

P. K. Curll.
Cart-Harness.

N^o 73236

Patented Jan. 14, 1868.

Fig. 1.

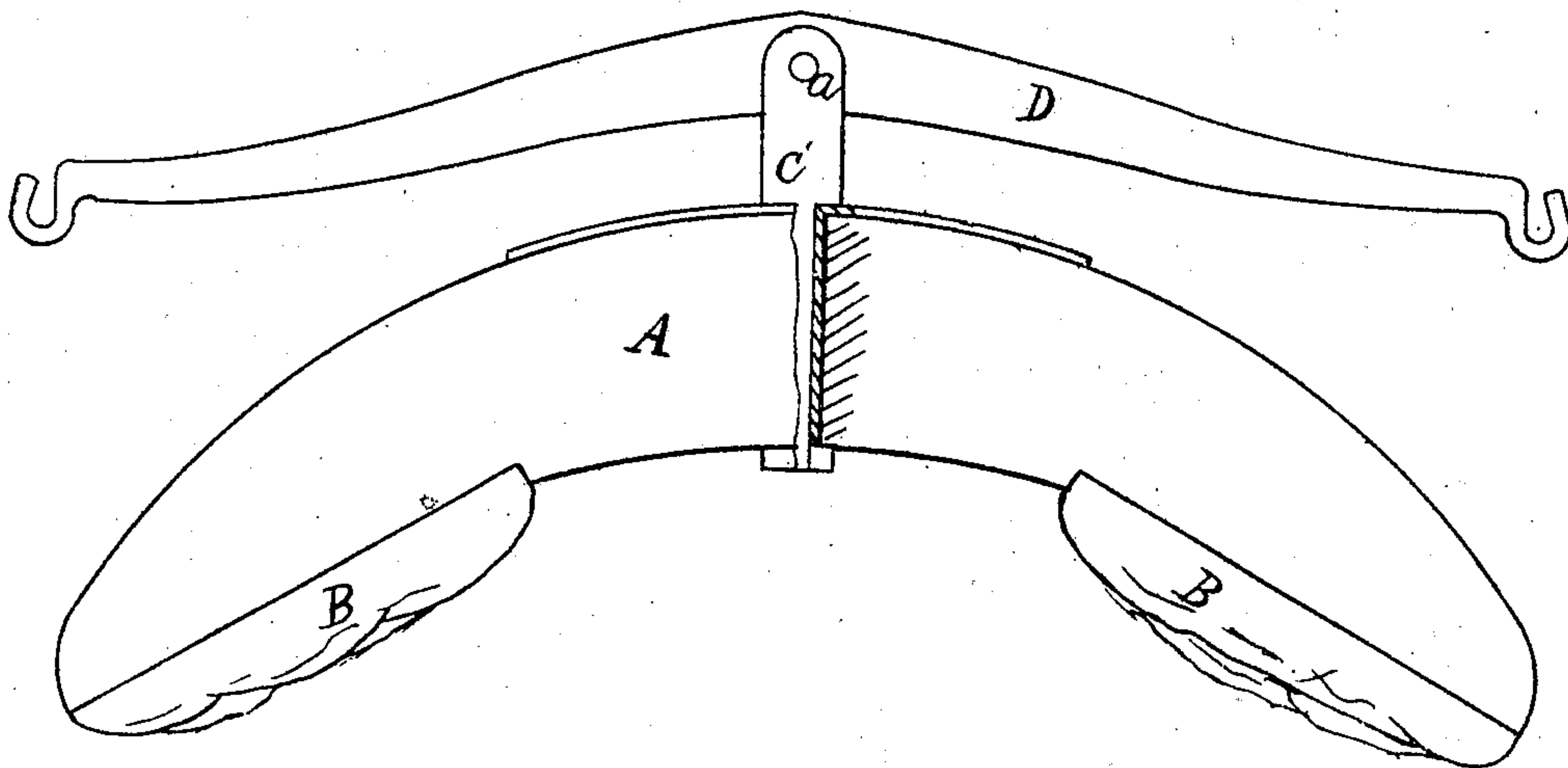
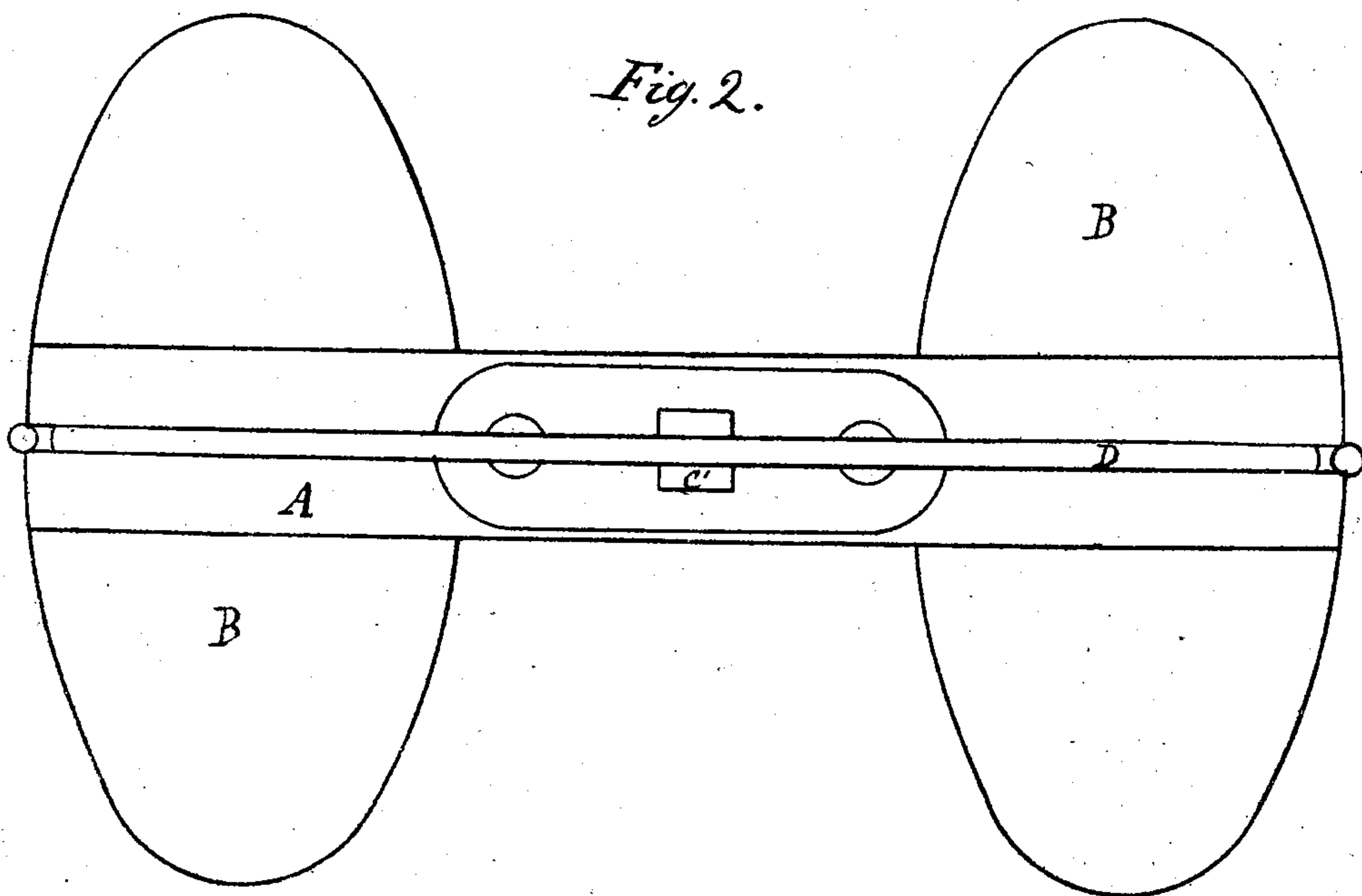


