J. THORNTON.

Trace-Carriers.

No. 152,930. Patented July 14, 1874.

Fig. 1.

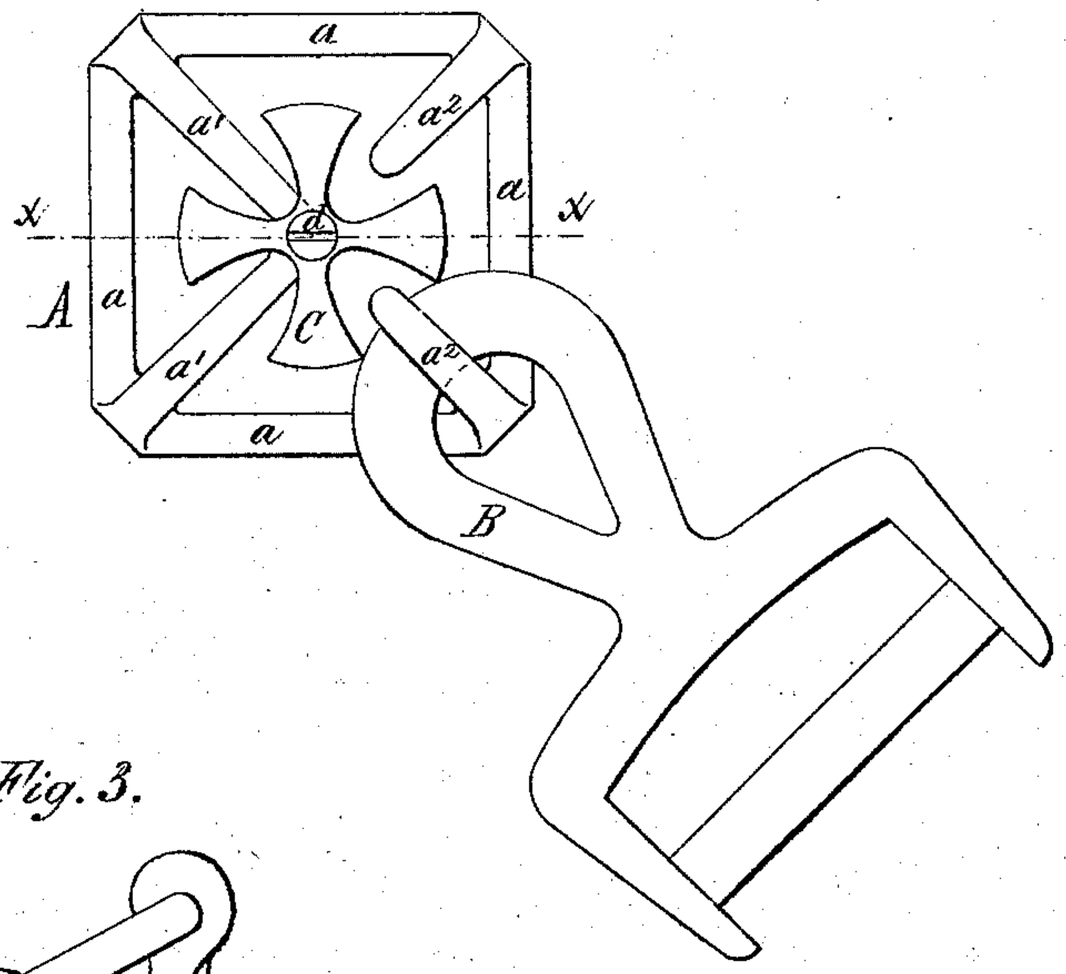


Fig. 3.

