(No Model.) 2 Sheets—Sheet 1.

A. P. WEEKS.

CINCH PLATE FOR SADDLES.

No. 539,461. Patented May 21, 1895.

Fig. 1.

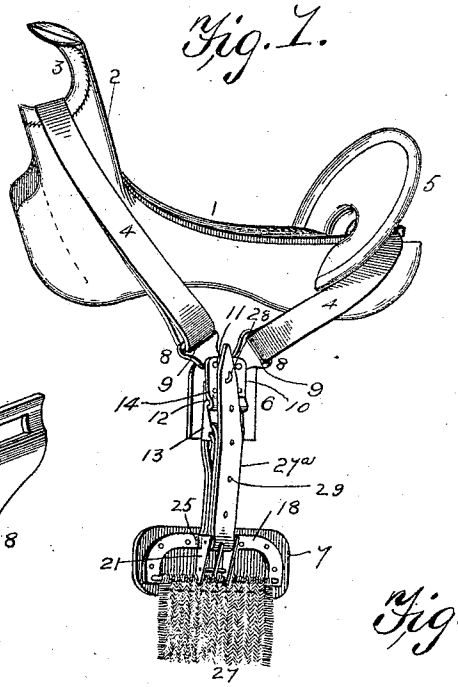
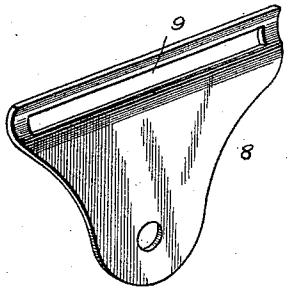


Fig. 5.



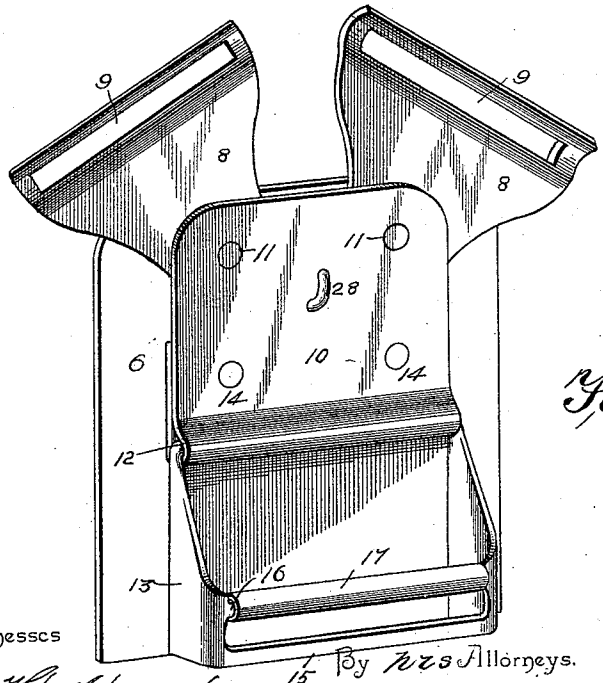


Fig. 8.

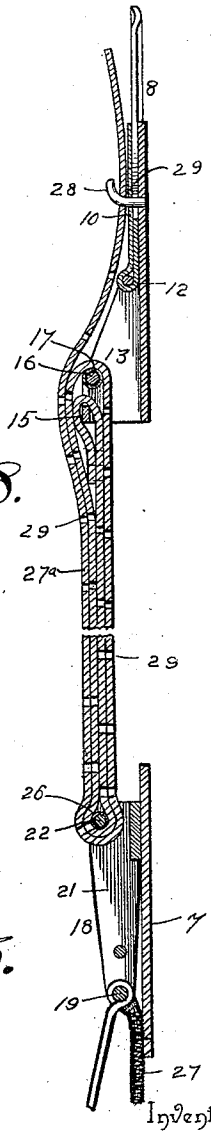


Fig. 5.

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(No Model.) 2 Sheets—Sheet 2.

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CINCH PLATE FOR SADDLES.

No. 539,461. Patented May 21, 1895.

Fig. 2.

