

(No Model.)

J. RODGERS.
CART SADDLE.

No. 473,962.

Patented May 3, 1892.

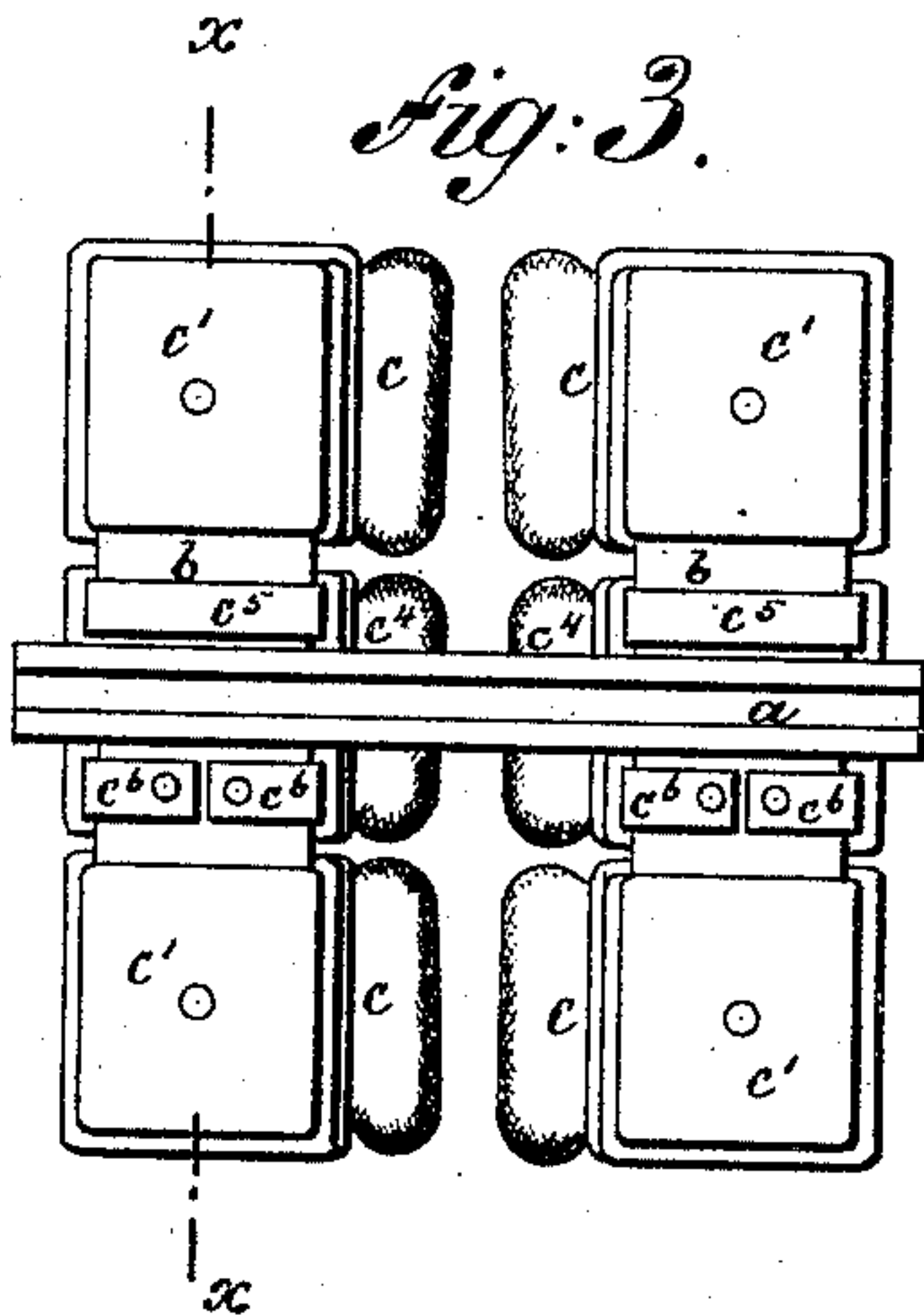
