T. MOORE.

Pack-Saddle.

No. 206,188. Patented July 23, 1878.

Fig. 1

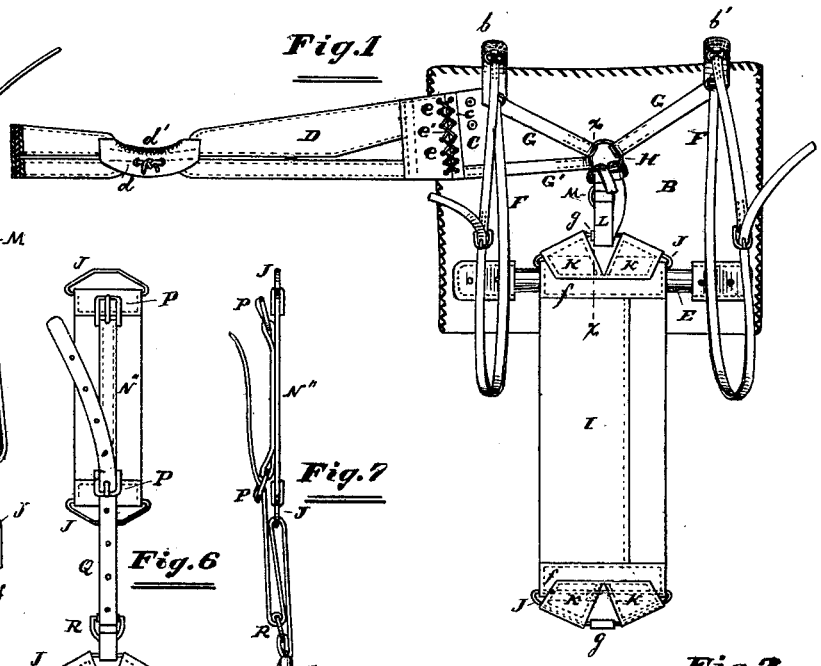

Fig. 5

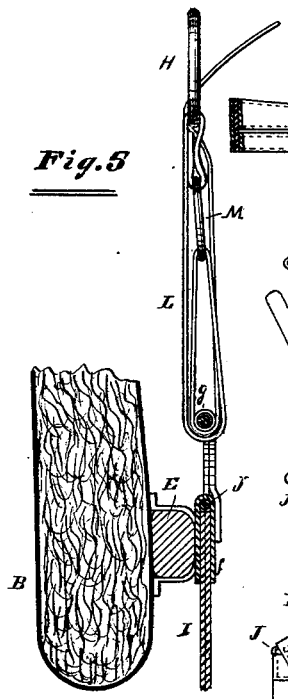

Fig. 6

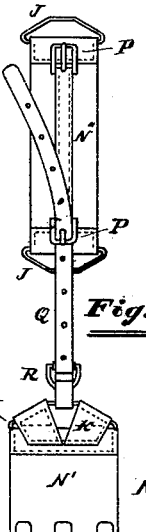

Fig. 7

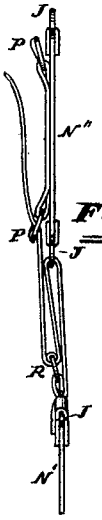

Fig. 8

Fig. 9

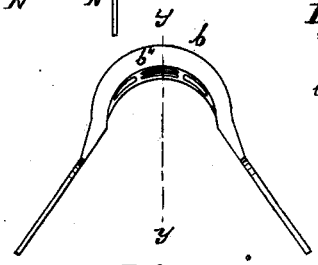

Fig. 10

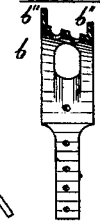

Fig. 2

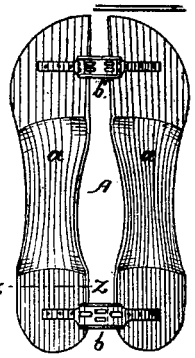

Fig. 11

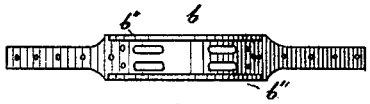

Fig. 3

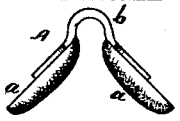

Fig. 4

Attest:

Wm. F. Harbach

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INVENTOR:

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UNITED STATES PATENT OFFICE.

