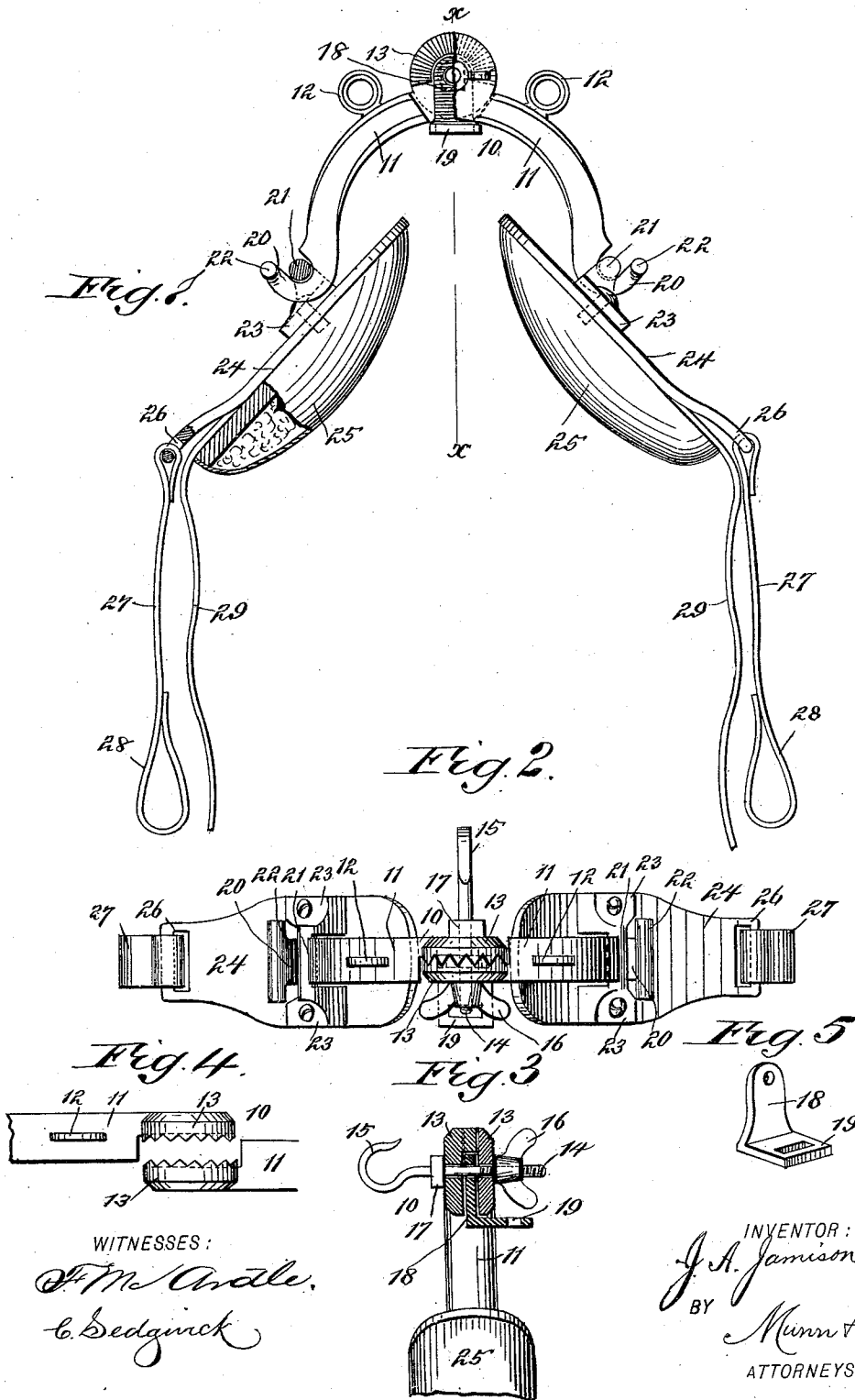


(No Model.)

J. A. JAMISON.
HARNESS SADDLE.

No. 472,360.

Patented Apr. 5, 1892.



UNITED STATES PATENT OFFICE.

JAMES A. JAMISON, OF RUSSELLVILLE, ARKANSAS.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 472,360, dated April 5, 1892.

Application filed December 12, 1891. Serial No. 414,781. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. JAMISON, of Russellville, in the county of Pope and State of Arkansas, have invented a new and Improved Harness-Saddle, of which the following is a full, clear, and exact description.