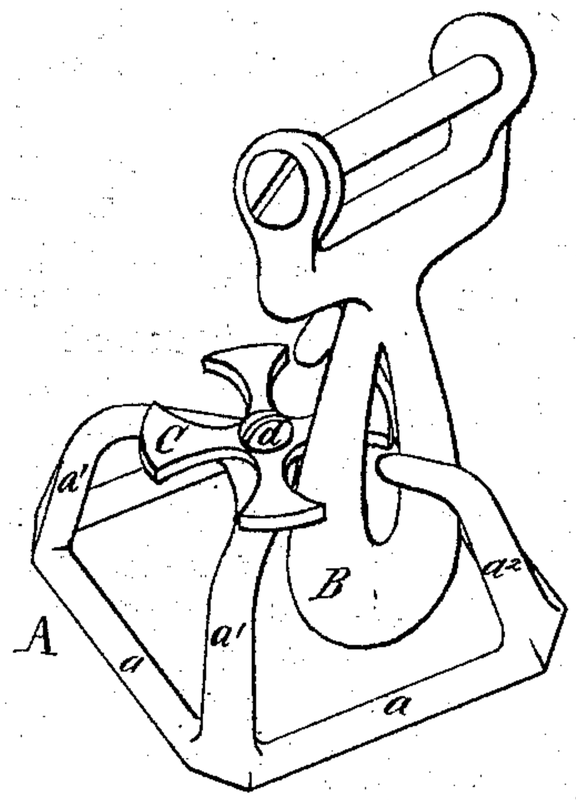
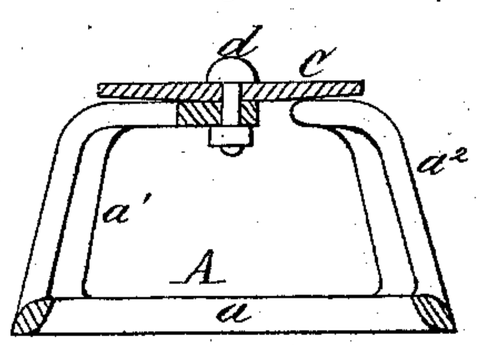


Fig. 2.



Witnesses

J. J. Sonnet

Ernst Hoddick

James Thornton Inventor

by Jay Hyatt Atty.

UNITED STATES PATENT OFFICE.

JAMES THORNTON, OF WELLSVILLE, ASSIGNOR OF ONE-FOURTH HIS RIGHT TO PRATT & LETCHWORTH, OF BUFFALO, NEW YORK.

IMPROVEMENT IN TRACE-CARRIERS.

Specification forming part of Letters Patent No. **152,930**, dated July 14, 1874; application filed March 21, 1874.

To all whom it may concern:

Be it known that I, JAMES THORNTON, of Wellsville, in the county of Allegany and State of New York, have invented certain Improvements in Trace-Carriers, of which the following is a specification:

My improvement relates more especially to that class of attachments which form a means for securing the crupper, hip, and back straps together at their point of intersection, and also serve to hold the tugs clear from the ground when they are detached from the whiffletree.

In the accompanying drawings, Figure 1 is a plan of my attachment. Fig. 2 is a section in line *x x*, Fig. 1. Fig. 3 is a perspective view.

Like letters of reference designate like parts in each of the figures.

A represents my attachment, consisting of a frame of square form, preferably, each side of which forms a bar or loop, *a*, to which the ends of the different intersecting-straps can be secured in the usual manner. From the two front corners of the attachment, as it is arranged on the harness, converging arms a^1 a^1 extend upward and backward, so as to unite at a point nearly over the center of the attachment. a^2 a^2 are similar converging arms or hooks extending upward from the rear corners, but not united at the ends, a sufficient space being left between their ends, and the end of the united arms a^1 a^1, to permit the passage of the smaller portion of the cockeye B, as it is engaged with either of the hooks a^2. Fig. 3 represent the position of the cockeye of the tug in the proper position for engaging it with the hooks, while Fig. 1 represents the cockeye in the position it is when the tug is supported by the carrier. C is the turnstile pivoted to the end of the united arms a^1 a^1, which, while it in nowise interferes with the proper engagment and disengagment of the cockeye forms an absolute protection against the accidental disengagment of the tug, the end of which has to be inverted, as shown in Fig. 3, in order to be released. *d* is the pivot by which the turnstile C is secured in place. The turnstile while it renders the attachment more perfect, also imparts to it a more finished and ornamental appearance.

What I claim as my invention is—

The combination, with the trace-carrier A, of turnstile C, substantially as and for the purpose hereinbefore set forth.

JAMES THORNTON.

Witnesses:
J. J. BONNER,
E. HODDICK.