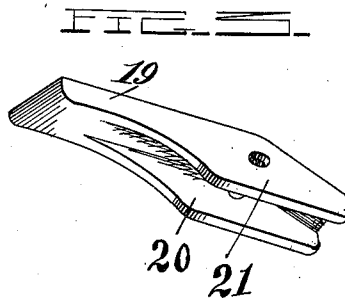
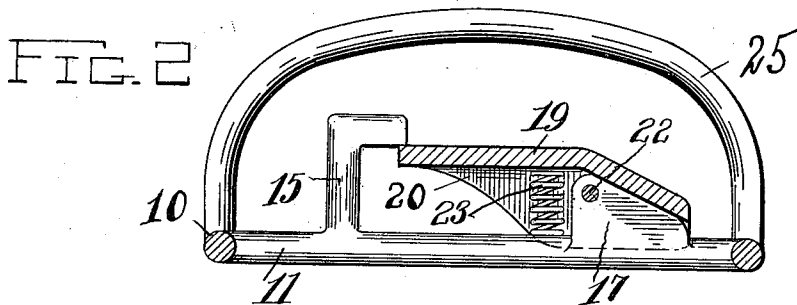
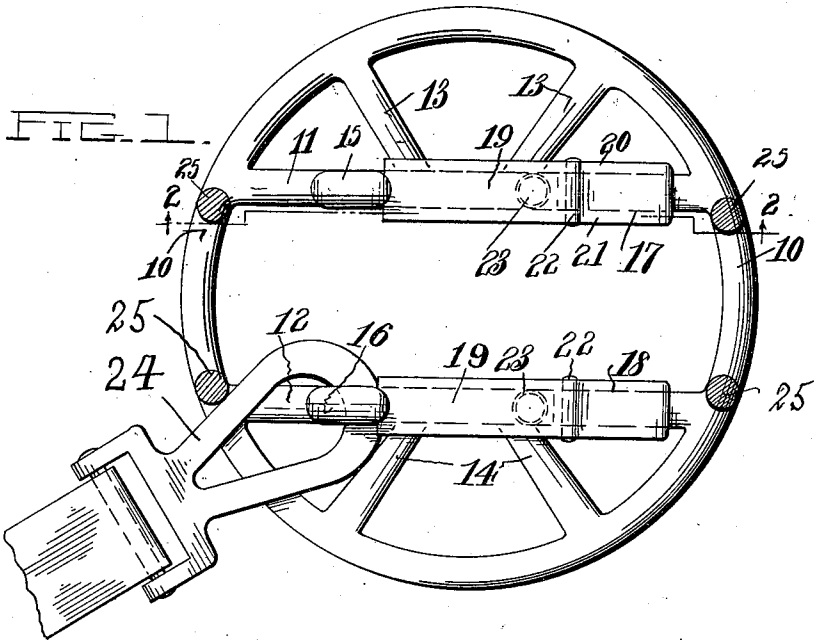


W. SISTY.
TRACE CARRIER.
APPLICATION FILED MAY 31, 1910.

1,013,455.

Patented Jan. 2, 1912.



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WARREN SISTY, OF SURPRISE, NEBRASKA.

TRACE-CARRIER.

1,013,455.

Specification of Letters Patent.

Patented Jan. 2, 1912.

Application filed May 31, 1910. Serial No. 564,313.

To all whom it may concern:

Be it known that I, WARREN SISTY, a citizen of the United States, residing at Surprise, in the county of Butler, State of Nebraska, 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.

This invention relates to improvements in trace carriers of the class applied to a harness at the juncture of the back-band with the hip straps for the purpose of supporting the traces when not in use, and has for one of its objects to improve the construction and increase the efficiency and utility of devices of this character.

Another object of the invention is to provide a device having independent means for supporting each of the traces, so that the traces may be independently coupled to and detached from the improved device.