My invention relates to improvements in harness-saddles; and the object of my invention is to produce a simple, strong, and durable saddle which may be cheaply made, which may be easily applied to a horse or other animal, and which may be very easily adjusted, so as to fit horses of different sizes.

To this end my invention consists in a harness-saddle the construction of which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a rear elevation of the saddle with parts in section. Fig. 2 is a plan view of the saddle. Fig. 3 is a broken cross-section on the line *x x* in Fig. 1. Fig. 4 is a broken detail view showing the manner in which the parts of the yoke fit together, and Fig. 5 is a detail perspective view of the back-strap loop and plate.

The saddle is provided with a center yoke 10, which is curved upward, so that it can by no possibility hit the back of an animal, and this yoke comprises two members 11, which are provided with the usual terrets 12 and which terminate at their upper ends in corresponding nearly circular pieces 13, which have interlocking teeth on their adjacent faces, as best shown in Figs. 2 and 4, and which may thus be held so that they will not turn or move in relation to each other.

The clamping-pieces 13 are only half as wide as the body of the members 11, so that when united they will be of the same width as the rest of the yoke, and the clamping-pieces have a central bore, as shown in Fig. 1, which bore is adapted to receive the fastening-bolt 14, the bolt being long enough to extend well through the clamping-pieces and terminating at its front end in a hook 15, which serves as a check-hook. The plate is held snugly in place and the clamping-pieces locked together by the thumb-

nut 16, which is screwed to the rear end of the bolt, and on the bolt in front of the clamping-pieces is a nut 17, which forms an abutment for one of the pieces.

A plate 18 is held between the clamping-pieces 13, as best shown in Fig. 3, one of the clamping-pieces being recessed, so as to receive the plate, and the plate has a hole at its upper end, through which the bolt 14 may pass. The lower portion of the plate is bent rearwardly and terminates in a loop 19, to which the back-strap may be conveniently secured. The lower ends of the members 11 terminate in hooks 20, which enter keepers 21 on the pad-plates, and the hooks terminate in cross-arms 22, which prevent their accidental removal from the keepers. The keepers 21 have flanged ends 23 to facilitate their attachment to the pad-plates 24, and the screws which fasten the keepers to place also serve to secure the pads to the pad-plates.

It will be seen from the above description that in putting the saddle together it is necessary to place the keepers upon the hooks before securing the keepers to the pad-plates. The pad-plates 24 form the outer portion or backing of the pads 25, which are of the usual construction and are adapted to fit the body of a horse. The lower ends of the pad-plates 24 are bent outward slightly and terminate in keepers 26, to which the lug-straps 27 are secured, and the lug-straps terminate at their lower ends in loops 28, which are adapted to receive and support the shafts of a vehicle. The belly-girths 29 of the saddle are secured between the pads and pad-plates.

The saddle is applied to a horse in the usual way, and it will be seen that, owing to the pivotal connection between the yoke 10 and the pads 25, the saddle will fit any horse very nicely, and the saddle may be made more or less open, so as to fit larger or smaller horses, by means of the adjustable connection between the members of the yoke. For instance, if the saddle is to be made wider the nut 16 on the bolt 14 is loosened, the clamping-pieces 13 are pulled apart, the members 11 of the yoke spread the required distance, and the nut 16 is then tightened, so as to hold the members of the yoke together. It will be under-

stood that the yoke and saddle may be also narrowed by working in the reverse way.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A harness-saddle comprising pads having the usual girths and lug-straps, keepers secured to the outer plates of the pads, a two-part center yoke having its lower end hooked to the keepers and its upper end terminating in clamping-pieces having interlocking teeth, and a fastening-bolt to secure the clamping-pieces together, substantially as described.

2. In a harness-saddle, the combination, with the center yoke comprising two members, a check-hook provided with a bolt securing said members together at the center, of an angle-plate held between the members by said

bolt and having its lower portion terminating in a loop, substantially as described.

3. A harness-saddle consisting in the raised yoke 10, formed of the two members 11, having their inner faces at their upper ends toothed and having hooked lower ends 20, provided with cross-pieces 22, the plate 18 between the upper ends of members 11 and having a rearward-projecting back-strap loop, the check-hook having a bolt extending through said toothed ends and plate 18, and the pad-plates having keepers engaging the hooked ends of the yoke, substantially as set forth.

JAMES A. JAMISON.

Witnesses:

W. H. HILL,
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