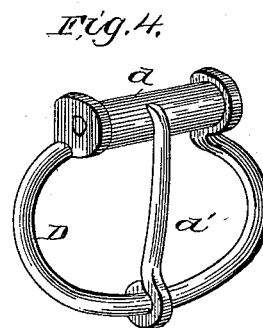
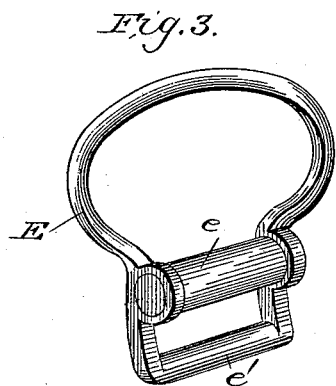
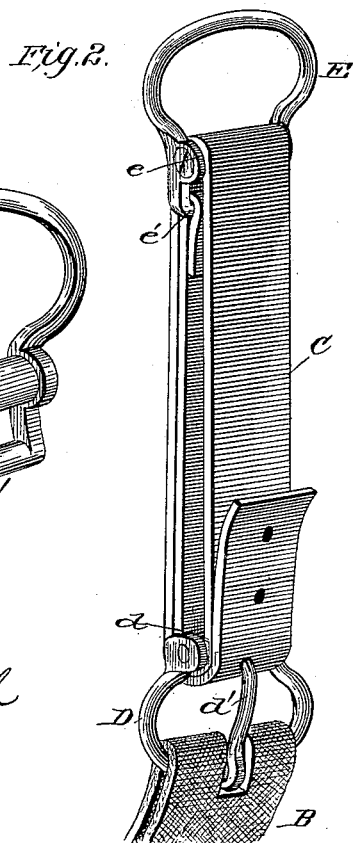
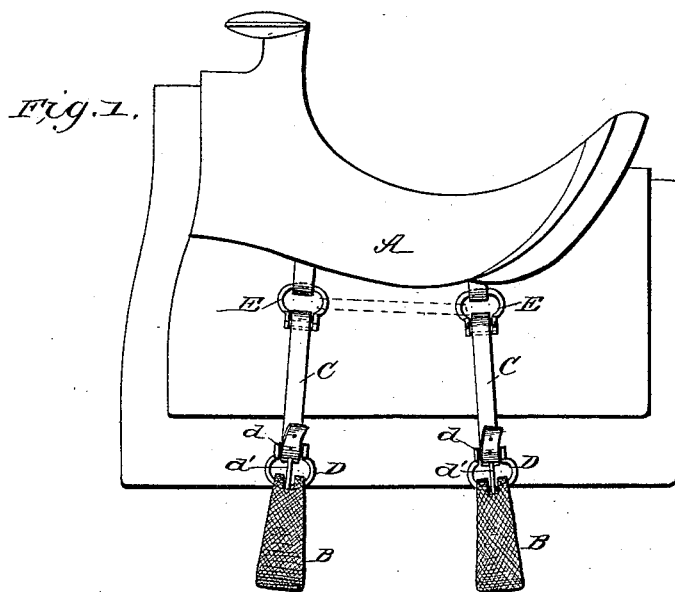


(No Model.)

W. R. THOMPSON.  
SADDLE.

No. 419,383.

Patented Jan. 14, 1890.



WITNESSES:  
*Fred G. Dietrich*  
*P. B. Surpin.*

INVENTOR:  
*William R. Thompson*  
BY *Mun L*  
ATTORNEYS

# UNITED STATES PATENT OFFICE.

WILLIAM R. THOMPSON, OF NEW CASTLE, COLORADO, ASSIGNOR OF ONE-  
HALF TO ESTES G. CLIFT, OF SAME PLACE.

## SADDLE.

SPECIFICATION forming part of Letters Patent No. 419,383, dated January 14, 1890.

Application filed October 2, 1889. Serial No. 325,773. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM R. THOMPSON, of New Castle, in the county of Garfield and State of Colorado, have invented a new and useful Improvement in Saddles, of which the following is a specification.

This invention is an improvement in saddles, and particularly in that class of saddles generally used by stockmen on the plains, in which two girths are employed and straps are used in connecting the girths with the saddle.

The present invention consists in the novel constructions and combinations of parts, hereinafter described, and pointed out in the claim.

In the drawings, Figure 1 is a side view of a saddle provided with my improvements. Fig. 2 is a detail view showing the upper and lower rings and the strap in connection therewith. Fig. 3 is a detail view of the upper or saddle ring, and Fig. 4 is a detail view of the lower or sinch ring.

The saddle A, girths B, and straps C may be of ordinary construction. The sinch-ring D, which forms the connection between the sinch and strap C, is provided at its upper end with an anti-friction roller *d* and at its lower end preferably with a tongue *d'*, the point of which is arranged to bear upon the roller *d*. The girths B are connected with the lower end or side of the sinch-ring, as shown. The upper or saddle ring or rings E are suitably secured at their upper sides to the saddle, and are provided at their lower sides with the rollers *e*, and below the same with the cross-bar-like portion *e'*, which extends parallel with the rollers *e* and sufficiently far therefrom to permit the passage of a length of strap between such parts. The straps C are each se-

cured at one end to the cross-bar of one of the saddle-rings, extends thence down under the roller of the sinch-ring, thence up over the roller of the saddle-ring, thence down under the roller of the sinch-ring, and is secured by the tongue of such ring, as shown in Fig. 1, and more clearly in Fig. 2, the arrangement being such that the strap can be conveniently tightened or released, as may be desired, from the ground or the saddle. The anti-friction rollers of both rings extend between the opposite sides thereof and serve as braces to give rigidity thereto. It will be seen that the rollers are so journaled that their rear sides are in advance of the rear faces of the rings, so that straps fitting against the rear sides of the said rollers will not project in rear of the rings. This is preferably effected by journaling the rollers between lugs *D'*, projected forward from the ring at opposite sides thereof.

When the invention is used on double-girth saddles, the saddle-rings may be connected by a strap, as indicated in dotted lines, Fig. 1.

Having thus described my invention, what I claim as new is—

In a saddle, substantially as described, the combination of the upper ring E, secured to the saddle and provided with roller *e* and cross-bar *e'*, the girth, the ring D, secured thereto and provided with the roller *d* and tongue *d'*, and the strap C, secured to bar *e'*, extended thence under roller *d*, thence up over roller *e*, thence under roller *d*, and secured by tongue *d'*, all substantially as set forth.

WILLIAM R. THOMPSON.

Witnesses:

T. DANIELS,

A. A. MACPHERSON.