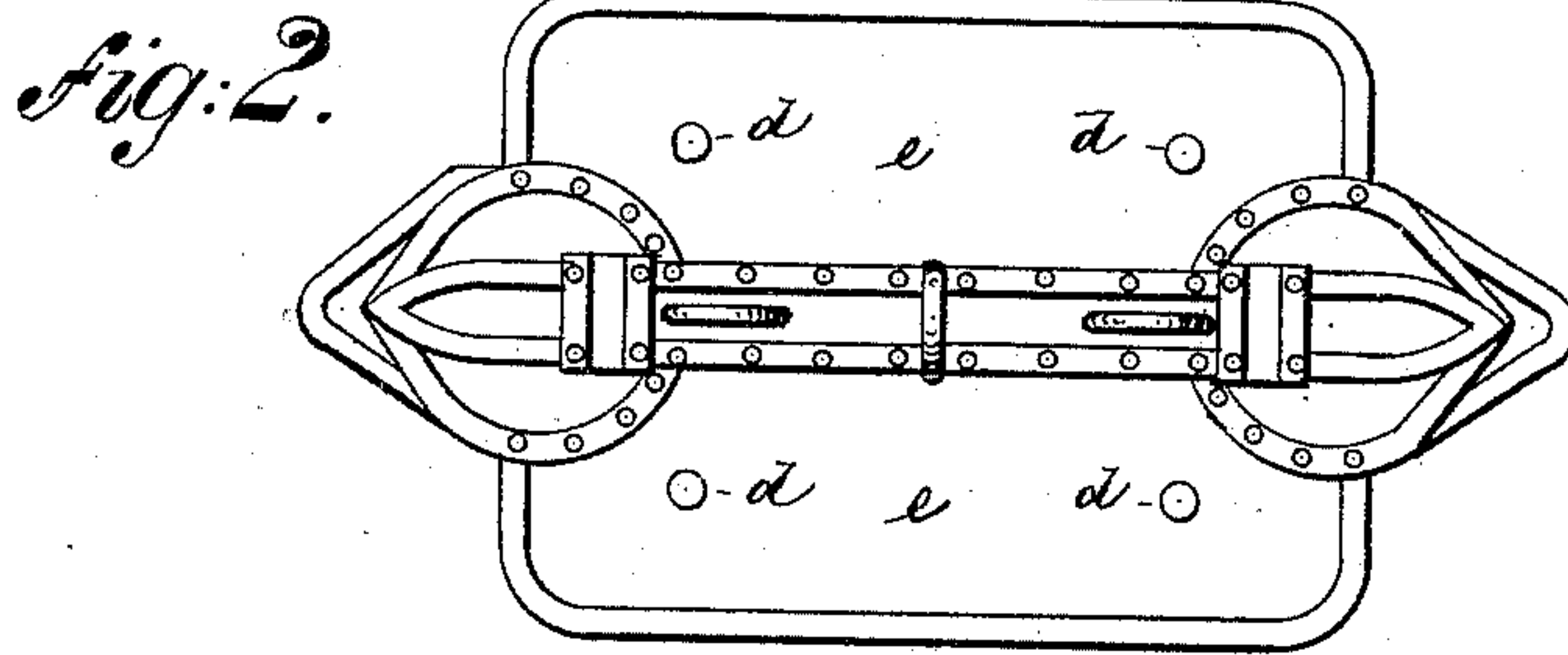
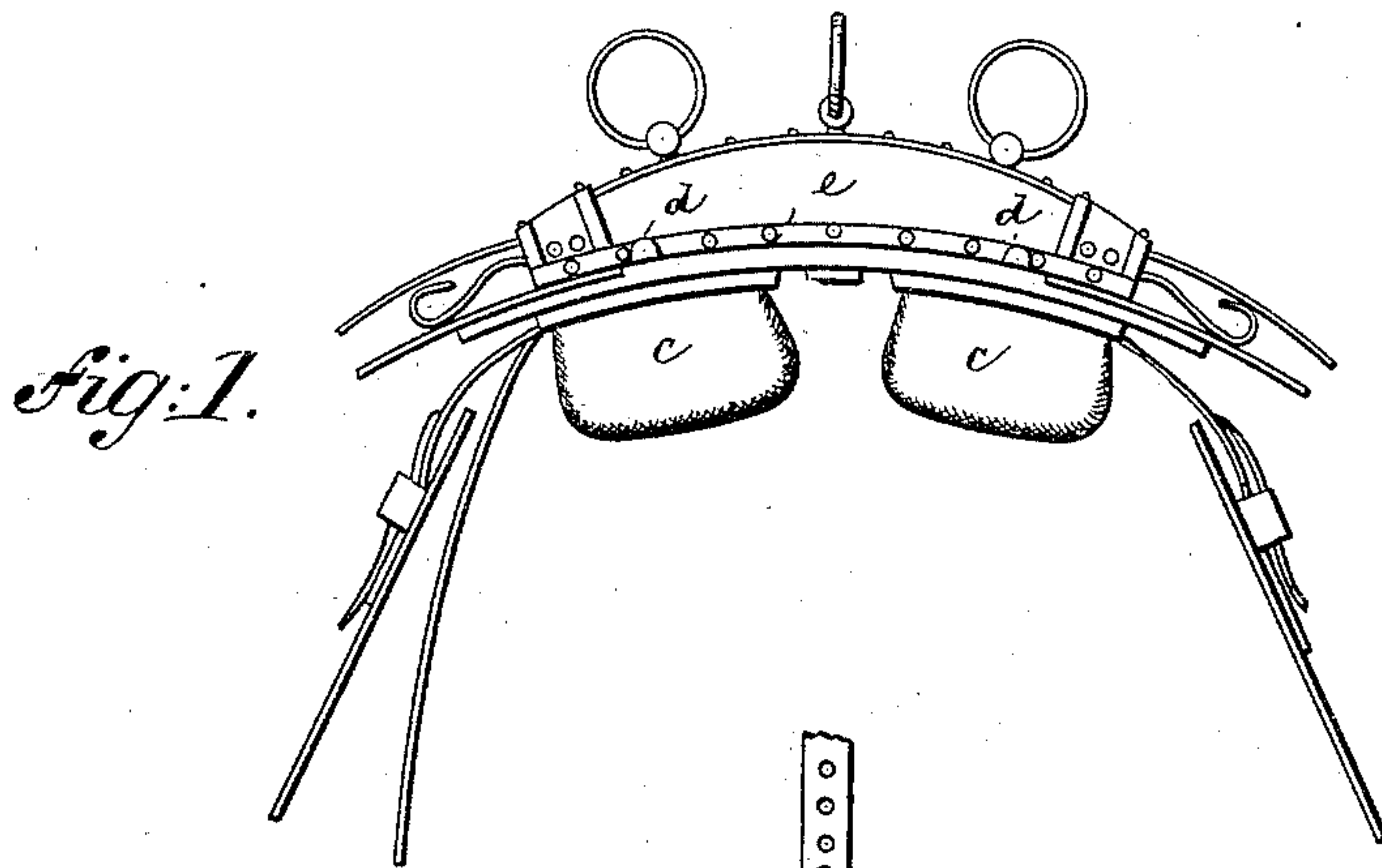


