W. SONNBERG.

SADDLE FOR MACHINE GUN CARRIAGES.

APPLICATION FILED JAN. 27, 1908.

964,821.

Patented July 19, 1910.

4 SHEETS—SHEET 1.

Fig. 1

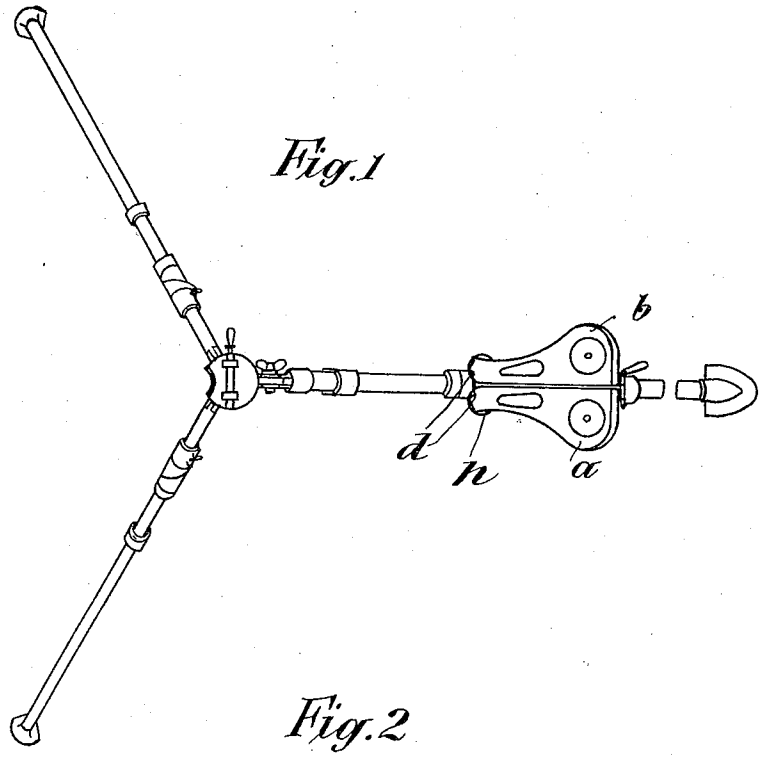
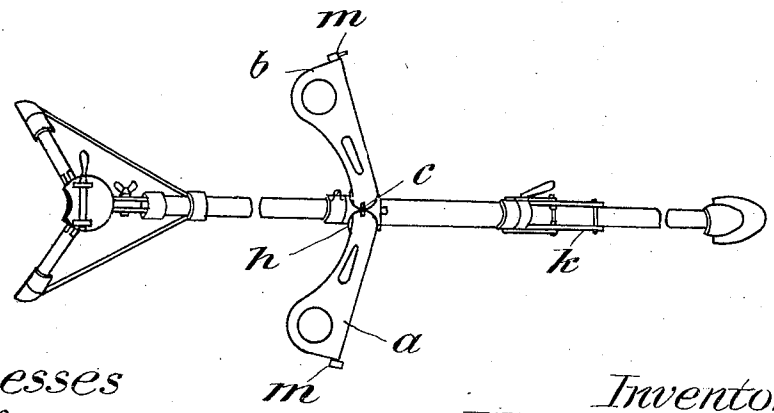


Fig. 2



Witnesses

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Fig. 3.

