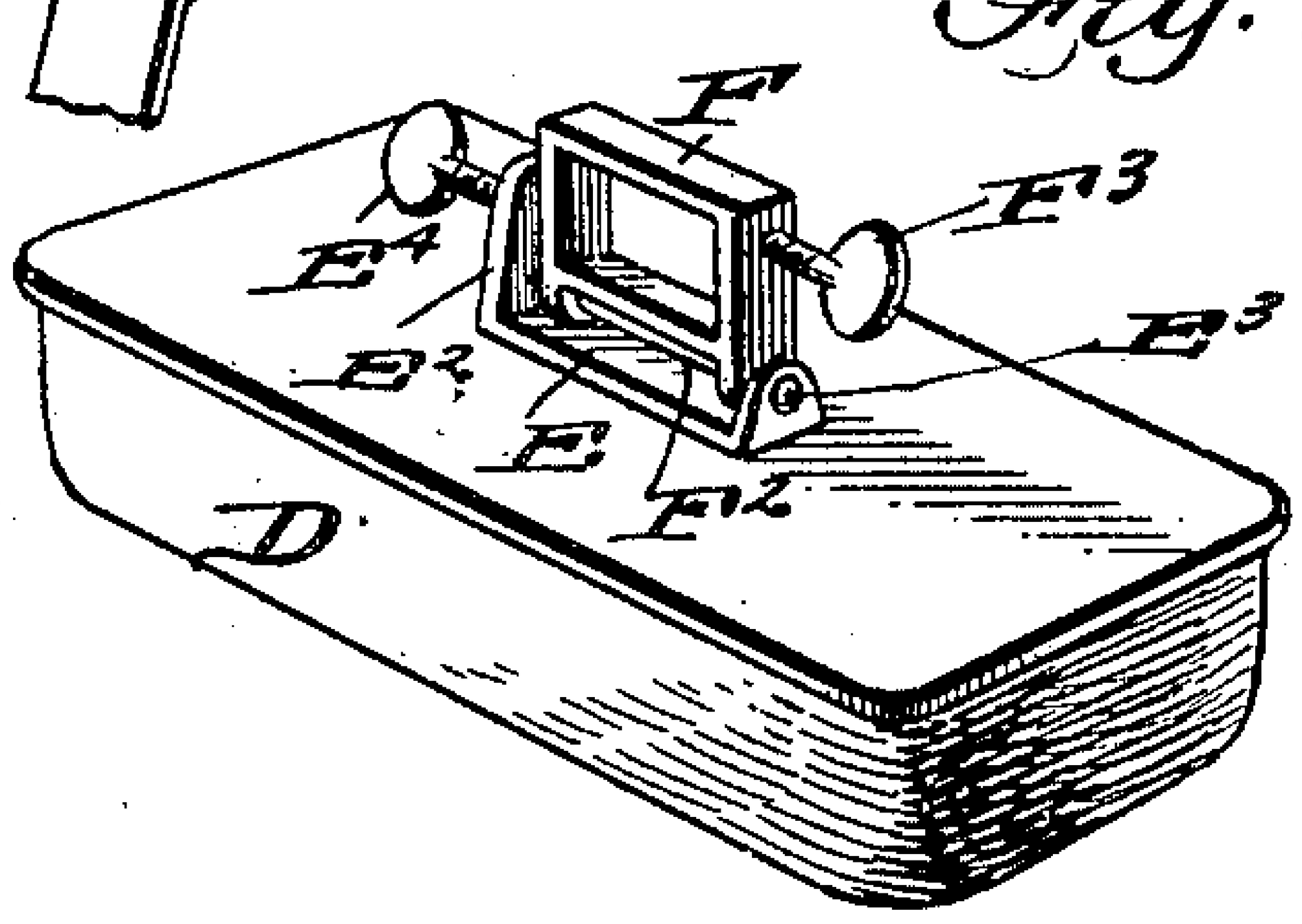
