

W. H. TOWNSEND.

Trace-Carrier.

No. 166,322.

Patented Aug. 3, 1875.

Fig. 1

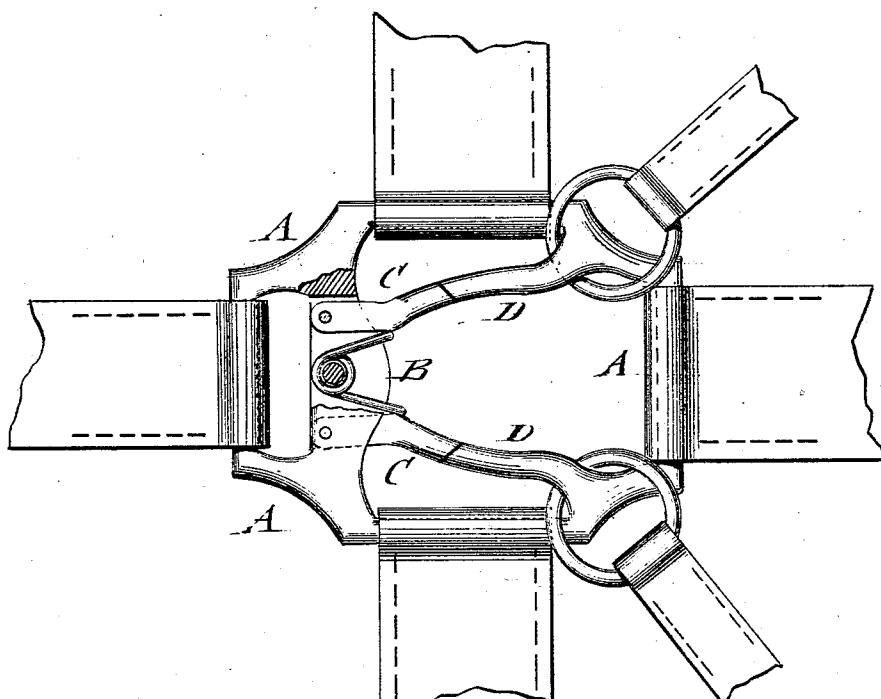
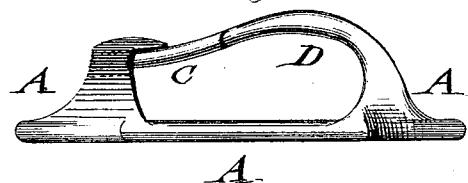


Fig. 2.



WITNESSES:

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IMPROVEMENT IN TRACE-CARRIERS.

Specification forming part of Letters Patent No. **166,322**, dated August 3, 1875; application filed
May 28, 1875.

To all whom it may concern:

Be it known that I, WILLIAM H. TOWNSEND, of Goodland, Newton county, Indiana, have invented a new and Improved Trace-Carrier, of which the following is a specification:

Figure 1 represents a top view, with parts cut off, of my improved trace-carrier; and Fig. 2, a side view of the same.

Similar letters of reference indicate corresponding parts.

My invention is an improvement in the class of trace-carriers provided with pivoted spring-arms, by means of which the trace-chains may be conveniently attached and detached, as occasion requires.

The improvement relates to the construction of the frame of the carrier, and arrangement of the pairs of rigid and pivoted spring-arms, as hereinafter described and claimed.

In the drawing, A represents a frame of suitable size and material, to which the back and hip straps are permanently applied, one strap extending from each side of the frame. A lateral bridge part, B, parallel and near the front side of the frame, carries the pivoted spring-snaps C, which fit in the usual manner on the inclined ends of the rigid arms D that

extend from the rear corners of the frame in nearly diagonal direction toward the bridge part. They serve for the purpose of carrying the trace-connecting straps, whose rings are readily introduced to the diagonal arms by the spring-snaps of the same, and securely retained by the arms until detached by releasing the spring-snap connection. The trace-connecting straps are in this manner quickly applied and taken off, and thereby a very neat and convenient trace-carrier furnished.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The improved trace-carrier, formed of the frame A, adapted for attachment of harness-straps, as shown and described, having the rigid trace-supporting arms D extending inward from its rear corners in a plane parallel, or nearly so, to the side bars, and the spring arms or snaps C, pivoted to the transverse bridge-piece B, and coinciding with arms D, as set forth.

WILLIAM H. TOWNSEND.

Witnesses:

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