With these and other objects in view, the invention consists in certain novel features of construction as hereinafter shown and described and then specifically pointed out in the claim; and, in the drawings illustrative of the preferred embodiment of the invention, Figure 1 is a plan view of the improved device the guards being broken away, Fig. 2 is a section on the line 2—2 of Fig. 1, Fig. 3 is a perspective view of one of the holding tongues detached and viewed from beneath.

The improved device comprises a base frame 10, preferably circular and with two connecting members 11—12 spaced apart. The member 11 is connected preferably by braces 13 to the frame 10, while the member 12 is connected by similar braces 14 to the frame, thus leaving the central portion without obstruction as shown in Fig. 1. By this means the frame together with the members 11—12 13 and 14 is formed from one single piece, preferably malleable iron. Rising from the member 11 is an L-shaped stud 15, while a similar L-shaped stud 16 rises from the bar 12, the upper portions of the studs extending inwardly toward the center of the frame, as shown. Rising from the bar 11 near the opposite side of the frame from the stud 15 is a web 17, while a similar web 18 rises from the bar 12. The upper faces of the webs 17—18 are preferably inclined obliquely to the plane of the

frame, as shown in Fig. 2. Bearing over the web 17 is a locking tongue comprising an upper portion 19 and depending sides 20—21, the depending sides bearing upon opposite sides of the web 17 and pivoted thereto at 22 and supported by the web from lateral movement, while at the same time leaving the tongue free to oscillate upon its pivot. Another tongue which is the duplicate of the tongue 19—20—21 bears over the web 18 and is pivoted thereto at 22. At their free ends the portions 19 of the tongues extend beneath the inwardly directed terminals of the studs 15—16, as shown, and each tongue is provided with a supporting spring 23, to maintain it yieldably in engagement with the corresponding stud. The inwardly directed terminals of the studs are spaced a considerable distance from the bars 11—12 to leave room for the cock-eyes of the traces which are designed to be engaged with the studs 15—16 and displace the spring supported tongues when they are inserted. By this means it will be obvious that the cock-eyes of the traces, one of which is shown at 24, may be readily inserted over the L-shaped studs and prevented from displacement by the spring supported tongues, while at the same time the tongues can be readily released manually when the cock-eyes are to be detached. The springs 23 will exert sufficient force to prevent accidental displacement no matter how much the harness may be thrown about.

The locking tongues having the depending sides are effectually prevented from lateral movement and guided in their movements by the webs 17—18, while at the same time they are free to be displaced when the cock-eyes are to be inserted. This arrangement of the locking-tongues is an important feature and adds materially to the utility and efficiency of the improved device. By employing the two independent tongue devices, one for each of the L-shaped studs, either one of the cock-eyes may be coupled to and uncoupled from the device without disturbing the other. By this means when the horse is to be hitched the driver can release one of the cock-eyes and secure the trace on one side without disturbing the other trace, and can detach the other trace and connect it to the opposite side. By this means no danger exists of the traces being prematurely released and falling upon the ground during the action of "hitching"

up." This is an important advantage in applicant's device.

Upwardly arching guard members 25 are arranged upon the base frame 10 and extend
5 over the upwardly directed pins 15 and 16 and the locking members 19, to prevent the driving reins from becoming entangled with the stop pins and other parts of the device.

What is claimed is:—

10 A trace carrier comprising a base frame adapted to be coupled in a harness and provided with two L-shaped studs spaced apart and an upwardly directed web for each of
15 said studs and spaced therefrom, a stop tongue device for each of said webs and its

companion stud each tongue comprising a body engaging at one end with one of the studs and each with downwardly directed wings spaced apart and bearing upon opposite sides of one of the webs and pivoted 20 thereto, springs for normally maintaining said tongues in engagement with their corresponding studs, and guards carried by said base frame and spaced therefrom.

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

WARREN SISTY.

Witnesses:

NELLIE SYLVESTER,
W. HANSBURG.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
