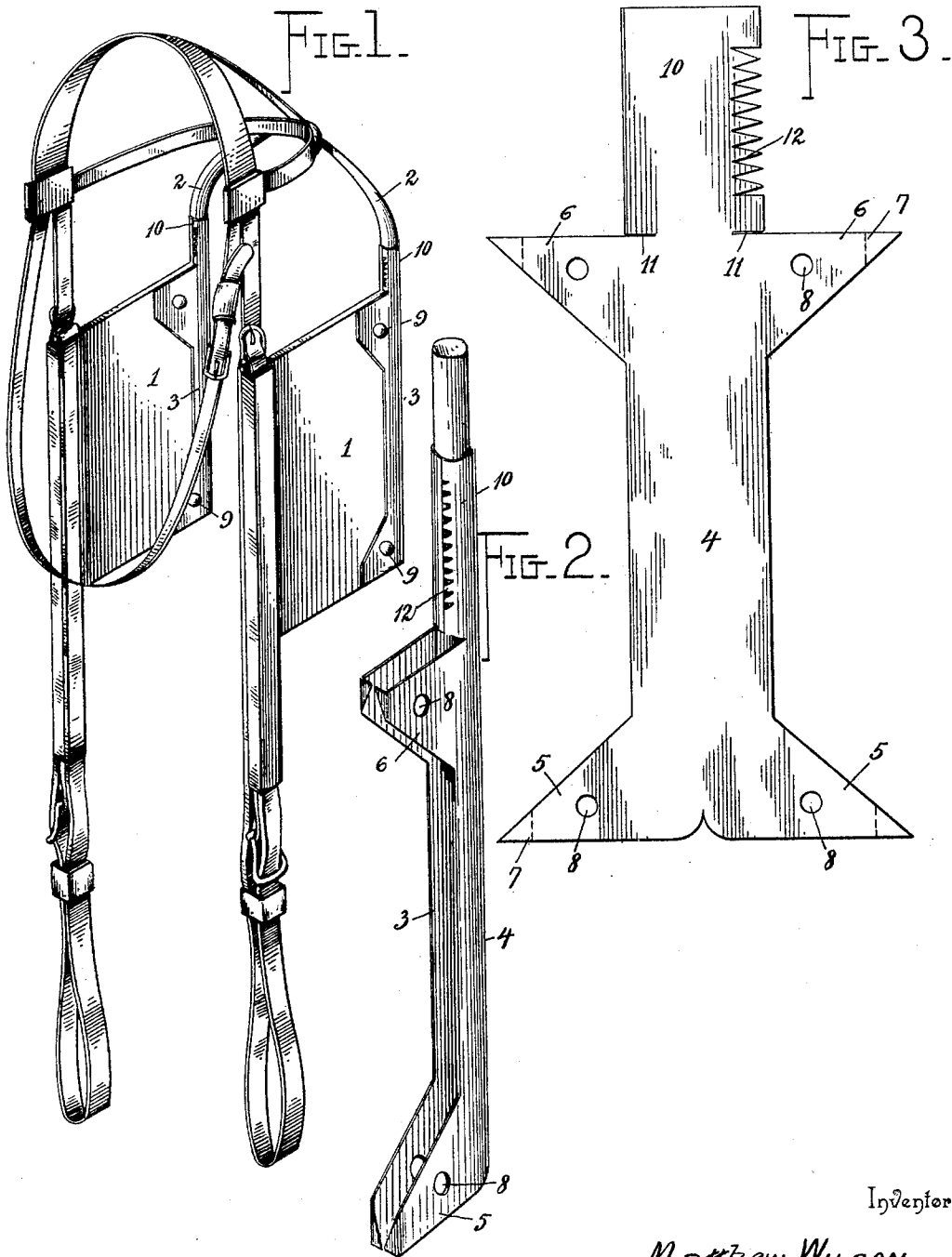


(No Model.)

M. WILSON.
BRIDLE.

No. 586,648.

Patented July 20, 1897.



Inventor

Matthew Wilson.

Witnesses
John F. Dufferin. By his Attorneys,
Edwin Case.

