

UNITED STATES PATENT OFFICE.

PATRICK McFADDEN, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CART-SADDLES.

Specification forming part of Letters Patent No. 165,848, dated July 20, 1875; application filed April 28, 1875.

To all whom it may concern:

Be it known that I, PATRICK McFADDEN, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification, in which—

Figure 1 is a perspective view of my invention. Fig. 2 is a vertical transverse section. Fig. 3 is a vertical longitudinal section. Fig. 4 is a modification.

This invention has relation to cart and dray saddles; and consists in the novel construction, combination, and arrangement of parts, having reference to the following particulars, to wit: First, the bridge, which consists of a curved plate or casting, having upon its upper surface two parallel segmental walls or guides, holding within their cavity a curved and flanged chain-support, cushioned upon suitably-constructed springs arranged underneath, and adapted to yield and relieve the horse from the effects of sudden strains and shocks and prevent injury to the harness. The bridge has also lateral flanges or extensions of its base to receive and hold the housings, which are fastened thereto by means of screws passing through both, and has depending loops at the ends for the reception of the ends of the belly-band. Secondly, the pad-shields, which are made adjustable with reference to the housings, so as to be adaptable to different-sized animals.

Referring to the accompanying drawings, A designates the bridge, the body of which is cast in one piece, having the segmental walls or guides *aa*, and the lateral and end extensions *a¹* *a²*, respectively. B represents the plate upon which the chain rests, or to the ends of which it may sometimes be attached. This plate is arranged to slide between the walls *aa*, and has at its sides vertical flanges *a³*, from which project studs *a⁴*, traveling in guide-channels *a⁵* in the walls, as shown. The object of the flanges *a²* is to hold the chain properly in position, and

prevent it from coming in contact with the walls. B' B'' represent springs, upon which the chain-plate is supported and cushioned. The letters of reference indicate two styles, both or either of which may be used. B' B' are flat curved plate-springs, having their ends fastened to the chain-plate by countersunk rivets *b b*. B'' B'' are spiral springs, fastened at their upper ends to studs *b¹*, projecting from the under side of the chain-plate, their lower ends passing through holes in the base of the bridge, and being attached to studs *b²* underneath the latter. These springs yield readily to any sudden strain or shock, and thus relieve the animal from the pain and injury otherwise experienced, besides preventing the injury to the harness often resulting from like causes. C C designate short supplementary chains at the ends of the bridge to retain the main chain in its seat. D D designate the housings, which are secured in a very desirable and improved manner to the lateral extensions or flanges *a¹* of the bridge by means of screws *d* passing through these flanges, and likewise through the inner set of double perforated taps *d¹*, which are fastened to each of the pad-shields. D' D' represent said pad-shields made of stout leather, and provided with the outer sets of double perforated taps *d²*, as well as with the inner set *d¹*, through which outer set pass the screws *d³*. The object in having said taps perforated more than once—and they may have any desired number of perforations—is, to allow the shields to be adjusted to suit the sizes and forms of different animals. E E represent the saddle-pads attached to the shields by thongs *e* or other suitable fastenings, and adjustable with said shields. F designates shields or auxiliary housings attached to the pieces D D, and projecting so as to hide the points of attachment of the belly-band to the bridge. G is a slot in the rearmost flange *a¹*, for the attachment of the crupper-strap. G', Fig. 4, shows an improved form of pad, consisting of a sack having a central longitudinal division, *g¹*, and, if desired, lateral divisions *g²*. By means of the former the pad may be packed with wool or hair below and straw above, and by means of the latter the packing may be made to suit sunken-shouldered ani-

mals. H represents a loop, by means of which a coat or other article may be hung upon the saddle.

I claim as my invention, and desire to secure by Letters Patent—

1. The cart or dray saddle bridge A, having the lateral flanges *a*¹ cast upon and forming a part thereof, for the attachment of the housings, substantially as described.

2. The yielding chain-support B, in combination with the saddle-bridge A, containing springs upon which said support rests, substantially as described.

3. The adjustable pad-shields D', in combination with the housings D, substantially as specified.

4. The improved pad G' for cart-saddles, having the internal divisions *g*¹ *g*², substantially as and for the purpose described.

In testimony that I claim the foregoing I have hereunto set my hand this 8th day of April, 1875.

PATRICK McFADDEN.

Witnesses:

THOS. A. CONNOLLY,
CHAS. F. VAN HORN.