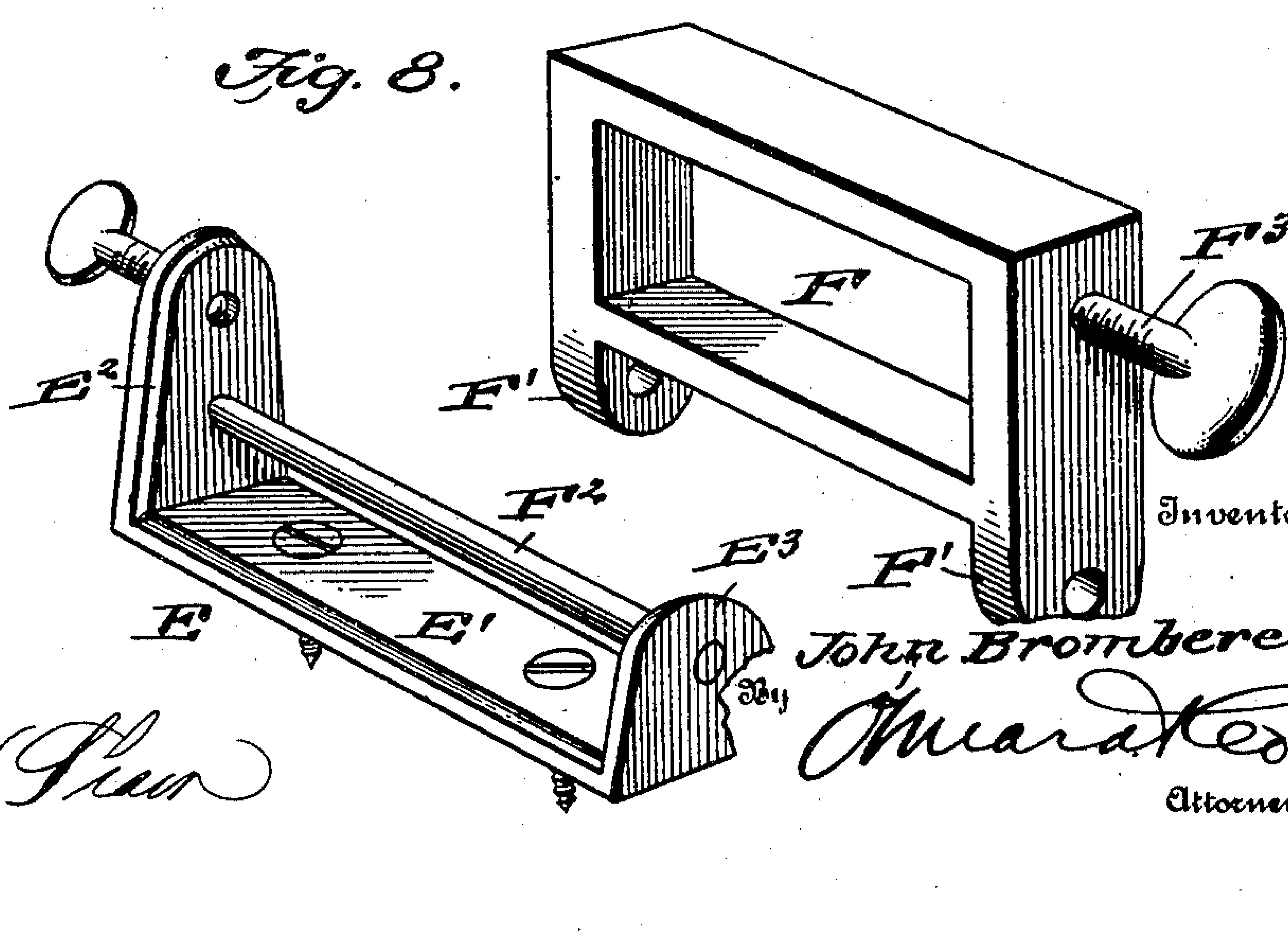


