(Model.)

A. GILLIAM.

Harness Saddle.

No. 241,209. Patented May 10, 1881.

Fig. 1.

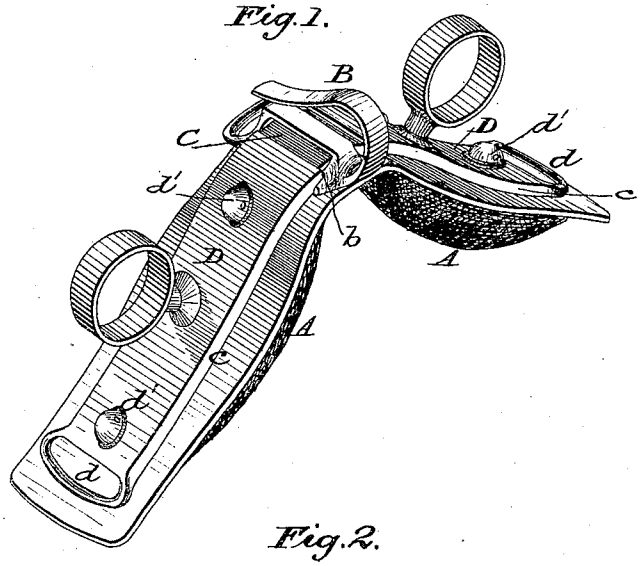


Fig. 2.

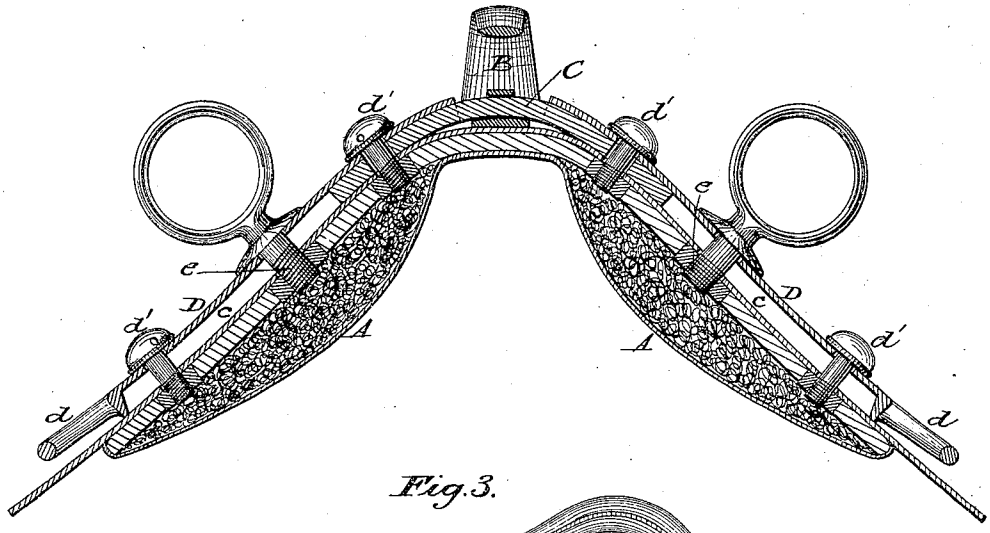
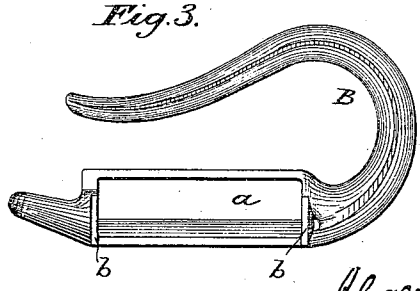


Fig. 3.



Attest.

Sidney P. Hollingsworth

Walter S. Dodge

Inventor.

Algernon Gilliam

By Dodgerson

attys.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

ALGERNON GILLIAM, OF PITTSBURG, PENNSYLVANIA.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 241,209, dated May 10, 1881.

Application filed November 19, 1880. (Model.)

To all whom it may concern:

Be it known that I, ALGERNON GILLIAM, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain Improvements in Harness-Saddles, of which the following is a specification.

