

(No Model.)

J. G. ENGLISH.  
TRACE POST FOR CARRIAGES.

No. 440,400.

Patented Nov. 11, 1890.

Fig. 1

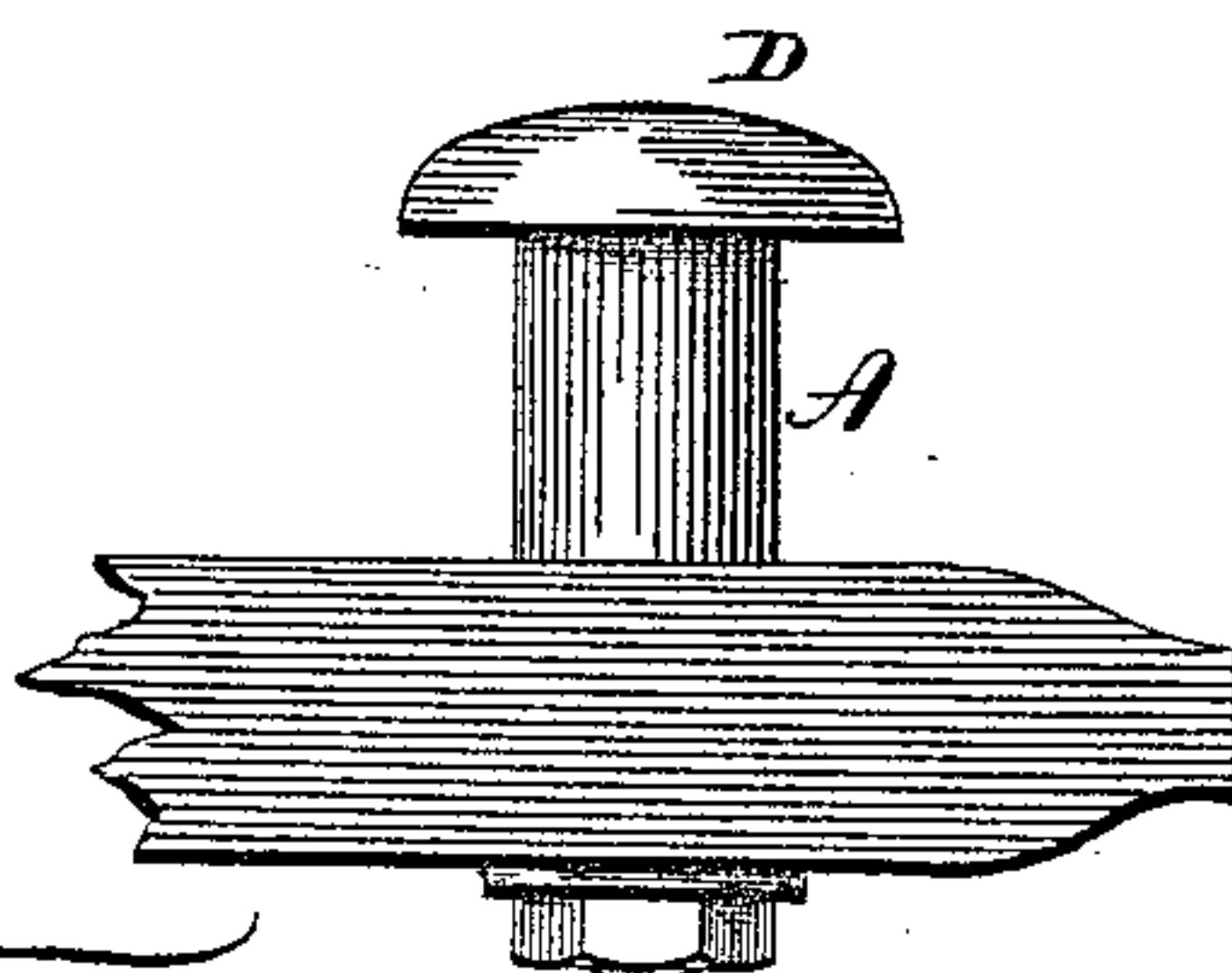
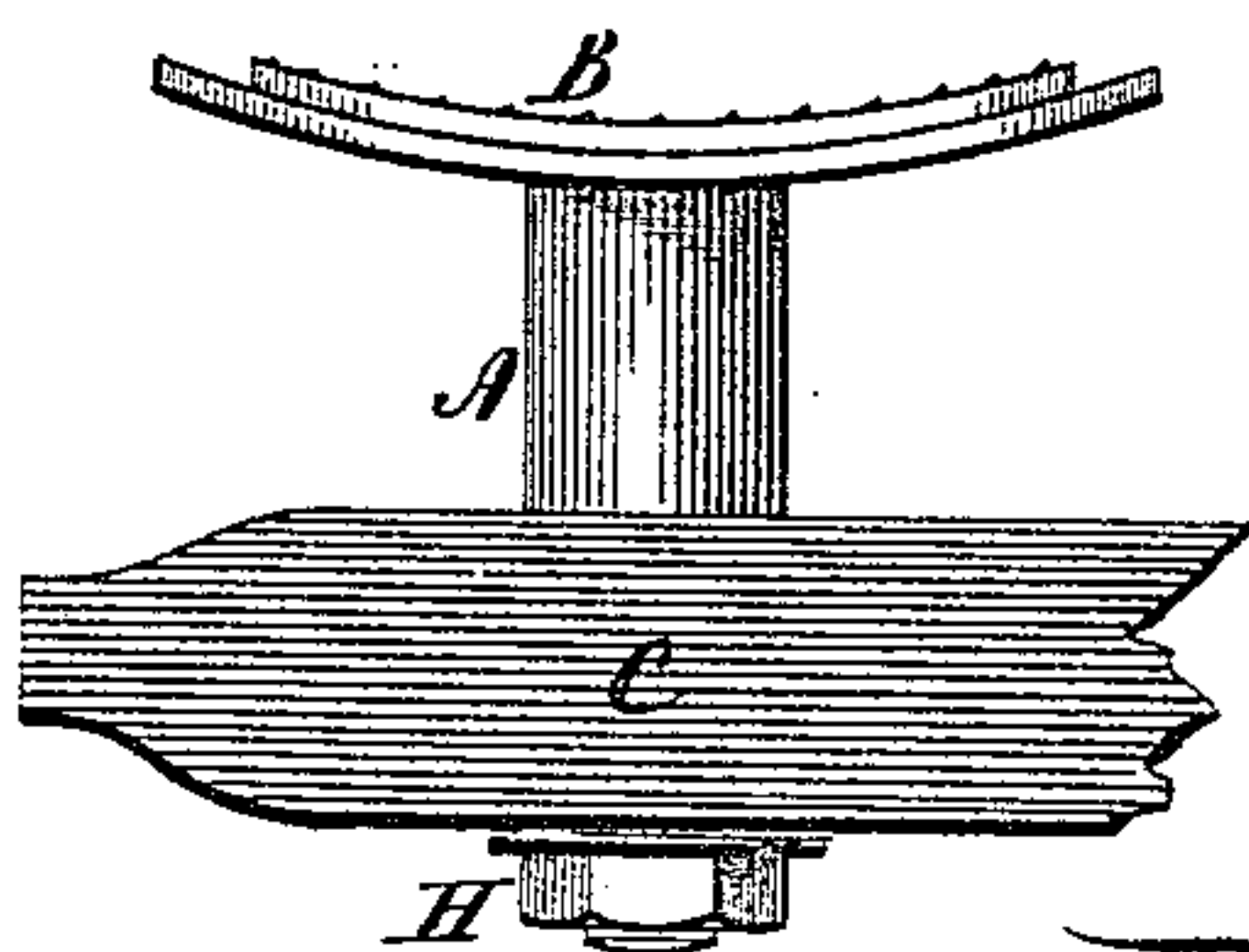


