G. THEOBALD.

CART-SADDLE.

No. 182,293. Patented Sept. 19, 1876.

Fig I.

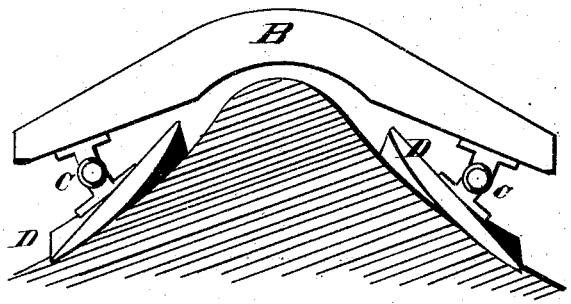


Fig II.

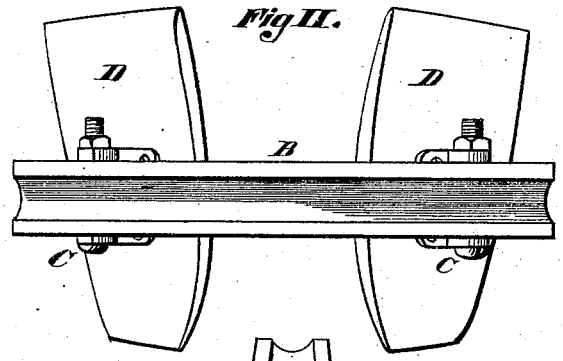
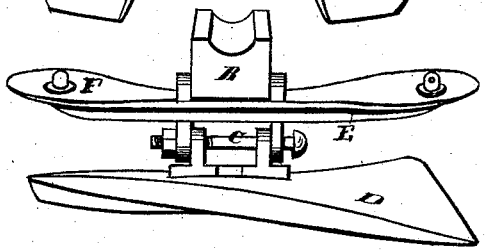


Fig III.



Witnesses:

Inventor.

George Theobald.

by his Attorney

R. F. Hyde

UNITED STATES PATENT OFFICE.

GEORGE THEOBALD, OF SPRINGFIELD, MASSACHUSETTS.

IMPROVEMENT IN CART-SADDLES.

Specification forming part of Letters Patent No. **182,293**, dated September 19, 1876; application filed March 13, 1876.

To all whom it may concern:

Be it known that I, GEORGE THEOBALD, of Springfield, Hampden county, State of Massachusetts, have invented an Improved Cart-Saddle, of which the following is a specification:

The nature and object of my invention consist in the arrangement, with the pad-pieces, bridge, and weather-piece of a cart-saddle, of a metallic piece or plate, E, in such manner that the one piece will furnish a re-enforce to strengthen the pads, and lugs to hold the bridge, and at the same time bearings for a hinge-joint to the pad-pieces, to thereby enable them to swing, to accommodate themselves to the shape of the back of the animal beneath them, so that these parts may be firmly and compactly joined, and so that the pad-pieces may be hinged at such a distance from the bridge as to have a latitude of motion not otherwise obtained.

In the drawings, Figure I is a side view, and Fig. II a plan view, Fig. III showing a variation in the construction of one of the parts.

Beneath the bridge B are hinged, to swing at right angles thereto, the pad-pieces D D. These are hung at or near their centers, so that they are free to swing from the bridge, to have their bearing-surfaces conform to the shape of the back beneath them when a weight is upon the saddle, and they are placed at such distance from the bridge as to cause it always to rise clear of the ridge of the animal's back, as shown in Fig. I.

The pad-pieces D D are quickly and easily detachable from their bearings by the withdrawal of the hinge-bolts C C, which extend through lugs secured severally to the bridge B and pads D D.

I do not wish to confine myself to any particular form of hinge for uniting the pads and bridge B; but I prefer a bolt, C, extending the width of the bridge, and having a bearing of equal width upon the pads D D, as offering a perfect resistance to any tendency of the bridge to be bent out of its rectangular position relative to the pads.

When it is desired to stuff the pads, the covering containing and holding in the stuffing can be brought over all of the edges of the pad, and made fast to its back, as shown in Fig. II, and, as before described, the pad can be readily removed from the saddle for this or other purposes.

I am able to firmly unite the pad-pieces and bridge, and at the same time seat the weather-piece F, so that all of these parts of the saddle will be compacted into such space as to occupy the least room, and mutually strengthen each other, by means of the plate E, which unites them all, seating the weather-piece F, and affording bearings for the bolt C, as well as re-enforcing the backs of the pad-pieces. This is shown in Fig. III.

Now, having described my invention, what I claim is—

The plate E, constructed as described, whereby it is adapted for holding the weather-piece F, and at the same time affording a bearing for the bolt C, as shown.

his
GEORGE × THEOBALD.
mark.

Witnesses:
EDWARD MORRIS,
R. F. HYDE.