THOMAS MOORE, OF CHEYENNE CITY, WYOMING TERRITORY.

IMPROVEMENT IN PACK-SADDLES.

Specification forming part of Letters Patent No. **206,188**, dated July 2?, 1878; application filed May 23, 1878.

To all whom it may concern:

Be it known that I, THOMAS MOORE, of Cheyenne City, in the county of Laramie and Territory of Wyoming, have invented certain new and useful Improvements in Pack-Saddles, of which the following, in connection with the accompanying drawing, is a specification.

In the drawing, Figure 1 is a side view of a pack-saddle embodying my invention; Fig. 2, a top view of the tree or side bars; Fig. 3, an end view of the tree; Fig. 4, a section in the plane of the line *z z;* Fig. 5, a side view of the saddle-girth, showing its position with relation to the pads or stuffed skirts, the latter shown in section at the line *x x;* Fig. 6, a side view of the unfolded cargo-girth; Fig. 7, an edge view of the strap and means employed for connecting the broad and narrow parts of the cargo-girth; Fig. 8, a like representation of the manner of connecting the broad saddle-girth sections; Fig. 9, a rear elevation of the forward arched iron; Fig. 10, a section in the plane of the line *y y*, and Fig. 11 a top view of one of the arched or forked irons.

Like letters of reference indicate like parts.

A in the drawing represents the tree. This tree consists of the side bars *a a*, made preferably of wood and in the usual form, the said bars being connected to each other at their front and rear ends by means of the arched or forked irons or metallic pieces *b b'*, the construction of which will be hereinafter more particularly described. With the exception of some novel features of construction relating to the parts *b* and *b'*, the tree may be made in the usual or in any well-known way.

B B are pads firmly attached to the bars *a a*, and arranged in such a manner as to cover them and the sides of the horse, as represented in Fig. 1. C is a strip or piece of leather, riveted or otherwise firmly attached at its upper end to the tree, and having eyes made therein along its rear edge, as shown at *c c*.

D is a crupper, consisting of two broad straps, tapering toward their rear ends, and there connected by a narrow or round connecting-piece, (indicated by the broken lines shown at *d*, Fig. 1,) and over which may be placed the thin pad *d'*. The broad or forward ends of the crupper-straps have perforations or eyes *e e* arranged vertically therein, and are braced to the strips or straps C C by means of thongs, as shown at *e'*, it being understood that a strap or piece is arranged on each side of the rear part of the saddle, and that the pad *d'* is thus brought underneath the animal's tail when the saddle is applied.

E is a cross-bar or stiffener applied to the lower part of each pad B, and extending from the front to the rear thereof.

F F are straps or loops fastened to the pieces *b* and *b'*, respectively, and having a buckle on one end and eyes in the other, as shown in Fig. 1.

G G are straps attached, respectively, to the pieces *b b'*, and G' is a strap fastened to the lower end of the strap C, and the other ends of these straps G G' are attached to the centrally-arranged ring H, which is thus freely suspended in its position.

I is the saddle-girth. This girth consists of a broad belt, on each end of which is the leather binding *f*, firmly stitched or otherwise fastened thereto. Secured in the fold of the binding *f* is the straight bar of a D-shaped metallic loop, J; and K K are leather loops, stitched or otherwise attached to the girth, and folded over the bent or exterior part of the loop J, and also, by preference, stitched together just behind or along the inner part of the said bent part. The central part of the outer or bent part of the loop J is straight, and *g* is a sleeve on this straight part. The loops K K diverge from each other, as shown, so as to leave the sleeve *g* free and admit of a connecting-strap.

L is a strap for connecting the girth I to the ring H. The upper end of this strap is looped into the ring H and stitched together just below the ring, where it is again looped to suspend a ring, M. I connect the girth to the saddle by passing the strap L through the loop J, then through the ring M, then downward through the loop J again, and then upward to the ring H, to which the strap is then tied or knotted in any suitable way, as is clearly shown in Fig. 5. Both ends of the girth I are connected to the saddle in the same manner, or may be so connected.

