W. E. PITT.

HARNESS SADDLE.

APPLICATION FILED FEB. 3, 1909.

955,102.

Patented Apr. 12, 1910.

Fig. 2.

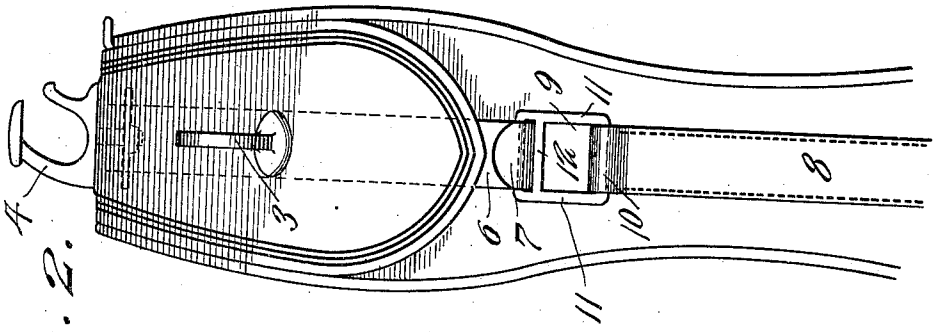

Fig. 1.

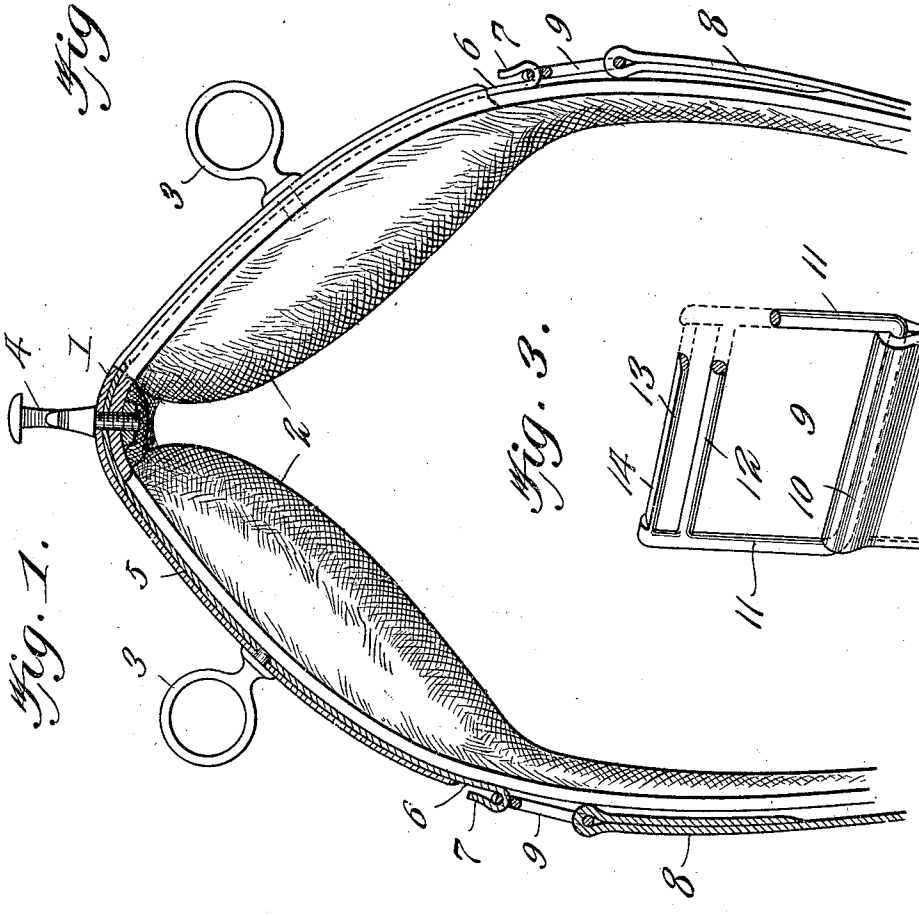

Fig. 3.

Witnesses

Frank B. Hoffman.

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UNITED STATES PATENT OFFICE.

WILLIAM E. PITT, OF OXFORD, PENNSYLVANIA.

HARNESS-SADDLE.

955,102. Specification of Letters Patent. Patented Apr. 12, 1910.

Application filed February 3, 1909. Serial No. 475,875.

To all whom it may concern:

Be it known that I, WILLIAM E. PITT, a citizen of the United States of America, residing at Oxford, in the county of Chester and State of Pennsylvania, have invented new and useful Improvements in Harness-Saddles, of which the following is a specification.

This invention relates to harness saddles, and one of the principal objects of the same is to provide simple and efficient means for rendering the shaft tugs detachable from the saddle.

Another object of the invention is to provide a cart saddle having a metal band extending between the tree and pad and having terminal hooks at opposite sides of the saddle to be engaged by metal loops connected to the tug supports, said loops being detachable from the hooks only when they assume a position substantially at right angles to the hooks.

The objects and advantages above referred to may be attained by means of the construction illustrated in the accompanying drawing, in which,—

Figure 1 is a view in elevation and partial section of a harness saddle made in accordance with my invention. Fig. 2 is a side view of the same. Fig. 3 is a detail perspective view of the metal loop connected to one of the tug straps, a part of said loop being broken away and shown in dotted lines.

Referring to the drawing, the numeral 1 designates the saddle tree which may be formed of sheet metal, and 2 designates the pads secured to the tree by means of the terrets 3 and the check hook 4.

The construction of the saddle may be of the usual or any preferred form and is not part of my invention.

A metal band 5 extending across between the saddle tree and pads and held in place by the threaded shanks of the terrets and check hook is provided with terminal hooks 6 at the sides of the saddle, said hooks each having an inwardly bent bill 7. The tug straps 8 have connected to their upper ends a metal loop 9 comprising a cross bar 10 to which the tug strap 8 is secured, side bars 11, a cross bar 12 and an upper end bar 13, the latter having a flattened upper edge 14. The cross bar 12 serves to prevent the detachment of the bar 13 from the hook 6. To connect the loop 9 to the hook 6 the loop must be swung substantially at right angles outward from the hook to bring the flattened portion 14 of the end bar 13 parallel with the plane of the bill of the hook.

From the foregoing, it will be obvious that the tugs connected to the thills may be readily detached from the saddle by disengaging the loops 9 from the hooks 6 and that when the horse is again hitched up the loops may be readily connected with the hooks.

I claim:—

A harness saddle provided at each side thereof with a metal hook, the bill of the hook being bent toward the body of the hook to provide a restricted opening, and tug supporting straps each having secured thereto a metal loop, said loop having a cross bar and an adjacent end bar, said end bar having a flattened upper surface to permit the engagement of the bill of the hook between the said cross bar and the said end bar when the loop is swung outward at right angles to the hook.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM E. PITT.

Witnesses:

L. H. KIRK,

A. EMERSON PITT.