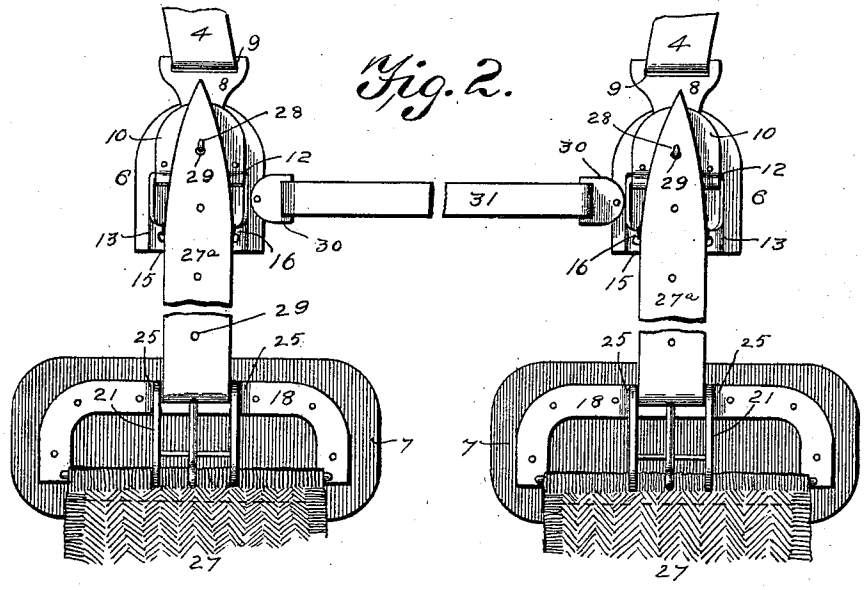


Fig. 4.

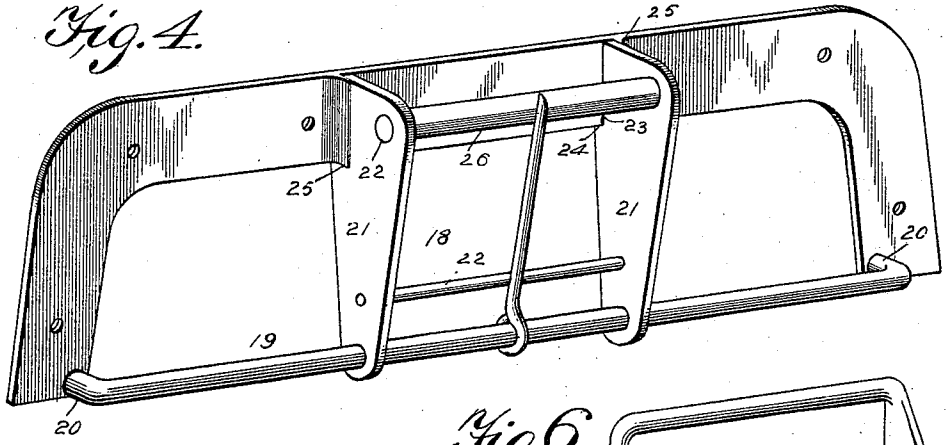


Fig. 6.

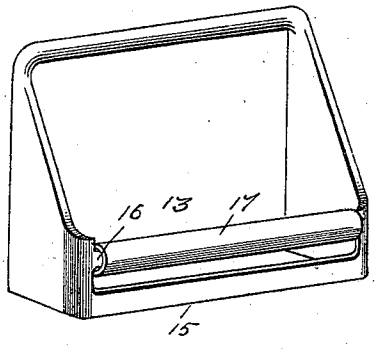
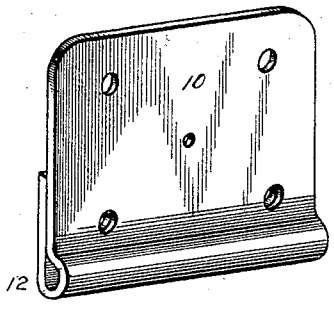


Fig. 7.



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UNITED STATES PATENT OFFICE.

ALBION PARIS WEEKS, OF SANTA CRUZ, CALIFORNIA.

CINCH-PLATE FOR SADDLES.

SPECIFICATION forming part of Letters Patent No. 539,461, dated May 21, 1895.

