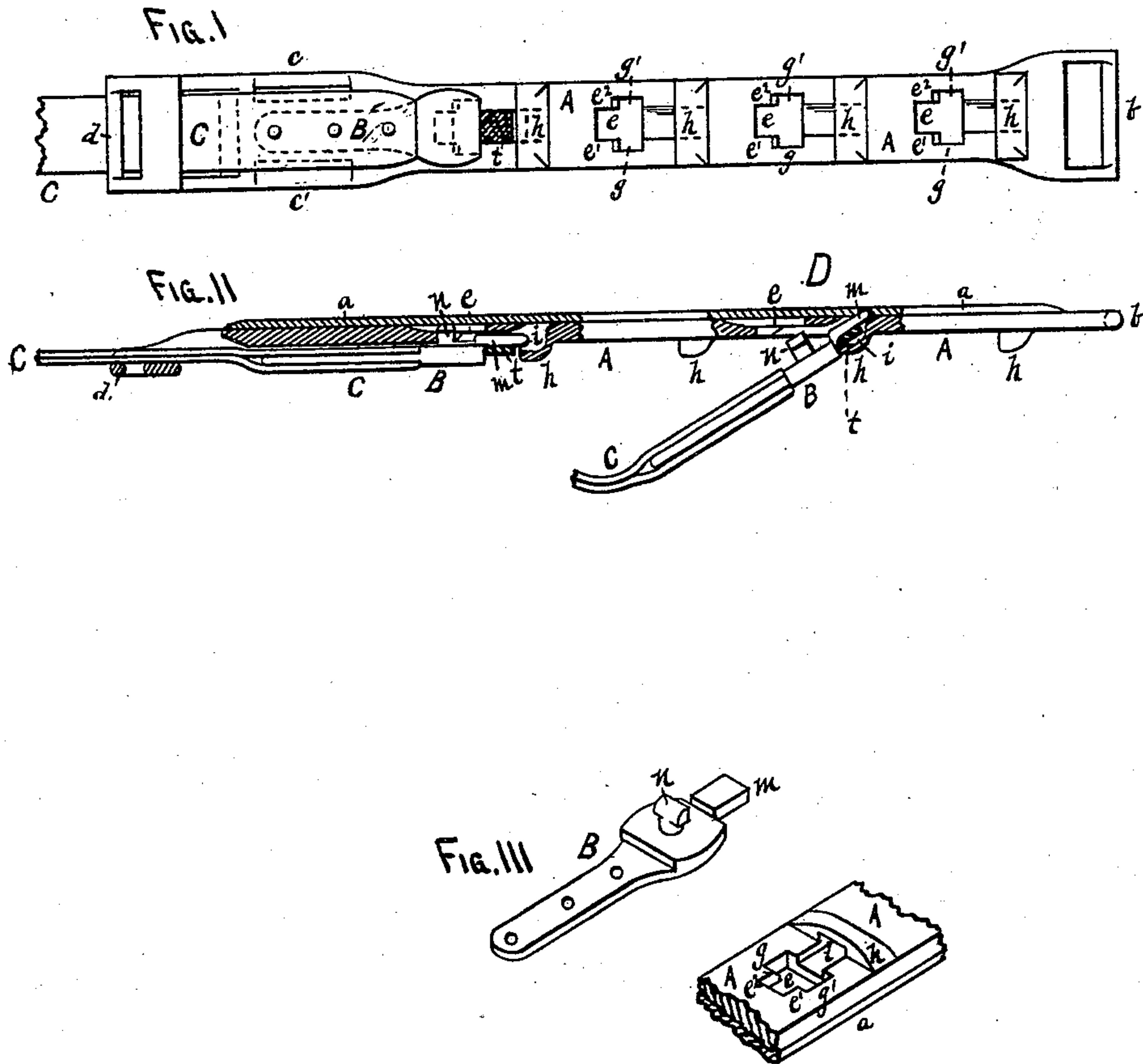


(No Model.)

J. TEGART.
Trace Coupling.

No. 241,167.

Patented May 10, 1881.



WITNESSES.
J. F. Orentt.
J. Henry Fitz

James Tegar,
INVENTOR, BY
Louis Fessier & Co.
Attys.

UNITED STATES PATENT OFFICE.

JAMES TEGART, OF MINNEAPOLIS, MINNESOTA, ASSIGNOR OF ONE-HALF
TO ADOLPH F. BERGMAN, OF SAME PLACE.

TRACE-COUPLING.

SPECIFICATION forming part of Letters Patent No. 241,167, dated May 10, 1881.

Application filed December 21, 1880. (No model.)

To all whom it may concern:

Be it known that I, JAMES TEGART, of Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain Improvements in Trace-Couplings, of which the following is a specification.

This invention relates to the traces or tugs of harness for horses, &c.; and it consists in a metallic plate attached to the hames, and provided with a series of peculiarly-formed slots adapted to receive and hold a metal clip or hook upon the end of the tug, whereby the length of the latter may be adjusted, as hereinafter shown. I obtain these results by the use of the mechanism illustrated by the accompanying drawings, in which—

Figure I is a front elevation. Fig. II is a plan view, partially in section, illustrating the manner of forming and arranging the metal strip and tug-hook; Fig. III, a perspective view of the tug-hook and a portion of the metal hook detached.

A is a metal strip having a leather back, *a*, secured thereto to prevent its chafing the horse, and provided with a loop, *b*, at one end by which it is connected to the hame in any suitable manner, and two loops, *c c'*, on the upper and lower edges, near the opposite end, adapted to receive the back-strap and belly-band of the harness, while a fourth loop, *d*, is intended to receive the holdback-strap of the breeching. At equal distances apart along the strip A slots *e* are cut through it, and with the sides *g g'* cut away at the center for a short distance, as shown.

h h are small hoods or covers having hollow spaces *i* beneath them.

B is a metal strip secured to the end of the tug C, and having a flat point, *m*, on the forward end, and a shouldered pin, *n*, projecting from its lower surface. The shank of the pin *n* is made the same width as the main part of

the slot *e*, while the shoulders on the pin are adapted to pass through the side notches, *g g'*, so that when the flat point *m* is inserted beneath the hood *h*, and the shoulders and pin *n* passed down through the notches *g g'* and pulled backward, the shoulders will pass beneath the corners *e' e''*, and thus lock the plate B into the plate A.

Upon top of the flat point *m*, I secure a piece of rubber or other suitable substance, *t*, to hold the plate B backward after being locked into one of the slots *e*, so that any ordinary jarring or pulling will not release it, and also to prevent rattling; but to make it still more secure I use the hoods *h*, so that in event of the pin *n* working forward the plate B will be held by the point *m* beneath the hood.

By this arrangement, when it is desired to lengthen or shorten the tugs it is only necessary to push the plate B forward until the shoulders on the pin *n* are beneath the slots *g g'*, when it may be removed and inserted into one of the other slots, as shown at D, Fig. II, which represents the position of the plate B when being inserted or removed.

I am aware that it is not new to use a shouldered pin on a metal strip in tug-couplings; but such I do not claim, broadly.

What I claim as new is—

The combination, with the plate A, having the slots *e e g g'* and hoods *h*, of the plate B, provided with the shouldered pin *n*, flat point *m*, and elastic cushion *t*, substantially as set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

JAMES TEGART.

Witnesses:

J. W. BRASSHALL,
ELISHA MORSE.