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

MATTHEW WILSON, OF GARRISON, IOWA.

BRIDLE.

SPECIFICATION forming part of Letters Patent No. 586,648, dated July 20, 1897.

Application filed April 30, 1897. Serial No. 634,587. (No model.)

To all whom it may concern:

Be it known that I, MATTHEW WILSON, a citizen of the United States, residing at Garrison, in the county of Benton and State of Iowa, have invented a new and useful Harness Attachment, of which the following is a specification.

This invention relates to bridles, its object being to provide an improved coupling or connection for the front edges of the blinds and the blind-stays, and also to protect the front edge of the blinds.

The novel features of the invention will be fully described hereinafter and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a bridle embodying my invention. Fig. 2 is a perspective view of the coupling device detached. Fig. 3 is a plan view of the blank from which the coupling device is made.

Similar reference-numerals indicate similar parts in the several figures.

The blinds are indicated by 1, the stay-
straps by 2, and the coupling device by 3.
The coupling device is formed from a piece
of sheet metal, the main body portion of
which is indicated by 4. At the lower end of
this main body portion are two laterally-pro-
jecting wings, (marked 5,) and similar wings
6 project laterally from the upper end. Each
wing is brought to a point at its outer end,
and such points are bent at a right angle to
the main body on the lines indicated by 7.
Each wing is provided with an opening, (indi-
cated by 8,) which openings are adapted to
register when the coupling is attached to the
blind. The main body portion 4 is bent lon-
gitudinally upon itself to fit over the front
edge of the blind, and when so bent the
points of the wings will project inwardly to-
ward each other and may be forced into the
blind. Rivets 9 will then be passed through
the openings 8 and the blind and the coup-
ling device will thus be firmly secured to the
blind. When in position, the coupling will
also serve as a protector for the front edge of
the blind and prevent it from splitting. The
lower end of the main body portion 4 may be
provided midway of its width with a V-shaped
notch, the sides of which are curved, and this

notch is for the purpose of adapting the de-
vice to blinds having a rounded lower front
corner. If the lower front corner is square,
the V-shaped notch is not required.

The main body portion is extended beyond
the wings 6, as indicated by 10, and at its
junction with the wings cuts 11 are formed
extending inwardly from each edge about
one-fourth of the width of the extension.
This extension 10 is secured to the end of the
stay-strap 2 by folding it entirely around the
strap, cuts 11 permitting this to be done. On
one edge of the extension a series of teeth 12
are formed, which are bent at an angle to the
main part of the extension and forced into
the stay-strap, thereby effectually securing
the stay-strap and coupling together.

From the foregoing description it will be
seen that my improved coupling can be
quickly and firmly secured to the blind and
stay-strap, and that they cannot easily be dis-
connected. It is also obvious that the coup-
ling may be manufactured at a very low cost
and will afford a more secure and durable
means of connecting the strap to the blind
than stitching, and will involve but little, if
any, additional cost in the manufacture of
the bridle.

It will be understood that changes in the
form, proportion, and minor details of con-
struction may be resorted to without depart-
ing from the spirit or sacrificing any of the
advantages of this invention.

Having thus described my invention, what
I claim is—

1. In a bridle, the combination with the
blind and its stay-strap, of a sheet-metal
coupling fitted over the entire front edge of
the blind, and also around the lower end of
the stay-strap, and means to secure the coup-
ling to the blind and the strap, substantially
as described.

2. In a bridle, the combination with the
blind and its stay-strap, of a coupling, formed
from sheet metal, secured to the blind and the
end of the strap, that part of the coupling for
the blind being bent upon itself to fit over the
front edge of the blind and having pointed
wings at its upper and lower ends, the points
of opposite wings being bent inwardly toward
each other and forced into the blind, and that

part of the coupling for the strap having cuts
extending inwardly from its side edges to
permit it to fold around the strap, and teeth
in one of its side edges bent inwardly at an
5 angle to the main portion and forced into the
strap, and rivets passing through said wings
and the blind, substantially as described.

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

MATTHEW WILSON.

Witnesses:

ARTHUR WHITE,
M. J. TOBIN.