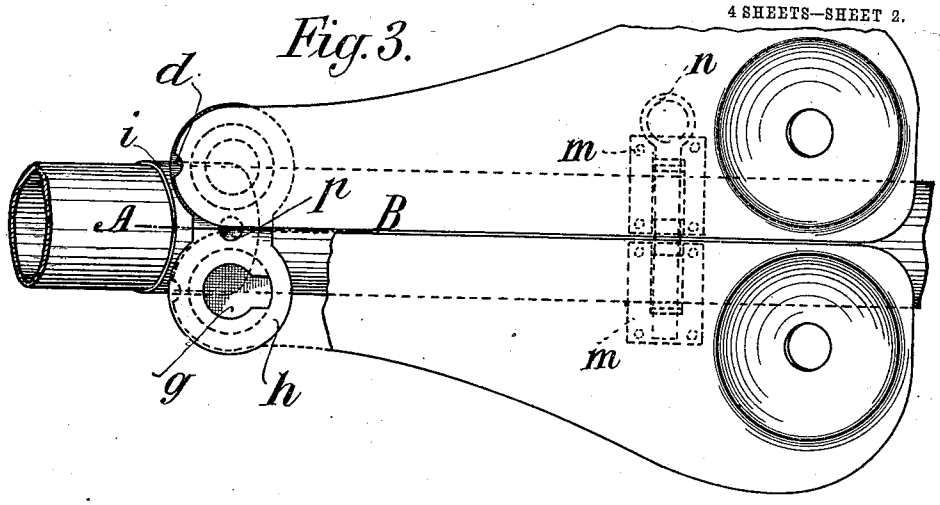
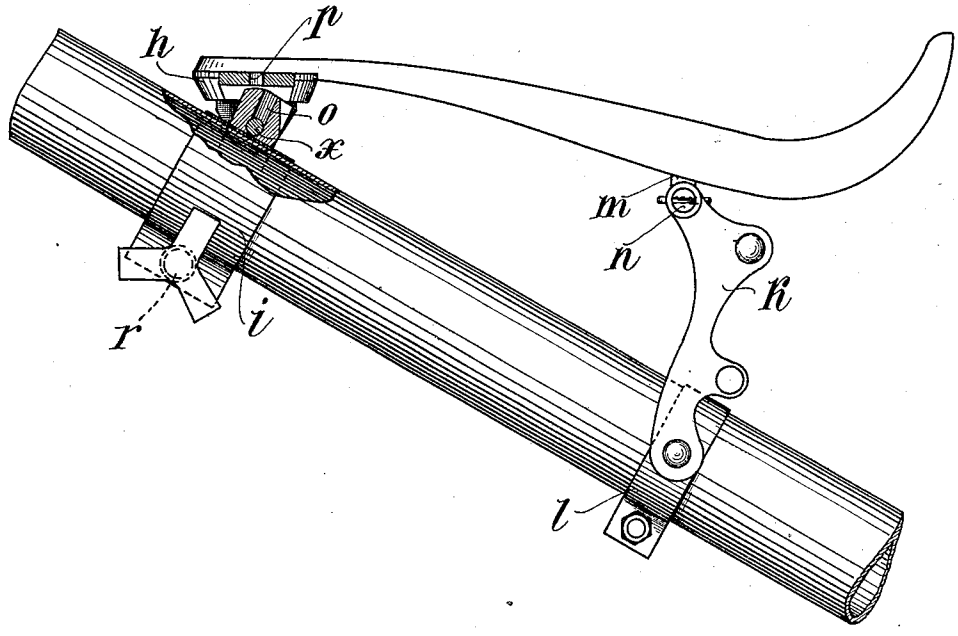


Fig. 4



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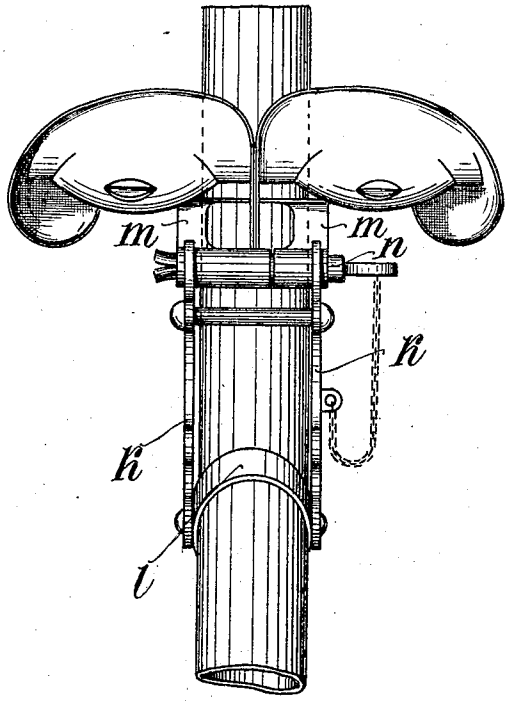
4 SHEETS—SHEET 3.