My invention relates to that class of saddles which are hinged or jointed at the middle, in order that they may adapt themselves to backs of various forms and sit easily thereon.

The invention consists in a check-hook provided at its ends with lips or shoulders to engage with the metal side plates in order to keep the parts in their proper positions, in providing the hook having a narrow base or bar with a transverse opening or mortise, which permits the connecting-strap to be passed through the hook and the side plates to be brought against the hook close together at their ends, and in the combination of the side or top plates having flanges on the under side along their edges and a connecting-strap seated in their under sides and connected firmly to them, all as hereinafter described.

Figure 1 represents a perspective view of my improved saddle; Fig. 2, a longitudinal vertical section through the center of the same; Fig. 3, a side or edge view of the check-hook.

A A represent the pads, made in any ordinary or suitable manner, and preferably covered and connected at the upper ends in the usual manner, as shown.

B represents the check-hook, having its upper portion made of ordinary form, but having its base in the form of a bar with a transverse slot or opening, *a*, through the same, and with projecting lips or shoulders *b* on the sides at each end. The base or bar of the hook should be made as narrow as possible consistent with the required strength, in order to admit of the side plates being arranged near together at the inner ends. This hook is seated loosely upon the connection between the pads, and is secured in place mainly by a strong leather strap, C, passed through it, as shown.

D D represent two metal plates, each having depending flanges *c* along its edges, and a loop, *d*, at the lower end, the loop being, however, of secondary importance and susceptible of change or modification. The plates are shaped to conform to the back of the saddle, and are arranged one on each side, with the upper end covering and concealing the strap C, and fitting closely against the side of the check-hook between the lips or shoulders thereon. The upper ends of the plates are secured to the strap and the pads by means of screws *d'*, as shown. They are also secured to the saddle or pads by means of the terrets and of the screws *d'* in the lower ends, as shown. The screws unite the plates, strap, and pads securely. The strap serves as a strong, but at the same time very flexible, connection between the two sides of the saddle, and also serves to hold the hook in its place. The hook, by means of its lips or shoulders, serves to prevent the plates from shifting laterally, and thus keeps the parts all in their proper relative positions.

If desired, the strap may be extended downward within the plates, to receive the shanks of the terrets and the lower fastening-screws or the terrets alone.

The loops at the lower ends of the plates may be omitted or they may be made in separate pieces.

The saddle may be changed and modified as desired in the features which are not of my invention, and in the latter any changes desired may be made, provided the construction and mode of action are retained in substance.

It is to be noted that the base of the check-hook consists of a single bar, quite narrow and flat at the sides. This construction is important in that it permits the ends of the metal side plates to be brought snugly against the sides of the hook and near each other—a result which cannot be secured with hooks having wide bases or side projections.

It is also to be noted that in my saddle the connecting-strap passes beneath the side plates, between the plates and pads, whereby the strap is the more effectually protected and secured, and lowered close to the upper ends of the pads, so as to give greater flexibility to the saddle.

Having thus described my invention, what I claim is—

1. In a harness-saddle having side plates, the check-hooks constructed with a narrow central base-bar and the shoulders extending laterally from the ends of said bar, whereby the hook is adapted to retain the plates in position, and the bringing of the said plates nearly together at their inner ends is permitted.

2. The combination of the shouldered hook,

the metal plates engaging therewith, and the connecting-strap, as described.

3. The combination of the pads, the metal side plates provided with the flanges on the under side, and the connecting-strap seated in the under sides of the plates, between the plates and pads, and secured thereto, as shown.

4. In a harness-saddle, the combination of pads, metallic plates flanged on the under sides and mounted above the pads, a check-hook located between and engaging with the plates, and a connecting-strap, arranged as shown, to unite the plates and secure the hook.

5. The combination of the pads, the flanged metal plates upon the pads, the intermediate check-hook adapted to receive the connecting-strap and shouldered to engage with the plates, and the connecting-strap passed through the hook and secured at its ends to the plates and pads, as described and shown.

ALGERNON GILLIAM.

Witnesses:
CHAS. L. SHRIVER,
PETER CARR.