P. F. CARROLL.

HARNESS-SADDLE.

No. 182,164. Patented Sept. 12, 1876.

Fig. 1.

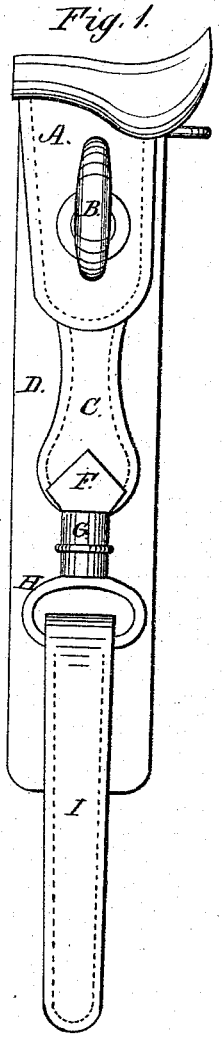
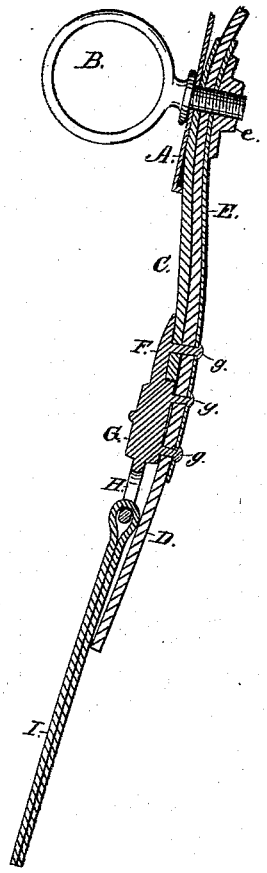


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

PATRICK F. CARROLL, OF LOUISVILLE, KENTUCKY, ASSIGNOR OF ONE-HALF OF HIS RIGHT TO J. T. GATHRIGHT, OF SAME PLACE.

IMPROVEMENT IN HARNESS-SADDLES.

fication forming part of Letters Patent No. **182,164**, dated September 12, 1876; application filed August 14, 1876.

To all whom it may concern:

Be known that I, P. F. CARROLL, of Louisville, in the county of Jefferson and State of Kentucky, have invented a new and useful Improvement in Harness-Saddles; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation of a harness-saddle, with my invention attached. Fig. 2 is a longitudinal section of the same.

The objection of this invention is the construction of a device whereby may be secured a cheap and reliable fastening for the back-straps of harness-saddles, more particularly in that class in which there is much strain upon the thills, as in the case of gigs and other two-wheeled vehicles.

The invention consists in forming each side of the back-strap of two pieces. The upper piece, on each side, is fastened at its upper end to the tree and flap on the corresponding side of the saddle by the terret, the screw of which passes, respectively, through the tree, upper portion of the back-strap, flap, and inner stay or spring, and is secured by a nut resting on the inner surface of the latter. The lower end of each upper portion of the back-strap passes under the upwardly-projecting triangular point of a metallic fastener, which is secured by rivets made in one piece with itself to the inner stay or spring, and intervening saddle-flap, some of the rivets passing, also, through the lower end of the upper part of the back-strap. Said metallic fastener is provided at its lower end with a loop or ring for the attachment of the lower part of the back-strap on the same side. The stay or spring lies on the inner surface of the flap, having the screw of the terret passing through its upper end, and with its lower end riveted to the metallic fastener and adjacent parts.

In the accompanying drawings, A represents the saddle-tree, to which is secured, on each side, by means of the terret B, the upper part C of the back-strap, the saddle-flap D, and the stay or spring E, a nut, *e*, resting on the inner surface of said spring, holding these parts together by means of the terret-screw. The lower end of part C is secured under the upwardly-projecting triangular point F of the metallic fastener G by means of rivets *g g*, which are made in one piece with said fastener, and pass inward through holes made for their accommodation in the portion C of the back-strap, and in the spring or stay E, on the inner surface of which they are secured by the blow of a hammer. The saddle-flap D is secured to the fastener G by similar holes and rivets, said fastener being provided with a ring or loop, H, at its lower end, to which is attached the lower portion I of the back-strap.

The upper portion C of the back-strap, the flap D, and stay or spring E being secured to the saddle-tree A by means of the terret B, and the metallic fastener G, with lower part I of back-strap attached, being in position, with its upper triangular projection F covering the lower end of part C of the back-strap, and its attached rivets *g g* in the holes made to receive them, it is evident that a few hammer-strokes will bind all these parts tightly together, and make a cheap, easily secured, and reliable fastening of the back-strap with the saddle-tree.

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

1. The combination, with a harness-saddle tree, A, of a stay or spring, E, saddle-flap D, terret B, and back-strap, consisting of two portions on each side, C and I, respectively, held together and united to the flap D and stay or spring E by a metallic connector or fastener, substantially as shown and described, for the purpose specified.

2. The combination, with a harness-saddle tree of the stay or spring E, saddle-flap D, terret B, back-strap, consisting of two portions on each side, C and I, respectively, and connector or fastener G, consisting of rivets *g g*, and the loop or ring H for attachment of lower part I of the back-strap, all constructed and arranged substantially as shown and described, for the purpose specified.

PATRICK F. CARROLL.

Witnesses:

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