Fig. 2

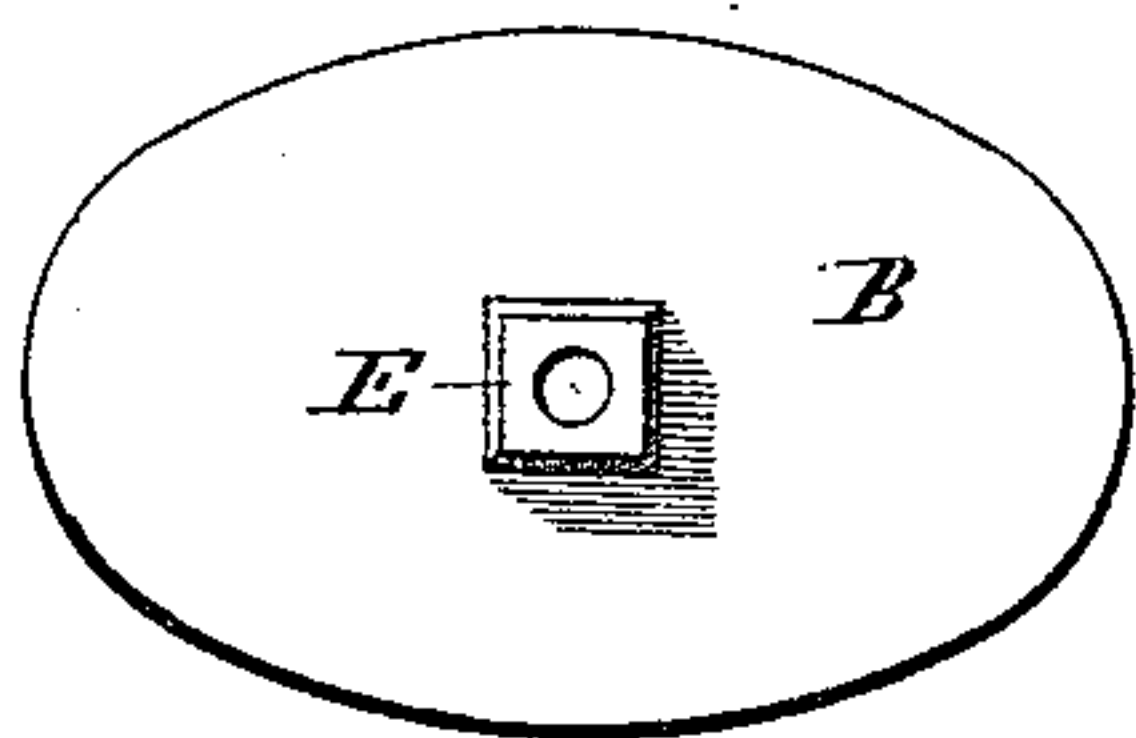


Fig. 3

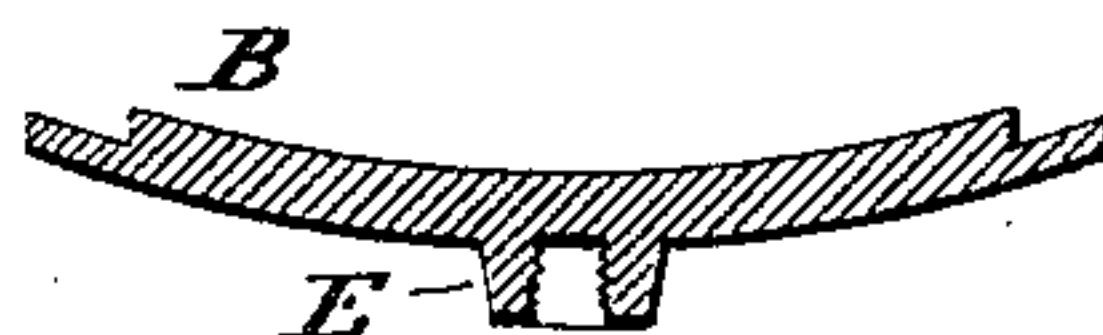


Fig. 4

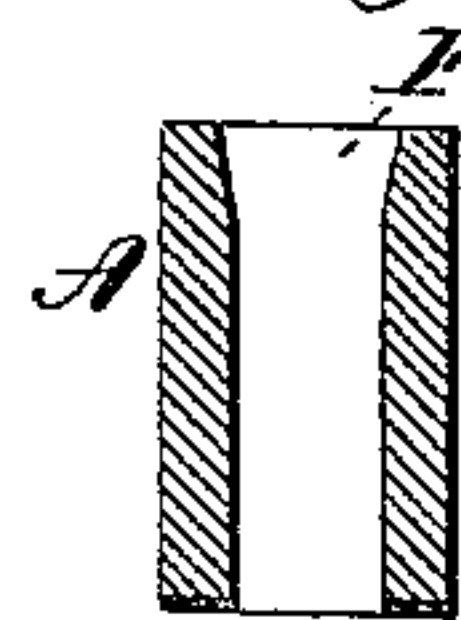


Fig. 5