Application filed April 6, 1895. Serial No. 544,665. (No model.)

To all whom it may concern:

Be it known that I, ALBION PARIS WEEKS, a citizen of the United States, residing at Santa Cruz, in the county of Santa Cruz and State of California, have invented a new and useful Cinch-Plate for Saddles, of which the following is a specification.

This invention relates to an improvement in cinching devices being designed for use in connection with all kinds of saddles.

The object of the present invention is to improve the construction of cinch plate described in a former patent granted to me December 25, 1894, No. 531,580.

A further object of the invention is to provide a novel form of cinch buckle to be used in connection with said cinch plate.

Another object of the invention is to combine said cinch plate and buckle in such manner and apply the connecting straps thereto in such a way as to render the whole device capable of rapid and easy adjustment and manipulation, so that the strength of a woman or child will suffice to girth the saddle to the animal.

To accomplish the objects, above enumerated, the invention consists in certain novel combinations, features, and details of construction and arrangment of parts as hereinafter fully described, illustrated in the drawings, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of a saddle with my improved cinching device complete and applied thereto. Fig. 2 is a side elevation showing a double arrangement of the cinching device. Fig. 3 is an enlarged detail perspective view of the improved cinch-plate. Fig. 4 is a similar view of the cinch-buckle. Fig. 5 is a detail perspective view of one of the ears on the cinch-plate. Fig. 6 is a similar view of the pendent loop-frame swiveled to the cinch-plate. Fig. 7 is a similar view of the bracket-plate secured to the outer face of the cinch-plate. Fig. 8 is a longitudinal section through the cinch-plate, cinch-buckle, and girth-strap.

Similar numerals of reference indicate corresponding parts in the several figures of the drawings.

Referring to the drawings, 1 designates a saddle of any preferred form and description that shown being provided with the usual horn 2 and pocket or recess 3. Suitable straps 4 pass over the saddle 1, one lying in the recess or pocket 3 just in advance of the horn 2 and the other strap passing over the saddle in rear of the cantle 5. To the ends of these straps 4 upon either side of the saddle are attached the improved cinch plates, which I will now proceed to describe.

The main body of the cinch plate, indicated at 6, is substantially square, but preferably provided with rounded corners, being made of iron or steel or other metal, and may be backed by a suitable facing of leather 7. To each upper corner of the cinch plate 6 is pivotally secured an ear 8, provided with an elongated slot or aperture 9, and the straps 4 which pass over the saddle tree are secured to and support the cinch plates by means of these pivoted ears. In order to more securely fasten the ears 8, I provide a fastening plate 10 substantially rectangular in shape and located outside of the lower inner ends of the ears 8, the cinch plate, fastener plate, and ears being provided with aligned perforations for the reception of a through rivet 11. The fastener plate 10 being independently riveted to the main plate 6, the pivoted ears 8 are thus supported upon both sides and the strain applied evenly to the rivets on which said ears are hinged.

At the lower end, the fastener plate 10 is bent over and under in such manner as to form an elongated eye or bearing 12, which is adapted to receive and surround the upper cross bar of a pendent loop frame 13, which is suspended thereby in front of the main plate 6. After passing around the upper cross bar of the pendent loop 13, the end of the fastener plate is passed upwardly between its central portion and the plate 6, rivets 14 holding the parts firmly in place. The pendent loop frame 13 is provided at its lower extremity with a cross bar 15 to which the adjusting strap is secured, and with a second cross bar 16 just above the lower cross bar, around which is placed an anti-friction roller 17.

The cinch buckle indicated at 18 is formed from sheet metal, preferably, and consists principally of a wide U-shaped or three-sided frame, across the terminals or ends of which is extended a bar or rod 19, the latter being provided at each end with a short inwardly extending arm 20 by means of which it is riveted or otherwise secured to the main portion or body 18 of the buckle. Located centrally

of said rod or bar 19 and pivotally mounted thereon is a small rectangular frame composed of side bars 21 and cross bars 22 connecting the end bars at top and bottom. The side bars 21 are spaced a sufficient distance apart to receive between them the strap which passes down from the cinch plate, and the connecting bars 22 are preferably made round in cross section and shouldered and riveted at each end to the side bars. The upper ends of the side bars 21 upon their inner edges are notched or cut out, as indicated at 23, to form shoulders 24 adapted to underlie the lower edge of the main body 18 of the buckle or to engage notches 24 therein for preventing lateral play. The main body 18 of the buckle is further provided with lugs or stops 25 upon opposite sides of the side bars 21, for preventing side play of the frame 21, 22. The upper cross bar 22 has a roller disposed around it and a tongue pivoted to the rod or bar 19 and of a length sufficient to reach to the roller 26, completes the cinch buckle. 7 indicates a backing of leather thereon.