N is the cargo-girth. This girth consists of a broad belt, N', made, as shown, in sections,

connected by means of the adjusting-straps O O, and their buckles and loops applied and arranged as indicated in Fig. 6. On each end of the belt N′ is a loop, J, applied as the like loops are to the girth I.

N″ is a narrow or comparatively narrow belt or band, forming a part of the girth N, and having thereon the buckles P P and loops J J, applied and arranged as indicated in Fig. 6.

Q Q are tightening straps, applied to the loops J J on the girth-sections, constituting the part N′ of the girth N, and these straps are fastened to the metallic loops on the belt N′ in like manner as the strap L is to the ring I.

R is a D-shaped loop, suspended in the upper ends of the straps Q Q, or in the ends connected to the belt N′. The straps Q Q are folded like the strap L, excepting that the former straps are held by buckles P P, as shown in Fig. 7.

As a modification in the construction of the girth N, the belt N′ may be made continuous instead of in sections, and the straps O O applied to the ends thereof and looped upon the straight bars of loops J J, buckles being also used in connection with the said straps for the purpose of adjustment.

Two girths, N, should be employed to secure the load, and the girths passed over the irons or arched pieces *b* and *b′*. To prevent the girths from slipping from the pieces *b* and *b′*, I flange the latter, as shown at *b″ b″*.

It is to be understood, of course, that both sides of the saddle are to be constructed substantially alike, and that the parts applied to one side are duplicated on the other.

In order to secure the saddle to the animal, the tree and its attachments are mounted upon the animal's back, and the girth I tightened by tightening one or both of the straps L L, it being understood that the crupper D should be first properly arranged and laced to the parts C C. The pads B B are thus also held down smoothly by means of the straps G G, rings H H, and straps L L, as well as by the cross-bars E E and the girth.

By folding the straps L L in the manner described, the effect is the same, or about the same, as if a movable pulley were employed in connection with each strap.

The pads protect the animal from being galled or injured by the load or cargo, and admit of the load being more tightly bound upon the animal without hurting him.

The load is fastened to the saddle by means of the straps F F, and afterward more firmly held in place by means of the girth N.

The girth N may be tightened firmly and with facility, for the reason that the straps Q Q are folded substantially like the straps L L.

The straps O O are employed to adjust the girth N to the size of the load, or to make it shorter or longer, as may be required, before the straps Q Q are tightened.

It will be understood, of course, that no continuous piece of leather forming either the whole or a part of the broad portion of the girth N can be longer than the hide from which said piece is cut; and yet, in many cases, the size of the load may be such as to require a very long cargo-girth. The straps O O, therefore, when employed in the manner already described, not only enable me to make a very long and broad girth, but also render its length easily adjustable independently of the tightening-straps.

By constructing and applying the loops J J in the manner described, I am able to fasten them very firmly to the parts to which they are applied, and at the same time to furnish a very strong device for receiving the strain resulting from tightening the girths. These loops, instead of being connected to the girth-belt partly by means of the loops K K, may have metallic connecting-pieces cast to connect the straight bars of the metallic loops to the bent bars thereof.

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

1. The combination of the pads B B, stiffening-bars E E, and the saddle-tree, all arranged substantially as shown, for the purposes stated.

2. In combination with a pack-saddle and girth, the strap L, connected to the saddle, and provided at one end with a ring or loop, M, the said strap folded, substantially as described, once through the said ring or loop and twice through a loop on the end of the girth, for the purposes specified.

3. A pack-saddle girth provided at its ends with a D-shaped metallic loop, J, having its straight or interior bar bound to the girth and its curved or exterior bar connected to the straight bar by means of connecting parts, substantially as and for the purposes specified.

4. A cargo-girth for pack-saddles, the said girth rendered adjustable in length by means of the adjusting-straps O O, substantially as and for the purposes specified.

5. The cargo-girth belts N′ and N″, the latter provided with one or more buckles and the former with one or more fastening-straps, Q Q, the latter being folded substantially as specified, or back and forth through loops on the said belts, and fastened by means of one of the said buckles, for the purposes set forth.

6. The broad lateral bands or straps, connected by a narrow central connecting-piece, the whole constituting the crupper D, in combination with a pack-saddle, substantially as and for the purposes specified.

THOMAS MOORE.

Witnesses:
F. F. WARNER,
CHARLES H. SCHOFF.