

(No Model.)

M. ROBINSON.

CART SADDLE.

No. 263,589.

Patented Aug. 29, 1882

Fig. 1.

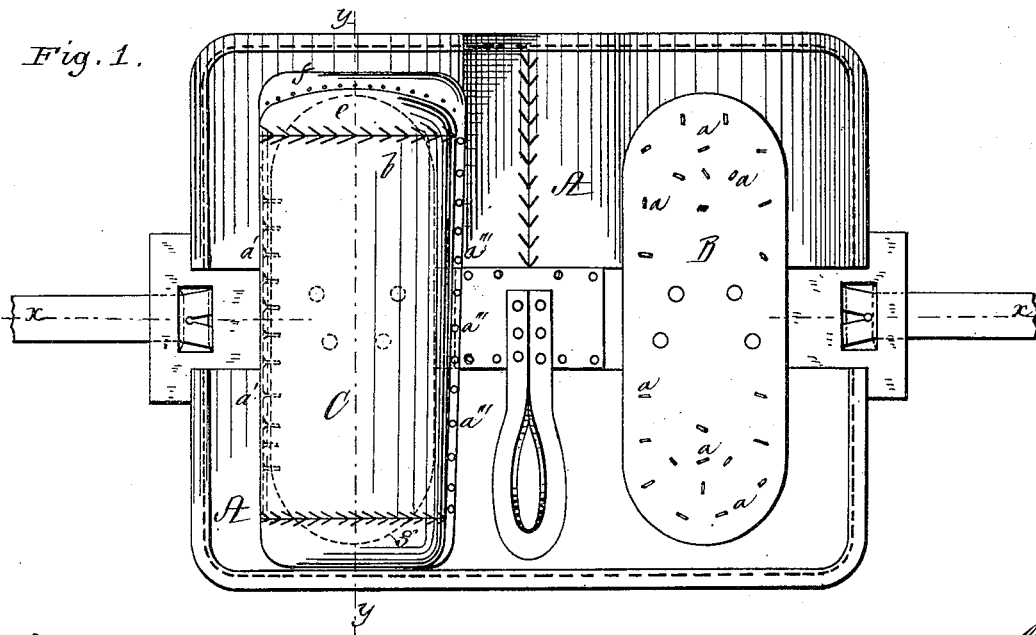


Fig. 2.

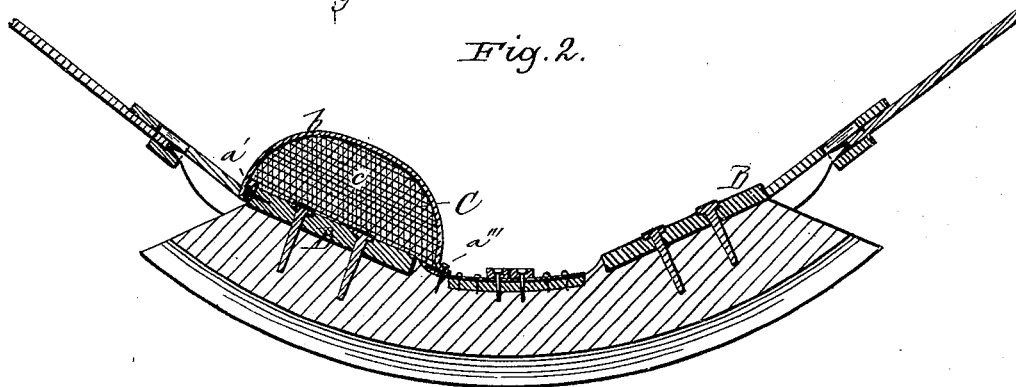


Fig. 3.

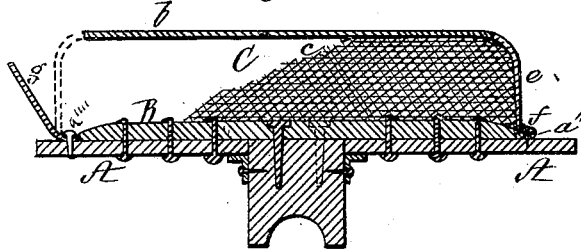
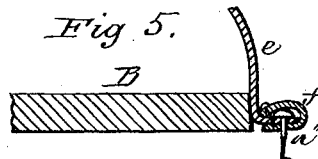


Fig. 4.



Fig. 5.



