(No Model.)

W. H. MAIN.

TRACE CARRIER.

No. 259,987. Patented June 20, 1882.

Fig. 1.

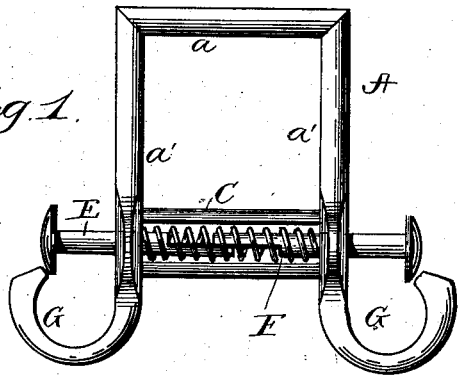


Fig. 3.

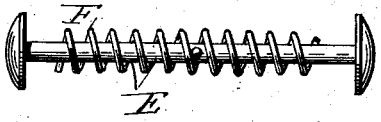
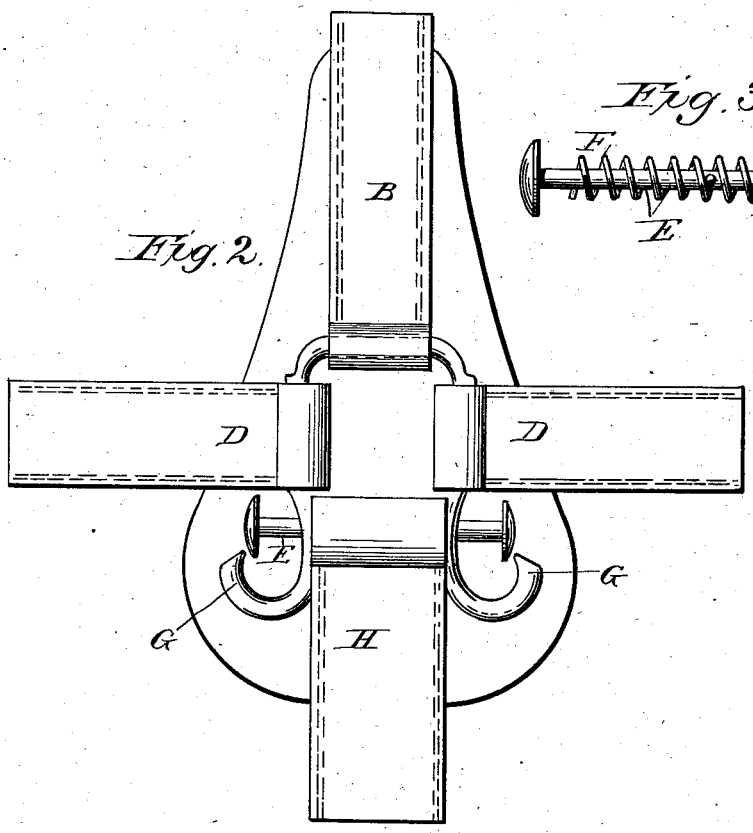


Fig. 2.



WITNESSES

F. L. Durand.
George Lowell

INVENTOR

William H. Main.
by L. Deane
his Attorney

UNITED STATES PATENT OFFICE.

WILLIAM H. MAIN, OF BOSCOBEL, WISCONSIN.

TRACE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 259,987, dated June 20, 1882.

Application filed February 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. MAIN, a citizen of the United States, residing at Boscobel, in the county of Grant and State of Wisconsin, have invented certain new and useful Improvements in Trace-Carriers; 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a top plan of the device before the leather of the harness is attached to it. Fig. 2 is a top view of the present invention as it appears in the harness. Fig. 3 is a detail of modification of the bolt and spring.

This invention relates to that class of devices called "trace-carriers," and the novelty consists in the peculiar construction and combination of the parts, whereby a very simple, efficient, and cheap device is produced, all as will now be more fully set out and explained.

In the accompanying drawings, A denotes a metal frame, the front part, *a*, of which is adapted for attaching the ends of the back-strap B of the harness, which is secured thereto. In the sides *a'*, between *a* and rear bars or connecting-piece, C, are also convenient places to attach the side straps, D D, in like manner.

The bars or connecting-piece C are constructed in any suitable way, so as to afford seat or socket for the bolt E and spring F, which is attached thereto. The shanks of this bolt at the ends project through the sides of the frame, and the buttons on said ends are pressed by said spring against or upon the hooks G, which extend from the end of the frame. The end of the crupper-strap H may be sewed over this bar C, and thus cover the shank of the bolt and the spring, but will in no way interfere with the operation of the bolt or spring. It merely covers and completes the said seat or socket for the bolt, &c. It will be observed that this bolt is so placed as to work transversely of the frame. This bolt may be made in two parts, as now shown in Fig. 1, and so that said parts can slide on each other, the two parts in their normal position being thrust outwardly, so as to cause their heads or the buttons on their ends to press against the hook of the frame; but I may also make the bolt in a single piece, and so attach the spring to it as to cause the bolt to maintain such position relatively to the hooks as that its buttons or heads will, in the same general way as above described, engage on and connect with the hooks G, when the device is in use, and allow the bolt to be operated in like manner.

This device has very many important advantages, being so placed that the bolt is actuated transversely of the frame, and having the heads of the bolt always automatically pressed against the hooks, on which the cockeyes are placed. It is almost impossible that the cockeyes should be in any ordinary or usual condition of use accidentally disengaged from the hooks or dislodged from their hold on them; and the frame is so made that it presents no points or elevation on which the lines can hitch or engage. It is wholly and entirely out of the way of the lines, nor can the horse's tail, when switched about to drive away the flies, catch upon or in this device; and if a horse should by any chance roll when in the harness this device would not hurt him, nor would he in so doing be likely to break this trace-carrier.

The device is very easily used. By a very slight pressure of the forefinger or thumb and forefinger the bolt can be moved from the hook on either side and the cockeye placed thereon, and then, the pressure being released, the bolt-heads cover the hooks and hold the cockeye securely; and, finally, this device does not in the least disfigure the appearance of the harness, and, more than that, it can be made positively an ornament to the harness.

Having thus described my invention, what I consider new, and desire to secure by Letters Patent, is—

1. In a trace-carrier, the seat or socket C, extending across the frame and carrying the spring-bolt E, constructed substantially as described, and adapted to be actuated alternately or simultaneously in relation with the side hooks, G, as and for the purposes set forth.

2. In combination with a trace-carrier frame having a socket, C, and side hooks, G, the

spring-bolt E, made in two parts, so that said parts can slide on each other, substantially as set forth.

3. A trace-carrier consisting of the frame A, provided with two side bars, which are extended to form the hooks G, and having bolt E, surrounded by spring F, the ends of the bolt adapted to engage with the said hooks, substantially in the manner and for the purposes set forth.

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

WILLIAM H. MAIN.

Witnesses:

E. O. SPEEGELBERG,

CHAS. E. MUFFLEY.