Fig. 8.



Witnesses
[signature]
[signature]

Inventor
John Bromberek.
By [signature]
Attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOHN BROMBEREK, OF LONG ISLAND CITY, NEW YORK.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 704,505, dated July 15, 1902.

Application filed July 6, 1901. Serial No. 67,305. (No model.)

To all whom it may concern:

Be it known that I, JOHN BROMBEREK, a citizen of the United States, residing at Long Island City, in the county of Queens and State of New York, have invented a new and useful Harness-Saddle, of which the following is a specification.

This invention is an improved construction of harness-saddle, the object of the invention being to provide an exceedingly cheap, simple, and efficient form of saddle which shall be strong and durable and which will accommodate itself to the motion of the horse.

Another object is to provide for the adjustability of the harness-pads, whereby sore places upon the animal's back can be avoided.

With these objects in view the invention consists in the peculiar construction of the various parts and in their novel combination and arrangement, all of which will be fully described hereinafter and pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a view showing the practical application of my invention. Fig. 2 is a front view of the same. Fig. 3 is a section on the line 3 3 of Fig. 2. Fig. 4 is a section on the line 4 4 of Fig. 2. Fig. 5 is a detail perspective view of the bridge-piece and shield. Fig. 6 is a perspective view of the cross-piece, showing one of the pads attached thereto. Fig. 7 is a detail perspective view of the other pad, showing the means for adjustably connecting the pad to the cross-bar; and Fig. 8 is a detail perspective view of the coupling for connecting the pad and cross-bar.

In carrying out my invention I employ a cross-bar A, which is preferably made of wood and sheathed upon both the upper and lower faces with metal bands. The upper band terminates in a hook carrying a loop A′, to which the girth-strap A^2 is connected and by means of which the saddle is securely fastened to the back of the animal.

A pivot-bolt B is arranged centrally of the cross-bar A, said bolt having upwardly-extending ears or lugs B′, between which is pivoted the bridge-piece C, said bridge-piece having the usual shield C′ attached thereto and also the terret-rings C^2. Hooks C^3 are arranged at each end of the bridge-piece to receive the chain C^4, connected to the shaft, and by means of which the weight of the cart is supported.

The pads D are constructed the same as usual, but each pad is adjustably connected to the cross-piece A, so that each pad can be independently adjusted along the said bar for the purpose of avoiding any sore spot upon the back of the animal, and in order to effect this adjustable connection I employ a peculiar construction of coupling comprising two members E and F. (Illustrated in detail in Fig. 8.) The member E comprises a base-plate E′, which is securely bolted to the top of the pad and has upwardly-extending side portions E^2 and E^3, the portion E^2 being higher than the portion E^3. The member F is essentially rectangular in shape, the side members extending beyond the lower member and forming depending lugs F′, which are arranged between the portions E^2 and E^3 and pivotally connected by means of a bolt F^2 passing through the lugs F′ and the side portions E^2 and E^3 of the member E.

The end of the cross-bar A is inserted into the rectangular-shaped member F, and the connection between the pad and the cross-piece is thus established, the member F being locked in position upon the cross-piece by means of a set-screw F^3, passing through one of the side members and binding against the side of the cross-piece A, as most clearly shown in Fig. 4. The members E and F are also locked together by means of a binding or set screw E^4, which works through the side portion E^2 and binds against the side of the frame or member F, as most clearly shown in Fig. 4.

It will thus be seen that the pad can be held rigid with reference to the cross-piece A or it can be pivotally connected thereto. It will also be understood that by loosening the screw F^3 and sliding the member F up or down upon the cross-piece the position of the pad can be adjusted so as to escape any sore spot upon the back of the animal. Any construction of saddle-cloth may be employed, if desired.

It will thus be seen that I provide pivotally-connected and adjustable pads in combination with the cross-piece, and it will also be noted that the bridge-piece is pivotally arranged upon the cross-piece, so that it can

turn with the movement of the animal, thereby relieving the strain from the cross-piece and pads.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a harness-saddle, the combination with the cross-bar, having a pivot-bolt arranged centrally thereon and having ears extending therefrom, a bridge-piece pivotally held to the said bolt, a shield carried by the bridge, a rectangular-shaped member slidably positioned upon each end of the cross-bar, pads each carrying a coupling member that is designed to engage each of the said members on the cross-bar, and means for locking the said members together, substantially as shown and described.

2. In a harness-saddle, the combination with a cross-bar having loops arranged at the ends thereof, a pivot arranged centrally upon the said bar, a bridge carrying hooks at its ends pivotally connected to the said pivot, rectangular-shaped members carried by the bars and having lugs projecting therefrom, couplings pivotally connected to the rectangular members, pads carried by the coupling members and means carried by the said coupling members for engaging the rectangular member and locking the said pad to its adjusted position, substantially as specified.

3. In a harness-saddle, the combination of a cross-bar having a pivot-bolt arranged thereon, a bridge carrying a shield, pivotally connected to the said pivot-bolt and having hooks arranged upon the ends thereof and rings positioned on the top rectangular-shaped members slidably held upon the cross-bar, a screw passing through said member and adapted for engagement with the cross-bar, said members having lugs projecting therefrom, coupling members pivotally connected to the said lugs, one side of each member projecting beyond the opposite side and having a threaded aperture arranged therein, a set-screw passing through said aperture and engaging the rectangular member, and loops arranged upon the ends of the cross-bar, substantially as and for the purpose set forth.

JOHN BROMBEREK.

Witnesses:
ANTON IMBIEVOWIC,
SYLVESTER BRONSKI.