

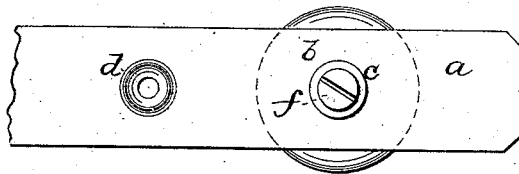
W. E. Barton,

Sleigh Bell.

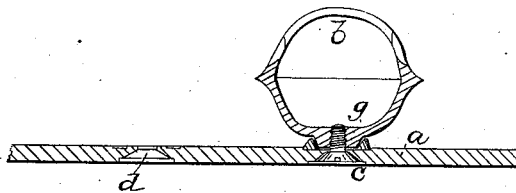
N^o 46,623.

Patented Mar. 7 1865.

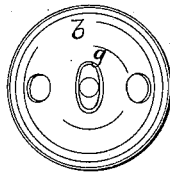
Fig; 1.



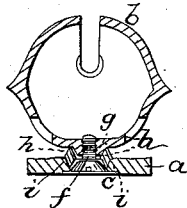
Fig; 2.



Fig; 3.



Fig; 4.



Fig; 5.



Fig; 7.



Witnesses;

*F. C. Tridwell Jun.
John Duncan*

Fig; 6.



Fig; 8. Inventor;



W. E. Barton

UNITED STATES PATENT OFFICE.

WILLIAM E. BARTON, EAST HAMPTON, CONNECTICUT.

IMPROVEMENT IN ATTACHING SLEIGH BELLS TO STRAPS.

Specification forming part of Letters Patent No. 46,623, dated March 7, 1865.

To all whom it may concern:

Be it known that I, WILLIAM E. BARTON, of East Hampton, town of Chatham, county of Middlesex, State of Connecticut, have invented certain new and useful Improvements in Attaching Sleigh-Bells to Straps; and I do hereby declare that the following is a full and correct description thereof, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference thereon.

My invention as a whole is designed to effect the stringing of sleigh-bells by attaching them to straps of leather, or other suitable material, by means of metallic fastenings, which may be readily taken apart to remove the bells for cleaning and polishing, or to replace broken bells or parts of the fastening, also to hold the bell at a little distance from the strap, out of contact therewith, and separated therefrom by a metallic seat formed to receive the bell, so as to insure a more perfect vibration of the bell than it would have if secured directly to the leather strap.

My said invention consists in casting a short metal boss upon the bell and making a screw-hole through the middle thereof, (the boss may be oval, square, or other than circular in form;) in a metallic seat having a recess the reverse of the form of the boss on the bell adapted to receive the same, and at the same time keep it from contact with the strap, the seat having a hole through it for the coupling-screw to pass, and the back of the seat, or that part which is in contact with the strap, having impinging points or projections to keep the seat in place by embedding in the leather; in a countersunk hole in the strap, the countersink being adapted to the flaring washer and screw-head, so that the fastening may be screwed tight without puckering the strap; in a flaring washer or binder placed in the countersink in the leather and on the opposite side from the metallic bell-seat, for the purpose of a metal bearing for the head of a coupling or clamping screw, which draws and holds all the parts together, and in the general arrangement and combination of the

above-mentioned parts, as a mode of attaching bells to straps.

The drawings annexed show more particularly the construction of the various parts.

Figure 1 is a plan view of the back of the strap *a*, bell *b*, flaring washer *c*, countersink *d*, and screw *f*. Figs. 2 and 4 are opposite end sections of the bell and fastenings, showing the bell *b*, bell boss with screw-hole *g*, metallic seat *h*. The points or impinging surfaces are shown at *i*, Fig. 4, and Fig. 6, which is a detached view of one side of the metallic seat. Fig. 5 is a view of the other side of the metallic seat, showing the recess at *j*. Fig. 3 is a top view of the bell, showing the bell boss *g* and screw-hole *k*. Figs. 7 and 8 are detached views of the flaring washer *c*, Fig. 8 being a cut section of Fig. 7.

The short bell-boss is less liable to break than the longer shank now in common use. The metallic seat gives a broad and firm seat to the bell, and at the same time throws it out boldly to view and insures perfect vibration. The use of a coupling-screw instead of a rivet gives capacity to tighten up the bells should they become loose, as well as to remove them for cleaning or replacing of broken parts. The flaring washer and countersunk hole with a flat-headed screw gives solidity, as well as even surface, to the side of the strap which comes next the horse or harness.

I claim as my invention and improvement in means of attaching bells to straps—

1. The metallic seat having a recess conforming to the boss of the bell, a hole for the coupling-screw to pass, and impinging surfaces on the leather side to keep the seat in place, substantially as described.

2. In combination, the bell with short boss and screw-hole, the metallic seat, strap, and coupling-screw, substantially as described.

3. In combination, the coupling-screw, flaring washer, strap, metallic seat, and bell, substantially as described.

W. E. BARTON.

Witnesses:

F. C. TREADWELL, Jr.,
GEO. H. COLLINS.