Fig. 2.



Witnesses:

P. P. Dodge

Inventor:
P. K. Curll
by Dodge & Munn
his attys.

United States Patent Office.

PEARCE K. CURLL, OF ELK RIDGE LANDING, MARYLAND.

Letters Patent No. 73,236, dated January 14, 1868.

IMPROVEMENT IN CART-HARNESS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, PEARCE K. CURLL, of Elk Ridge Landing, in the county of Howard, and State of Maryland, have invented certain new and useful Improvements in Saddles for Cart-Harness; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention, I will proceed to describe it.

My invention consists in a novel construction of the saddle used in cart-harness, by which the back of the animal is saved from injury, as hereinafter explained.

Figure 1 is a front elevation, with a portion broken away.

Figure 2 is a top plan view.

In constructing ordinary cart-harness it is customary to make the saddle with a groove in the cross-bar, in which a chain rests that supports the thills or shafts of the cart. It is found, in practice, that when one of the cart-wheels drops into a hole or hollow, the saddle is drawn over to one side, and, being held tight upon the animal's back by the weight of the load, it tends to draw or wrench the skin upon the back of the animal, and thus injures the animal, by making its back sore. It is to obviate this evil that my invention is intended.

I construct the saddle-tree or cross-piece A, and attach the pads B in the usual manner, but, instead of the chain working in a groove in the cross-piece, I provide a lever, D, having a hook at each end, to which to fasten the chains that support the shafts. This lever D, I pivot at its centre to an upright bolt, C, which is pivoted in the cross-tree A, thus forming a universal joint between the lever D and the cross-tree A, the lever oscillating on the pin *a*, in a vertical plane, while, at the same time, it is free to turn, in a horizontal plane, on the pivot or bolt C.

With a saddle thus constructed, it will be readily seen that, when either wheel drops into a hole or hollow, the lever D will simply turn on its pivot, to accommodate itself to the position assumed by the shafts, while the saddle rests evenly upon the animal's back, and does not slip or slide about. So also, when the animal moves its body, so that one side moves back or forward more or less than the other, the pivot C will turn with the lever D, independent of the saddle proper, and thus all tendency of the saddle to slip on the animal's back is obviated.

Having thus described my invention, what I claim, is—

A cart-harness saddle, provided with the lever D, pivoted in the upper end of a bolt, C, said bolt being arranged to turn loosely in the cross-piece A, all constructed and arranged to operate substantially as shown and described.

Witnesses:

MARSHAL McCauley,
SAM'L T. MILLS.

P. K. CURLL.