Fig. 5.

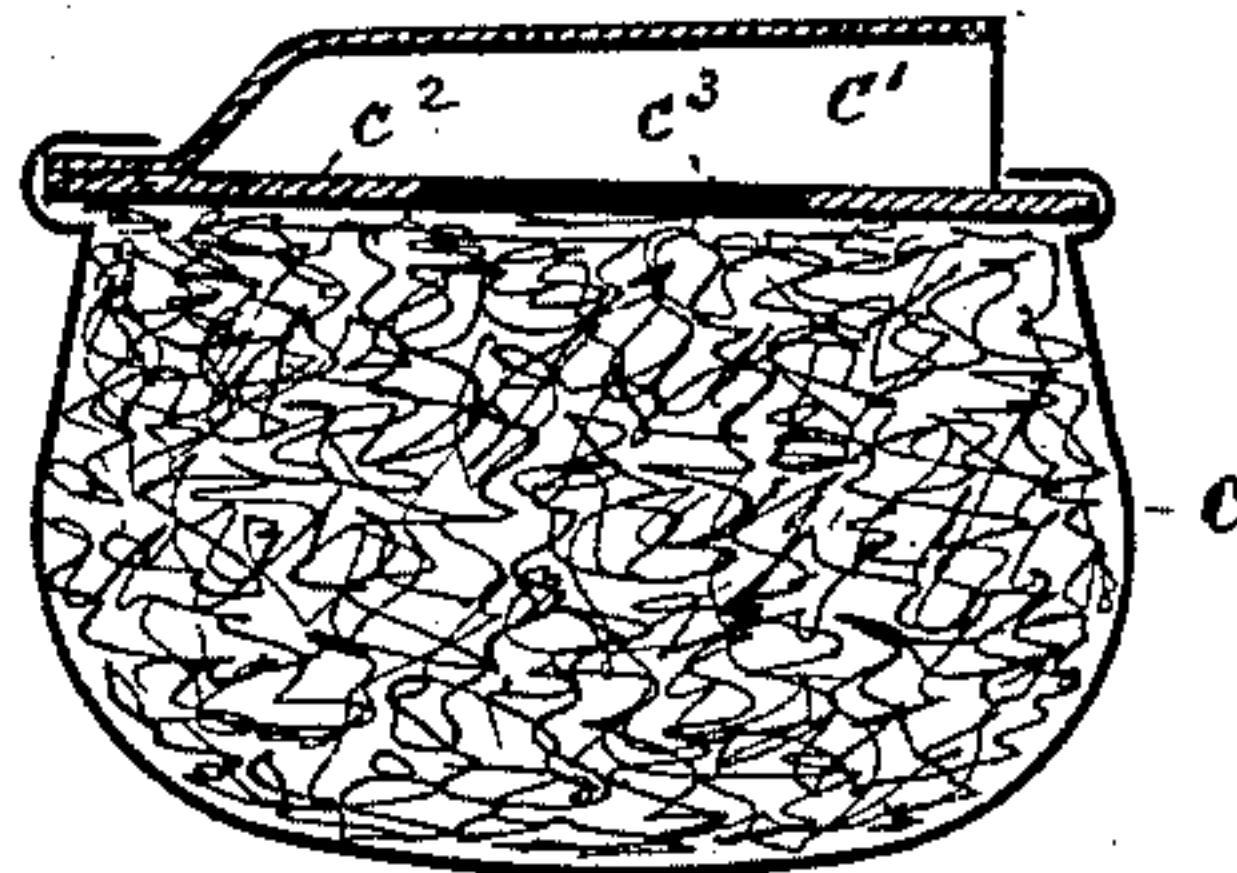
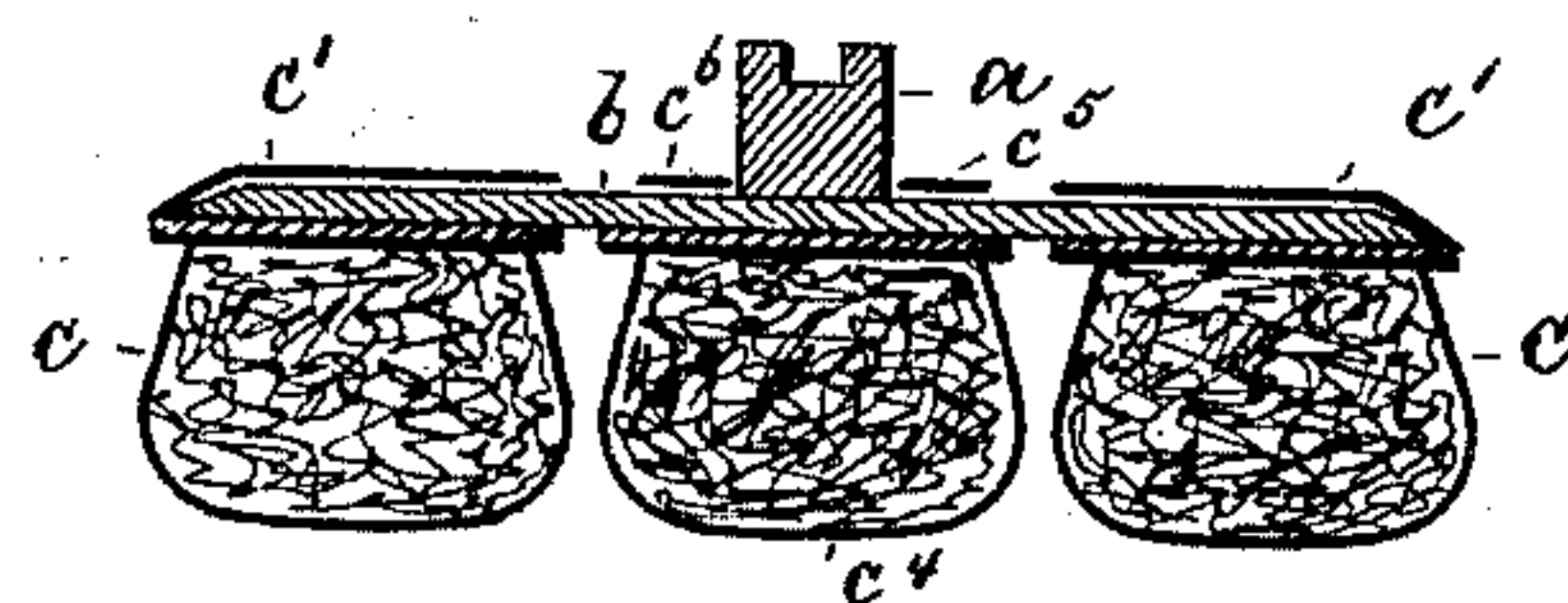