Fig. 5



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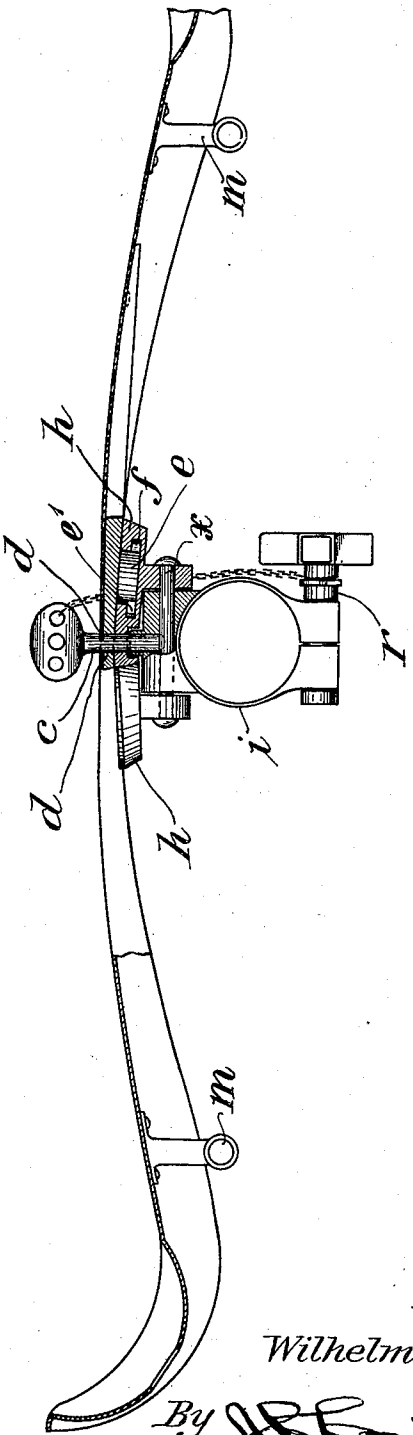
4 SHEETS—SHEET 4.

Fig. 6



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SADDLE FOR MACHINE-GUN CARRIAGES.

964,821. Specification of Letters Patent. Patented July 19, 1910.

Application filed January 27, 1908. Serial No. 412,735.

To all whom it may concern:

Be it known that I, WILHELM SONNBERG, a subject of the King of Prussia, and residing at Waldstrasse 53, Berlin, Germany, have invented certain new and useful Improvements in Saddles for Machine-Gun Carriages, of which the following is a specification.

The present invention relates to saddles for machine-gun carriages.

In accordance with the invention the new saddle for machine-gun tripod-carriages and the like is so arranged that, when shooting with the carriage placed in an elevated position, it can serve as a seat for the gunner and as a support for his arms when the carriage is opened into a lower or recumbent position.

In order that the invention may be clearly understood, reference is made to the accompanying drawing in which one embodiment is represented by way of example, and in which:—

Figure 1 is a plan showing a tripod-carriage with the new saddle arranged as a seat, and Fig. 2 is a plan of the same with the saddle as a rest for the gunner's arms. Fig. 3 is a plan view of the saddle arranged as a seat, on an enlarged scale, and partly broken away to better show its construction; Fig. 4 is a vertical section taken on line A—B of Fig. 3; Fig. 5 is a rear elevation of the same, and Fig. 6 is a fragmentary vertical section of the saddle arranged as a rest for the gunner's arms.