The cinch 27 which passes under the animal is provided at either end with one of the cinch buckles just described, and the cinch buckles are connected with the cinch plates on either side of the saddle by means of girth straps 27^a. The girth strap 27^a is secured at one end around the lower cross bar 15 of the pendent loop frame 13 pivoted to the cinch plate, and from thence it passes downward under and around the anti-friction roller 26 on the cinch buckle. The girth then passes upward over the anti-friction roller 17 on the pendent loop frame of the cinch plate, thence downward again outside of itself and again around the roller 26 on the cinch buckle, after which it again passes upward to the cinch plate, where it is adapted to be secured to a pin 28 projecting outwardly from the face of the cinch plate, by means of any one of a series of holes 29 in the girth. By means of the series of holes 29 the girth may be tightened to any desired extent, and this may be done while the rider is sitting in the saddle, the upper end of the girth being within easy reach of said rider, thereby rendering it unnecessary for him to dismount in order to tighten the girth. After the girth is tightened the rider may engage one of the holes thereof with the pin or hook 28, but in case the saddle should be loaded with something which hangs down upon the sides of the saddle thus rendering it inconvenient to get at said pin or hook 28, the girth strap may be engaged with the cinch buckle by entering the tongue thereof through the desired hole in said girth strap.

Under the double arrangement of cinching device, as shown in Fig. 2, the parts are merely duplicated as far as the cinch and girth strap are concerned and also the cinch buckles. One of the upper pivoted ears is, however, dispensed with, and only one of said ears 8 employed which is pivoted centrally of the upper end of the cinch plate, as indicated. Under this arrangement also the cinch plates are provided on their inner adjacent edges each with a small slotted ear 30 to which is secured the ends of a short connecting strap 31, as indicated in Fig. 2, the purpose of which is to keep the two cinch plates in their proper positions and hold them the desired distance apart.

The cinching device above described is simple and durable and is thorougly complete and efficient in use. By means of the particular construction of the cinch plate and the cinch buckle and the interposed connecting strap, it will be found that the strength of a woman or child will be amply sufficient for tightening the girth strap; also that the rider may easily tighten or loosen the girth strap from the saddle thereby obviating the necessity of dismounting for the purpose.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. In a cinching device, a cinch plate provided with slotted and pivoted ears, and the saddle straps connected therewith, in combination with a pendent open loop frame provided with a cross bar for the attachment of the girth strap, an anti-friction roller carried by said pendent loop frame at or near the bottom thereof, and a pin or hook projecting from the face of the cinch plate, all arranged substantially as and for the purpose described.

2. In a cinching device, the combination with the cinch plate and its supporting straps, and the pendent open loop frame hinged thereto and provided with an anti-friction roller, of a cinch buckle comprising an open elongated frame, a centrally arranged loop frame hinged thereto, and an independently pivoted buckle tongue, and the interposed girth strap connecting the cinch buckle and cinch plate, all arranged substantially as and for the purpose specified.

3. In a cinching device, the cinch plate provided with pivoted ears, the saddle straps attached thereto, and the pendent loop frame hinged to said cinch plate and provided with an anti-friction roller, in combination with a cinch buckle comprising an open elongated frame, a centrally arranged loop frame hinged thereto and provided with an anti-friction roller, an independently pivoted buckle tongue, stops for preventing lateral movement of said pivoted loop frame, and a girth strap interposed between said buckle and the cinch plate and passing over and around the anti-friction rollers on both of said parts, substantially as specified.

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

ALBION PARIS WEEKS.

Witnesses:
C. H. CHACE,
C. W. FINCH.