Witnesses:
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UNITED STATES PATENT OFFICE.

MICHAEL ROBINSON, OF WASHINGTON, DISTRICT OF COLUMBIA.

CART-SADDLE.

SPECIFICATION forming part of Letters Patent No. 263,589, dated August 29, 1882.

Application filed May 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL ROBINSON, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Cart-Saddles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Figure 1 is a plan of the under side of a saddle, one portion of the same representing the cushion or pad completed and applied thereto in accordance with my invention, the other portion representing the frame before the cushion or pad is applied. Fig. 2 is a transverse section on the line *xx* of Fig. 1. Fig. 3 is a longitudinal section on the line *yy* of Fig. 1; Figs. 4 and 5, sectional details enlarged.

My invention relates particularly to certain improvements in cart-saddles for heavy work, my object being the production of such saddle at a minimum cost; and my invention consists in a flat wooden frame in combination with and secured directly to the under side of the saddle-board of the saddle by means only of a series of nails entered from the outside of the saddle-board through and clinched on the inside of the wooden frame, or passed through the under side of said frame and through and clinched on the outside of the saddle-board, the latter being, for economy, formed of thick straw or paste board covered with a thin strip of leather; and my invention also consists in a cloth covering for the pad or cushion, secured by tacks to and in combination with a flat wooden frame secured by clinched nails to the under side of the saddle-board.

It will be seen that my present invention is especially adapted for use as a cart-saddle to withstand heavy work. I use a flat frame to avoid the expense and labor of much shaping.

In the said drawings, A represents the saddle-tree, to each side of the center of which and to the under side of the same is secured a flat wooden pad-frame, B, of the form seen, said frame being secured to the saddle-tree by means of a series of wrought nails, *a*, passed through the saddle-tree from its outer side and through the frame, the said nails being clinched on the inside of the latter.

The manner of attaching the cover *b* of the pad C will now be described.

I take a strip of ticking, burlap, or other suitable material to form the cover *b* of the desired shape and size to contain the required amount of filling *c*, which is to constitute the pad. I then apply the longitudinal outer edge of this strip to the outer longitudinal edge of the frame, and securely attach it thereto by means of a strip, *d*, of leather tacked through it, the tacks *a'* entering the edge of the frame, Fig. 4. I then take a piece, *e*, of leather of the desired shape and size to form the front of the pad, and secure one edge of the same to the front edge of the open covering *b*, previously secured by tacks, and secure the other edge of the leather piece *e* to the under side of the saddle-tree by means of tacks *a''*, passing through the latter and clinched thereto, the row of the heads of the tacks being covered by a binding, *f*, when it is desired to make a more finished appearance, in which case one edge of the binding is introduced between the leather strip *e* and the under side of the saddle-tree (see Fig. 5) before the strip *e* is attached thereto, after which the other end of the binding is secured by a row of small tacks, concealing the heads of the large tacks from view. Next I secure the inner longitudinal edge of the covering-strip *b* by a series of tacks, *a'''*, to the under side of the saddle-tree on a line parallel with and a short distance from the inner edge of the frame B, the said tacks passing through the saddle-tree and being clinched on its outer side, the said inner longitudinal edge being folded under, if desired, before being tacked, Fig. 2. Then close to the rear of the frame I tack at *a''''* to the saddle-tree one edge of a piece, *g*, of leather or ticking of the right size to form the rear of the pad, Fig. 3, after which, through the open end of the covering, I introduce and pack firmly sufficient filling—such as hay, straw, &c.—to fill up the space within the covering and to form the pad.

By nailing the frame directly to the saddle and clinching said nails, and by securing the covering of the pad by tacks and clinching said tacks, the strong and permanent attachment of both the frame and the covering of the pad is insured with but little labor and at slight expense, the ordinary strip for holding the frame

n place, and the sewing of said strip to the saddle-tree, and that of the covering of the pad, heretofore necessary in the construction of these parts of a saddle, being dispensed with.
5 and the rotting and liability of cutting said stitches incident to said construction being entirely avoided.

I claim—

10 An improved cart-saddle consisting of the tree A and the flat wood pad-frame B, secured thereto by nails passing through the tree and

frame and clinched on either side of the saddle, in combination with a pad, C, provided with a cover, b, attached by nails or tacks to the edges of the pad-frame B and tree A, all arranged substantially as shown and described. 15

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

MICHAEL ROBINSON.

Witnesses:

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