As seen from the drawing the saddle is in two parts, and the two halves *a* and *b* are placed together in the example shown in Fig. 1, as seen from above. The halves *a* and *b* of the saddle are mounted revolubly on the center or rear leg of the tripod at their front ends, so that their rear ends can be simultaneously swung outward, so as to project at substantially right angles beyond the opposite sides of said rear or center leg of the tripod. A rest is thus provided for the two elbows of the gunner, as shown in Fig. 2. The saddle is held firmly in the latter position by means of a simple pin *c* which can be placed into incisions *d*, *d*, in the front ends of the two halves of the saddle as shown in Fig. 2, and which is capable of being disengaged from said incisions *d*, *d*, so as to permit the saddle sections or halves *a* and *b* to be swung toward each other, as shown in Fig. 1.

A bearing plate *h* is pivotally mounted by means of a pin *x* on a clamping member *i* which is adapted to be secured to the rear leg or central supporting member by a thumb-screw *r*. The inner ends of the saddle sections *a* and *b* are revolubly mounted upon the bearing plate *h* by means of studs *e* produced on said saddle sections and provided with lugs *e'*, which are adapted to engage in a well known way with an undercut portion *f* of key-hole openings *g* produced in the bearing plate *h*.

Under the rear portions of the saddle sections a clamping member *l* is secured to the central supporting member, as shown; and pivotally mounted on, and extending upwardly from, said clamping member is a bracket *k* to which the saddle sections, when in a closed position (Figs. 1, 3 and 5), are adapted to be secured by means of a cotter pin *n*.

An aperture *p*, produced in the center of the bearing plate *h*, is adapted to register with an aperture *o* produced in the top of the clamping member *i* and extending downwardly into the same in a direction substantially perpendicular to the axis of the central supporting member; and the incisions *d*—*d* in the saddle sections *a* and *b* are also adapted to register with apertures *p* and *o*. When the saddle sections are extended as shown in Figs. 2 and 6, and held in position by the pin *c*, which passes through the aperture *p* into aperture *o*, it is apparent that said sections will lie in an inclined plane substantially parallel to the axis of the rear leg or central supporting member; because of the position in which the pin *c* is held by the aperture *o*. It is obvious that the arms of the gunner will secure a much better rest from this position of the saddle sections than would be possible were they to lie in a horizontal plane.

What I claim as my invention and desire to secure by Letters Patent is:—

1. The combination of a machine gun carriage having a central supporting member, saddle sections supported upon said member, and movable toward each other to afford a seat for the gunner, and also capable of movement away from each other, said saddle sections, when moved away from each

other, being adapted to project beyond opposite sides of said supporting member in substantial alinement with each other to afford rests for the arms of the gunner, and means for holding said saddle sections in relation when moved in substantial alinement with each other.

2. The combination of a machine gun support, saddle sections having independent pivotal connection with said support at their forward ends, and movable toward each other to afford a seat for the gunner, and also capable of movement away from each other, said sections, when moved away from each other, being adapted to project in opposite directions in substantial alinement with each other to afford rests for the arms of the gunner, and means for holding the saddle sections in relation.

3. The combination of a machine gun support, saddle sections having independent pivotal connection with said support at their forward ends, and movable toward each other to afford a seat for the gunner, and also capable of movement away from each other, said sections when moved away from each other, being adapted to project in opposite directions in substantial alinement with each other to afford extended rests for the arms of the gunner, and detent means, engageable with said saddle sections when in extended positions, to hold the same against pivotal movement toward each other.

4. A device of the character described having saddle sections pivotally supported at their forward ends, and movable toward each other to afford a seat for the gunner, and also capable of movement away from each other, said sections having incisions produced in their adjacent edge surfaces adjacent to their forward ends, and detent means engageable with said incisions when the saddle sections are moved away from each other and adapted to hold said sections against pivotal movement.

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

WILHELM SONNBERG.

Witnesses:
HENRY HASPER,
WOLDEMAR HAUPT.