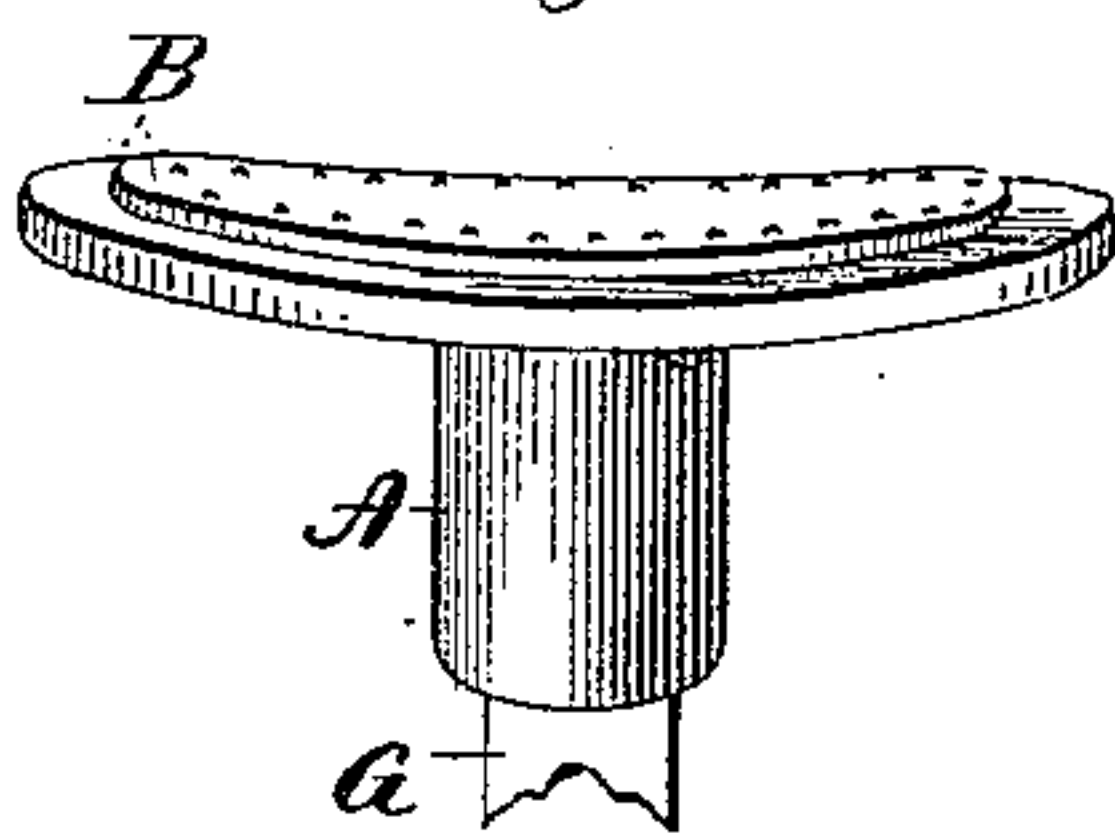


Fig. 6

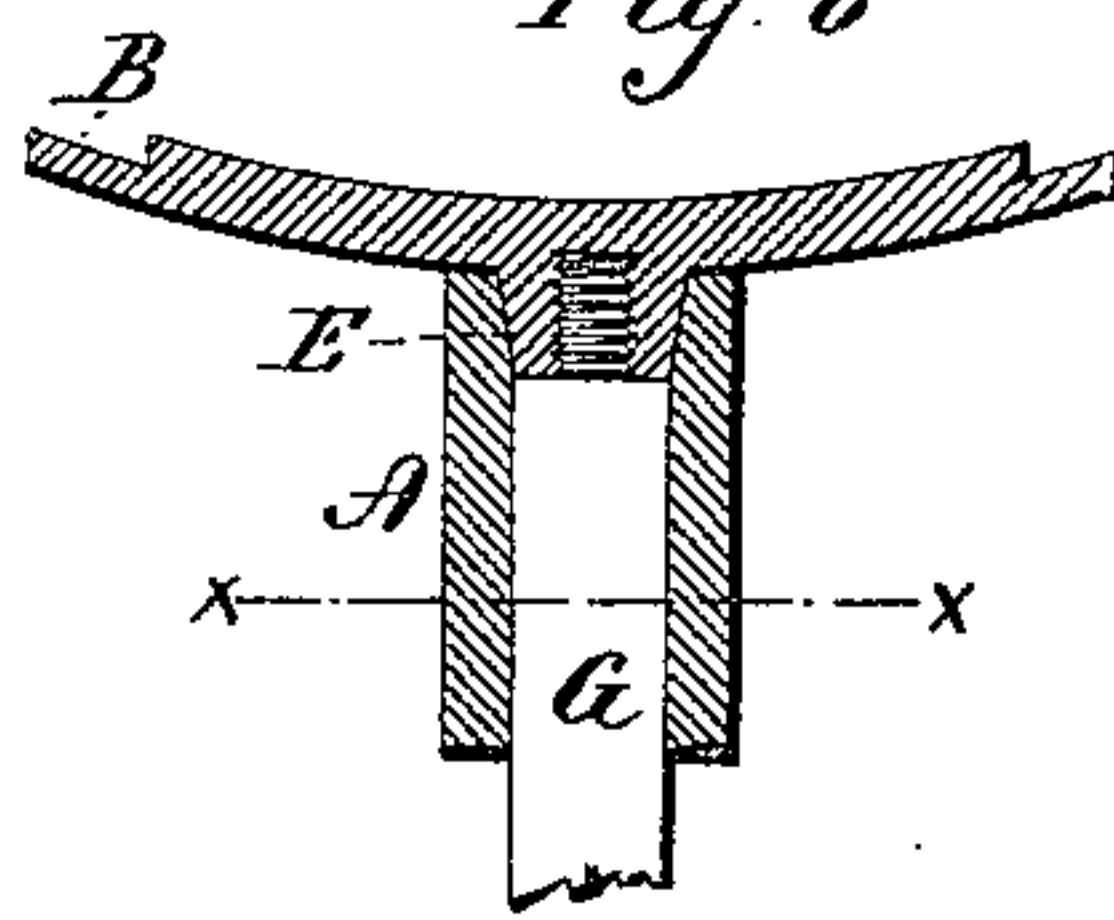
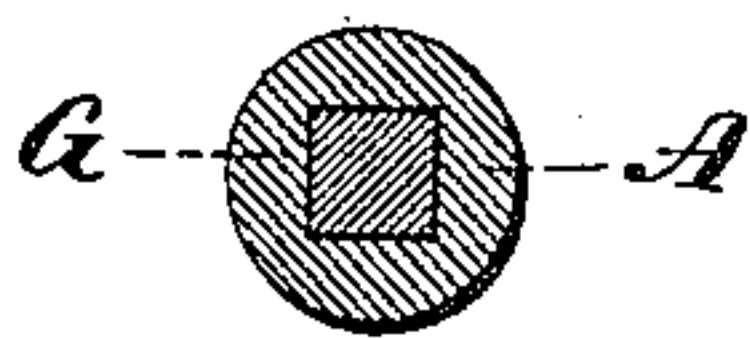


Fig. 7



Witnesses  
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# UNITED STATES PATENT OFFICE.

JAMES G. ENGLISH, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO ENGLISH & MERSICK, OF SAME PLACE.

