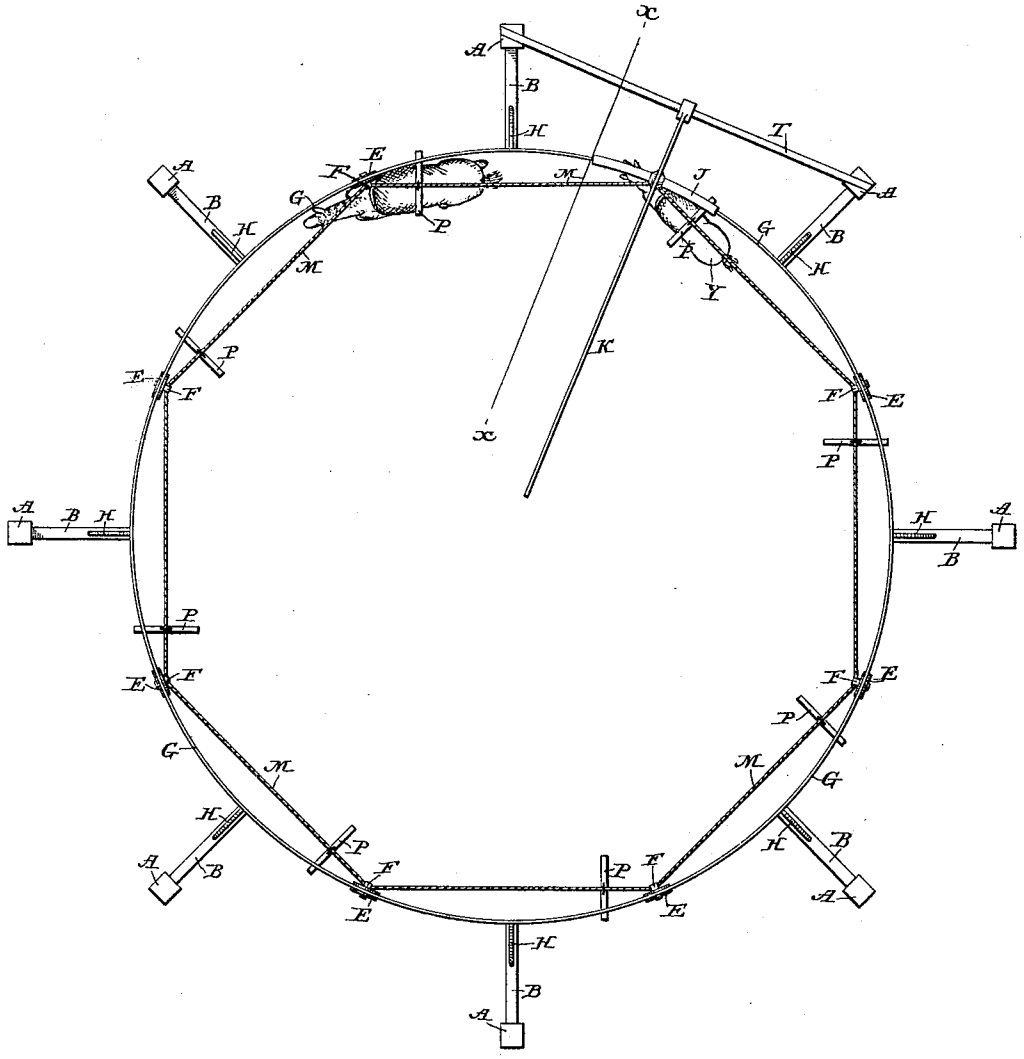
(No Model.) 2 Sheets—Sheet 1.

J. H. SMALL.

RIDING GALLERY.

No. 371,386. Patented Oct. 11, 1887.

Fig. 1.



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(No Model.) 2 Sheets—Sheet 2.

J. H. SMALL.

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Fig. 2.

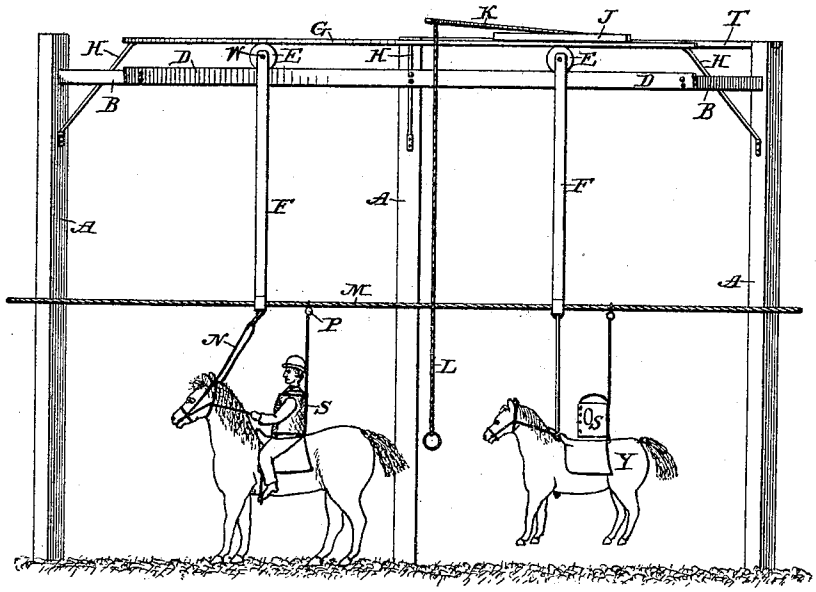


Fig. 3.

