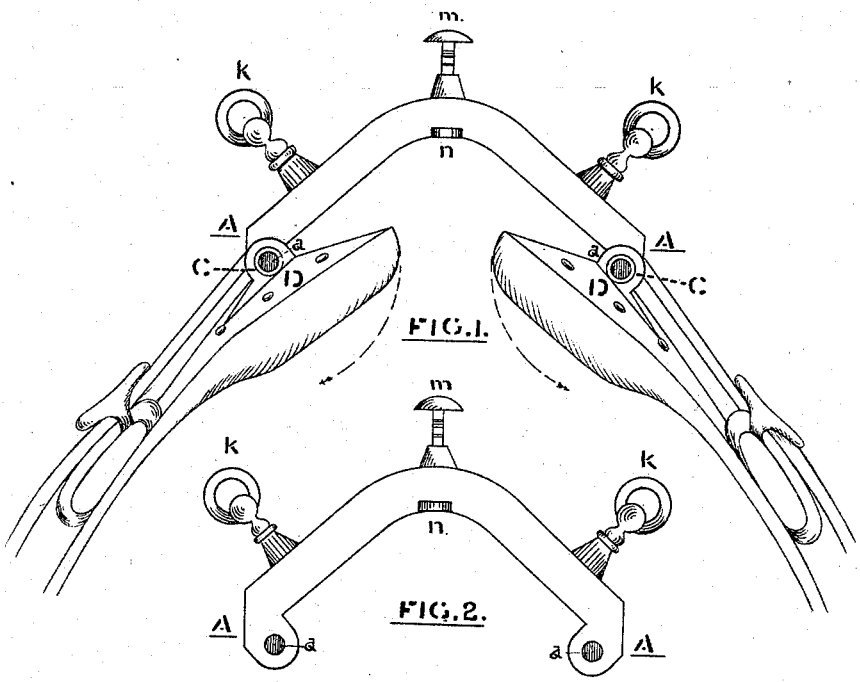
(No Model.)

H. LANE.

HARNESS SADDLE.

No. 526,716. Patented Oct. 2, 1894.



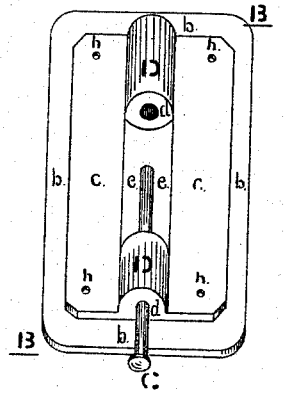


FIG. 3.

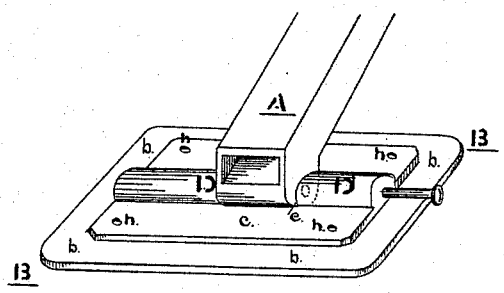


FIG. 4.

Witnesses
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UNITED STATES PATENT OFFICE.

HENRY LANE, OF BRISBANE, QUEENSLAND.

HARNESS-SADDLE.

SPECIFICATION forming part of Letters Patent No. 526,716, dated October 2, 1894.

Application filed May 8, 1894. Serial No. 510,477. (No model.)

To all whom it may concern:

Be it known that I, HENRY LANE, a subject of the Queen of Great Britain and Ireland, and a resident of James street, New Farm, Brisbane, in the Colony of Queensland, have invented a certain new and useful Improvement in the Construction of Saddles, of which the following is a specification.

The objects of my invention are to furnish a harness saddle (including in that expression any buggy, cab, cart, van or dray saddle) which will automatically adjust itself to the back of any horse or mule or kindred animal at the same time preserving perfectly free ventilation along the animal's back, and which will require only a minimum amount of padding or stuffing and leathering, and can consequently be made at a reduced cost and in a much shorter space of time than is required in making ordinary harness saddles.

Referring to the drawings which form a part of this specification Figure 1 is a back view of the saddle when complete and constructed according to my invention. Fig. 2 is the back view of the bridge of the saddle. Fig. 3 is a top view of the flap-board. Fig. 4 is an end view of the bridge of the saddle as it appears when pinned to the flap-board.

Similar letters indicate corresponding parts.

A A represents the bridge which (in the case of light harness saddles such as buggy, van, cart or cab saddles) is tubular (as shown in end view Fig. 4) to carry the back strap and made or cast out of iron, brass or any suitable metal or combination of metals. The top side of the bridge A A may be bored or punched and threaded to receive terret rings *k* and check hook *m* or other mountings as desired but so as the fixing of such mountings shall not interfere with the working of the backstrap in the tube of the bridge.

In the case of heavy harness saddles such as dray saddles the bridge A A instead of being tubular should be constructed of channel iron or other suitable metal or combination of metals so as to have no top side but be fluted or channeled from end to end so as to carry back chain and having bars riveted across from side to side on top of the channel to prevent the back chain from getting out and also at the same time to carry mountings if desired. At each end of the bridge A A on the underneath side an eye —*a*— is turned or cast to receive the pin C.

B B—is the flap-board and is made up partly of wood and partly of metal or any suitable combination of metals.

—*c. c.*— represent the metal part of the flap board and is made or cast with risen lugs D D (as shown in Fig. 3) with an eye —*d*— (similar in size to the eye —*a*—) bored or drilled through each of the lugs to receive the pin —C— and having the part *e. e.*— between the lugs grooved or hollowed to fit the turning or casting at the end, and on the underneath part of the bridge A A.

b. b. represent the wooden part of the flap board which is made of any suitable wood level on the top and bilged or rounded on the underneath side to remove sharp corners and minimize the amount of padding or stuffing in the saddle; and the metallic part —*c c*— is fastened onto the top of the wooden part —*b b*— by four small screws —*h*— (as shown in Fig. 3).

—C— represents the pin which is made of metal or any suitable combination of metals and serves as the hinge connecting the flap-board with the end of the bridge by placing the end of the bridge in between the risen lugs so that the eye —*a*— of the bridge coincides with the eye of each of the lugs so as to admit of the pin —C— being put through one lug, the turned end of the bridge, and on through the other lug (as shown in Fig. 4).

In constructing the saddle, each flap-board is lined, leathered and stuffed separately and independently of the other, care being taken that the top ends of the flaps are not carried to such a height or length as to prevent the flaps of the saddle when completed from working on their respective hinges independently of each other in an upward or downward direction (as shown in Fig. 1). Subject to this restriction the leather lining and stuffing may be made to any desired length to suit the description of saddle intended to be made.

The back-strap or chain (as the case may be), girth and mountings may be put on the saddle in the usual way.

The crupper loop will (in the case of light harness saddle) be cast with the bridge or brazed or riveted on (as represented by —*n*— in Figs. 1 and 2) and in heavier harness a loop

or ring may be fastened in each of the flap boards and the intervening distance be spanned by a leather strap fitted to receive the crupper.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In combination in a saddle the bridge having the downwardly projecting eyes *a a*, the flap board made up of the wooden and metallic plates, said metallic plate having the upwardly projecting lugs D D with a groove between them adapted to receive the perforated lugs on the bridge and the pin passing through the lugs D D and *a a*, substantially as described.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

HENRY LANE.

Witnesses:

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Law Clerk, Brisbane.