## TRACE-POST FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 440,400, dated November 11, 1890.

Application filed September 15, 1890. Serial No. 364,986. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES G. ENGLISH, of New Haven, in the county of New Haven and State of Connecticut, have invented new Improvements in Trace-Posts for Carriages; and I do hereby declare the following, when taken in connection with accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view of a trace-bar, showing two posts attached thereto; Fig. 2, an under-side view of the step or head; Fig. 3, a longitudinal central section through the step or head; Fig. 4, a vertical section through the body of the post; Fig. 5, a perspective view of the post having the head formed as a step; Fig. 6, a vertical section of the same; Fig. 7, a transverse section through the post on line *x x* of Fig. 6.

This invention relates to an improvement in the device attached to the trace-bars of carriages as a means for securing the traces thereto, the device being in the form of a vertical post at the respective ends of the bar, around which the traces are looped. These posts are of cylindrical shape, having a shank to pass through the bar, with a nut beneath to secure the post in the bar. The posts are provided with a head to prevent the loop of the trace from rising on the post. In the case of two-horse vehicles the head of the outer post usually forms a step for the convenience of the driver in mounting the box, while the inner post is simply provided with a head. In the usual construction of these posts the head or step, as the case may be, is formed integral with the body of the post, and, owing to the peculiar shape of the article complete, it is a difficult and expensive forging to make.

The object of my invention is to reduce the cost of manufacture of the post; and it consists in the construction as hereinafter described, and particularly recited in the claim.

A represents the body of the post, and B the step or head of the post.

C represents the bar upon which the post is arranged.

At the left of Fig. 1 the head of the post is represented as a step, while at the right the head not being required for a step is of a shape to produce an annular flange around the post; but in either case the head serves to prevent the loop of the trace from slipping from the post. The construction of the step and head are substantially the same.

The step or head B is constructed with a socket E, projecting downward from the under side, (see Figs. 2 and 3,) this socket being of non-cylindrical shape, here represented as square. The socket is internally screw-threaded, as shown. The step B may be of the usual or any desired shape. The body A is of tubular shape and of a length corresponding to the distance between the bar and the step or head. The upper end of the body is recessed, as at F, Fig. 4, corresponding to the shape of the socket E of the head and so that the socket may be set into the upper end of the body and the under side of the head rest upon the upper end of the body, as seen in Fig. 6. The non-cylindrical shape of the socket E prevents the rotation of the head on the body or of the body independent of the head.

G represents the bolt by which the post is secured to the bar C. It is adapted to pass through the body A, and at its upper end is fitted with a screw corresponding to the socket E and so that the two may be united. The bolt is preferably of the same angular shape as the socket, and the opening through the body in which the bolt stands should be of corresponding shape, so as to prevent the turning of the bolt or head independent of each other. The bolt is of a length to pass through the bar, and at its lower end is provided with a nut H or other device, by which the post may be secured to the bar. The body A is of the usual cylindrical shape, and when the parts are assembled, as seen in Fig. 6, the appearance of the post is the same as that of the usual construction in which the body and head are forged integral.

The body A may be made from tubing prepared for the purpose and cut to requisite lengths.

The step or head, as the case may be, is readily forged, with the socket as an integral



part thereof, by means of dies, and may be readily made from any suitable malleable cast metal.

Because of the angular shape of the bolt  
5 and socket and their combination with the correspondingly-shaped body no rotation of one part independent of the other is possible, and they are substantially as firm as if forged in a single piece, but yet produced at a greatly-  
10 reduced cost.

I claim—

The herein-described trace-post for carriages, consisting of a tubular body, a head adapted to rest upon the upper end of the  
15 body, the under side of the head constructed

with a downwardly-projecting non-cylindrical socket, the upper end of the post having a recess corresponding to and adapted to receive said socket, combined with a bolt of non-cylindrical shape, extending through the body 20 and attached to the socket, the interior of the body of corresponding shape to the bolt, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscrib- 25  
ing witnesses.

JAMES G. ENGLISH.

Witnesses:

F. L. BUCKINGHAM,  
JOHN. B. KENNEDY.