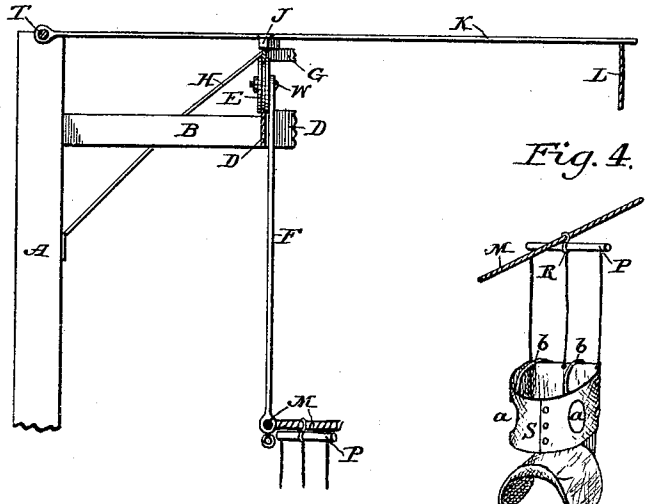
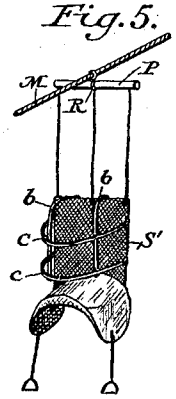


Fig. 4.

Fig. 5.



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UNITED STATES PATENT OFFICE.

JAMES H. SMALL, OF NEW YORK, N. Y.

RIDING-GALLERY.

SPECIFICATION forming part of Letters Patent No. 371,386, dated October 11, 1887.

Application filed January 13, 1887. Serial No. 224,223. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. SMALL, of the city, county, and State of New York, have invented a new and useful Riding-Gallery; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification, in which—

Figure 1 is a plan view of my improved riding-gallery; Fig. 2, an elevation of a portion of the same; Fig. 3, a transverse section in line *x x* of Fig. 1; Fig. 4, a view in perspective of the supporting-jacket for use with children, timid persons, and beginners learning to ride; and Fig. 5, a similar view illustrating a modification in form of the jacket.

The object of my invention is to provide a safe and pleasant means whereby ladies, children, and timid persons may exercise with safety on horseback and readily learn to ride with ease. This object is attained by suspending a series of hitching-rods, at suitable intervals apart, from rollers moving upon an elevated circular rail whose circumference is large enough to permit of the easy movement of a horse at different paces around the circle described thereby, and connecting the lower ends of all the hitching-rods by a stout rope. To this rope cross-bars are secured near to each hitching-rod from which to suspend cords, whose lower ends may be attached to the saddle of a horse hitched by a halter to the proximate rod. These cords form a support for a jacket adapted to uphold the rider and prevent a fall from the horse, all substantially as hereinafter fully described.

In the accompanying drawings, A A represent a series of posts, secured, preferably, at equal distances apart in a circle whose circumference is sufficiently large to inclose a circular track upon which a horse may freely travel at any desired pace.

From the upper end of each post an arm, B, is made to project radially toward the center of the circle for a distance of some three feet or more and at a height of about ten to fifteen feet from the ground, and upon the outer ends of these arms is secured a circular rail, D, preferably of metal. Upon this rail are fitted a series of rollers, E E, each of which is flanged or grooved to embrace the top of the rail and run freely thereon.

To the journal-pin W of each roller-frame a hitching-rod, F, Figs. 2 and 3, is secured to depend therefrom to within about eight feet (more or less) of the ground. A second light rail, G, Figs. 2 and 3, is fitted above the main rail D parallel therewith at such height as to rest lightly upon the rollers E E, (see Figs. 2 and 3,) so that the latter may move freely between the two rails, and said second rail is supported and upheld by brackets or rods H, extending thereto from each of the posts A A, as shown in Figs. 2 and 3.

A brake is provided consisting of a curved bar, J, (see Figs. 1 and 2,) adapted to rest upon the upper rail, G, at a point midway between two of its supporting-rods H H. (See Figs. 1 and 2.) A lever, K, is pivoted to a bar, T, (see Fig. 1,) connecting the tops of the two posts to which said supporting-rods H H are attached and made to extend out across the middle of the brake-bar J at a right angle thereto to about the center of the circle. A cord or rope, L, is attached to the end of the brake-lever K to depend therefrom to within reach of a person standing on the ground. By pulling upon said cord L, and thereby drawing down the free end of the lever K, the brake-bar J is so borne down as to depress the underlying rail sufficiently to retard or arrest the passage of the rollers E E under it.

