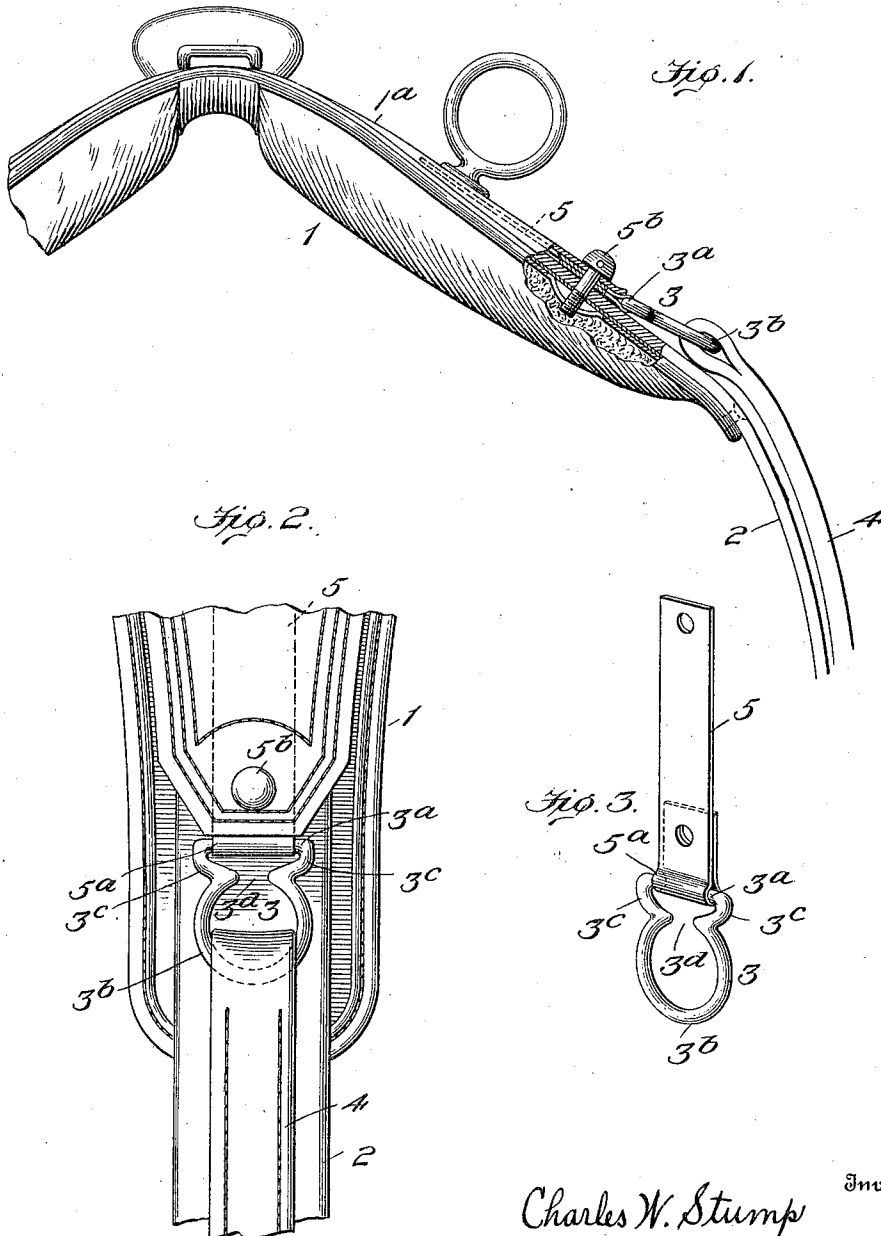


C. W. STUMP.
HARNESS SADDLE RING.
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1,032,354.

Patented July 9, 1912.



Witnesses

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HARNESS-SADDLE RING.

1,032,354.

Specification of Letters Patent.

Patented July 9, 1912.

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To all whom it may concern:

Be it known that I, CHARLES W. STUMP, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Harness-Saddle Rings, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to a harness saddle ring.

One object of the invention is to provide a ring simple in construction and neat in appearance, particularly adapted for use in connecting the tug bearer of a harness saddle to the housing or other suitable part thereof.

Another object of the invention is to construct a harness ring provided with means that prevent the loop of the tug bearer or other strap from engaging with the strap or element that holds the ring in place, and also to prevent the loop from being rapidly worn or torn out because of frictional engagement with the ring itself.

Referring to the drawings: Figure 1 is a front elevation of a harness saddle, parts broken away, showing a saddle ring embodying my invention. Fig. 2 is a top plan view of a portion of the saddle. Fig. 3 is a perspective view of the harness ring and its supporting strap.

In the drawings, "1" indicates a harness saddle which may be of any usual or preferred construction.

"2" indicates the skirts of the saddle.

"3" indicates, as a whole, a ring adapted to support a tug bearer "4." The ring "3" may be formed in any suitable manner, preferably by being cast from any suitable metal. It comprises a straight bar "3^a", a circular shaped bar "3^b", and a pair of arms "3^c", "3^c", that are preferably curved inwardly and extend from the opposite ends of the straight bar "3^a" to the circular bar "3^b", thus connecting the two bars together.

"5" indicates a strap, preferably formed of sheet metal, having a loop "5^a" which surrounds the bar "3^a". The free ends of the strap "5" may be secured to the saddle in any suitable way. As shown in the draw-

ings, the free ends of the strap "5" are inserted between the saddle tree skirts and the jockey "1^a", and held in place by a screw "5^b" which secures the jockey and tree together.

By providing the ring with the straight bar "3^a" it permits the ring to be connected to the saddle in a strong, simple and durable manner, substantially preventing all lateral movements of the ring and at the same time allowing it to swing only in vertical directions without twisting. By forming the ring with the circular bar "3^b" it permits the tug bearer to freely move or ride in lateral as well as vertical directions, without its loop engaging with the loop of the strap "5". There is no frictional engagement of moment between the loop of the tug bearer and the ring.

In order to make the ring as light as possible, and to economize in the amount of material used, the circular bar "3^b" is broken away for a portion of its circumference between the arms "3^c". This broken-away portion preferably extends the entire distance between the inner ends of the two arms "3^c", or at their jointure with the circular bar, as shown at "3^d" in the drawings.

As will be seen in the drawings, the circular bar "3^b" is continuous except for a portion of its circumference in its upper wall and between the ends of the arms "3^c" where they connect with the bar "3^b". By this construction the tug bearer "4" is free to swing in an arc, the center of which is the center of the circular bar "3^b", and that by making the bar "3^b" a practically continuous one the tug bearer cannot engage with the strap that secures the ring to the saddle and thereby causing wear between them.

What I claim is:

In a harness saddle and in combination with the saddle housing, a strap of sheet metal bent upon itself to form a loop and having its free ends connected with the saddle housing, a metal ring comprising a straight bar section which extends through the loop in said sheet metal strap, a curvilinear bar section, and a V-shaped connec-

tion between each end of said straight bar and the adjacent end of the curvilinear bar sections, and a leather tug bearer loop around said curvilinear section, said V-shaped connections between the straight bar and curvilinear sections of the harness ring being oppositely disposed relative to each other and arranged to prevent engagement

between the edges of the loop ends of the said metal strap and leather tug bearer. 10

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

CHARLES W. STUMP.

Witnesses:

HARRY B. WHITE,

CHAS. M. BALL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