Fig. 4.

WITNESSES:
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UNITED STATES PATENT OFFICE.

JOHN RODGERS, OF NEW YORK, N. Y.

CART-SADDLE.

SPECIFICATION forming part of Letters Patent No. 473,962, dated May 3, 1892.

Application filed January 14, 1892. Serial No. 418,123. (No model.)

To all whom it may concern:

Be it known that I, JOHN RODGERS, of New York city, New York, have invented an Improved Cart-Saddle, of which the following is a specification.

This invention relates to a cart-saddle more particularly designed for sore-back horses, and in which the pads are laterally adjustable, so that the pressure may be removed from the injured part of the back.

The invention consists in the various features of improvements more fully pointed out in the claims.

In the accompanying drawings, Figure 1 is an end view of the saddle; Fig. 2, a top view thereof; Fig. 3, a top view of the saddle with the flaps and covers removed to expose the side bars; Fig. 4, a section on line $x x$, Fig. 3; and Fig. 5, an enlarged section through one of the pads.

The letter a represents the bridge of a cart-saddle, to the ends of which are secured the two parallel side bars b , as usual. In lieu of rigidly or permanently attaching the pads to these bars, I employ a set of short detached and removable pads and suspend them from the side bars. The two end pads $c c$ are provided on the top with a pocket c' , that is open at one end, so that it may be slipped over the end of the side bar. The lower or inner side c^2 of this pocket is provided with a flap c^3 , which permits the pocket to be stuffed. The central pads c^4 are provided with straps that may be slipped over the side bar and by which the pads may be held at any place to which they may be shifted. One of the straps c^5 I prefer to make continuous; but the other strap c^6 is sectional, so that the pad may be made to pass the bridge. The ends of this strap may be nailed down to prevent shifting.

It will be seen that by the use of the pads $c c^4$ any part of the horse's back may be relieved from pressure. Thus when the soreness is at the center the pads c^4 are entirely removed, and if the soreness is at or near the

end of the saddle some of the end pads may be removed and the central pads may be shifted laterally. The injured part of the back is thus inclosed between the pads without receiving any pressure, and thus it will not have to bear any part of the load and will heal rapidly.

The pads c are held in place by screws d , that also serve to hold the covers e in place. To shift the pads, the screws are first withdrawn, after which the pads may be slid on the side bars in the manner described.

What I claim is—

1. The combination of a bridge a with a pair of side bars secured thereto, a series of pads secured to each of the side bars, and with means for adjusting said pads longitudinally of the side bars, substantially as specified.

2. The combination of a bridge a with a pair of side bars b , secured thereto, and with pads having straps for adjusting said pads longitudinally of the side bars, substantially as specified.

3. The combination of bridge a and side bars b with pads c , having pockets c' , adapted to engage the side bars, substantially as specified.

4. The combination of bridge a and side bars b with end pads c , having pockets c' , and with central pads c^4 , having straps that encircle the side bars, substantially as specified.

5. The combination of bridge a and side bars b with laterally-adjustable pads, covers e , and screws d for securing both the covers and pads in place, substantially as specified.

6. The combination of bridge a and side bars b , with removable pads having the flaps c^3 , substantially as specified.

JOHN RODGERS.

Witnesses:

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F. V. BRIESEN.