The lower ends of the hitching-rods F F are all tied together by a stout rope, M, firmly fixed or clamped to each, and are fitted each with a ring or other suitable device to facilitate attaching thereto the strap N of a halter fitted upon the horse to be hitched to the rod. (See Fig. 2.)

A cross-bar, P, is attached to the rope near each of the hitching-rods by means of a double ring or clip, R, (see Figs. 4 and 5,) which permits an adjustment of the bar upon the rope, and from the two ends of each bar P ropes are suspended, carrying upon their lower ends a supporting jacket or net, S S′, (see Figs. 4 and 5,) whose lower end is adapted to be made fast to the skirt or frame of the saddle upon a horse hitched to the nearest rod F, as shown in Fig. 2.

The supporting-jacket S may be made to

button loosely around the body of the rider, whose arms are passed freely through armholes *a a* in the jacket, as shown in Fig. 4, and is provided with straps *b b* to pass over the shoulders. The ends of the supporting-cords are attached to the back of the jacket above the shoulders upon each side. The jacket may consist simply of a strip of netting, S′, (see Fig. 5,) adapted to support the back, and which is provided with bands *c c*, to be secured about the waist, and straps *b b*, to pass over the shoulders of the rider. In either case the rider is so supported as not to be able to fall from the horse, although otherwise left free.

In the use of the apparatus the horses to be ridden are each hitched to one of the depending rods F by a halter-strap, N. The jackets S S′, depending from the cross-bars P P, are then made fast to the rear of each saddle and properly adjusted so as to hang in proper position for the easy support of the rider, who having been placed in the saddle, is secured by fastening the jacket S or the bands *c c* of the netting S′ about the body. When the riders thus mounted are in readiness, the riding-master, in the center of the ring, will start up the horses at such gait as may be desired. Being all hitched to the one rope M, secured by the hangers F to rollers traveling upon the one rail G, they are all compelled to travel at the same speed.

When for any reason it is required to check the horses independently of the word of command, it is done by applying the brake-bar J to the upper rail by a pull upon the cord L, this movement sufficing, if need be, to bring them all to a halt.

Light connecting-bars extending from rod to rod may be employed as a substitute for the rope M.

Instead of hitching horses to all of the rods F F, I contemplate suspending from one or more of said rods dummy horses, as represented at Y in Fig. 2. In such case the dummy is secured, in the manner usual in "merry-go-rounds," to the dependent rod F, and a jacket suspended, as described, from a cross-bar, P, attached to the rope M, may be fixed to the saddle on the dummy. A horse hitched to one of the rods F may be used to actuate the entire apparatus, carrying a number of dummies, or the dummies may be arranged to alternate with a number of horses.

The apparatus, constructed as described, may also be used with great advantage in breaking in colts and unruly horses, so as to teach them to be led and to submit to saddle and harness.

I am aware that it is not new to construct a merry-go-round with a number of radial arms projecting from a central revolving hub, sleeve, or shaft, nor to combine with these radial arms wheels or friction-rollers fitted to their outer ends to run upon a circular track. My invention differs from these devices in that there is no central support whatever, nor any radial arms, the supporting wheels or rollers for the suspended rods or arms being left each free and detached to run upon an annular track about an open central space independently of, although in unison with, all the other wheels or rollers.

I claim as my invention—

1. The combination, in a riding-gallery, with an annular elevated rail encircling a central open space, of a series of free detached rollers running upon said rail, a hitching-rod depending from each roller, and a rope or ropes connecting the rods, substantially in the manner and for the purpose herein set forth.

2. The combination, in a riding-gallery, with an annular elevated rail encircling an open space, a series of independent rollers running upon said rail, a hitching-rod depending from each, and a connecting device coupling the rods together, of a second circular rail superimposed upon the rollers above the first, substantially in the manner and for the purpose herein set forth.

3. The combination, in a riding-gallery, with an annular elevated rail encircling an open space, a series of independent rollers running upon said rail, a hitching-rod depending from each, and a connecting device coupling the rods together, of a second circular rail superimposed upon the rollers above the first, a brake-bar resting upon said rail, and a lever secured to a fixed point outside the rails and extending transversely inward over the brake-bar to rest thereon, substantially in the manner and for the purpose herein set forth.

4. The combination, in a riding-gallery, with a circular elevated rail, a series of rollers running upon said rail, a hitching-rod depending from each, and a connecting device coupling the rods together, of a cross-bar attached by an adjustable connection to the connecting-rope, cords depending from said bar, and a supporting-jacket attached to said cords, substantially in the manner and for the purpose herein set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES H. SMALL.

Witnesses:
A. N. JESBERA,
S. A. STAVERS.