

(No Model.)

H. PERSELS & D. H. MACK.
TRACK HARNESS.

No. 554,303.

Patented Feb. 11, 1896.

Fig. 1.

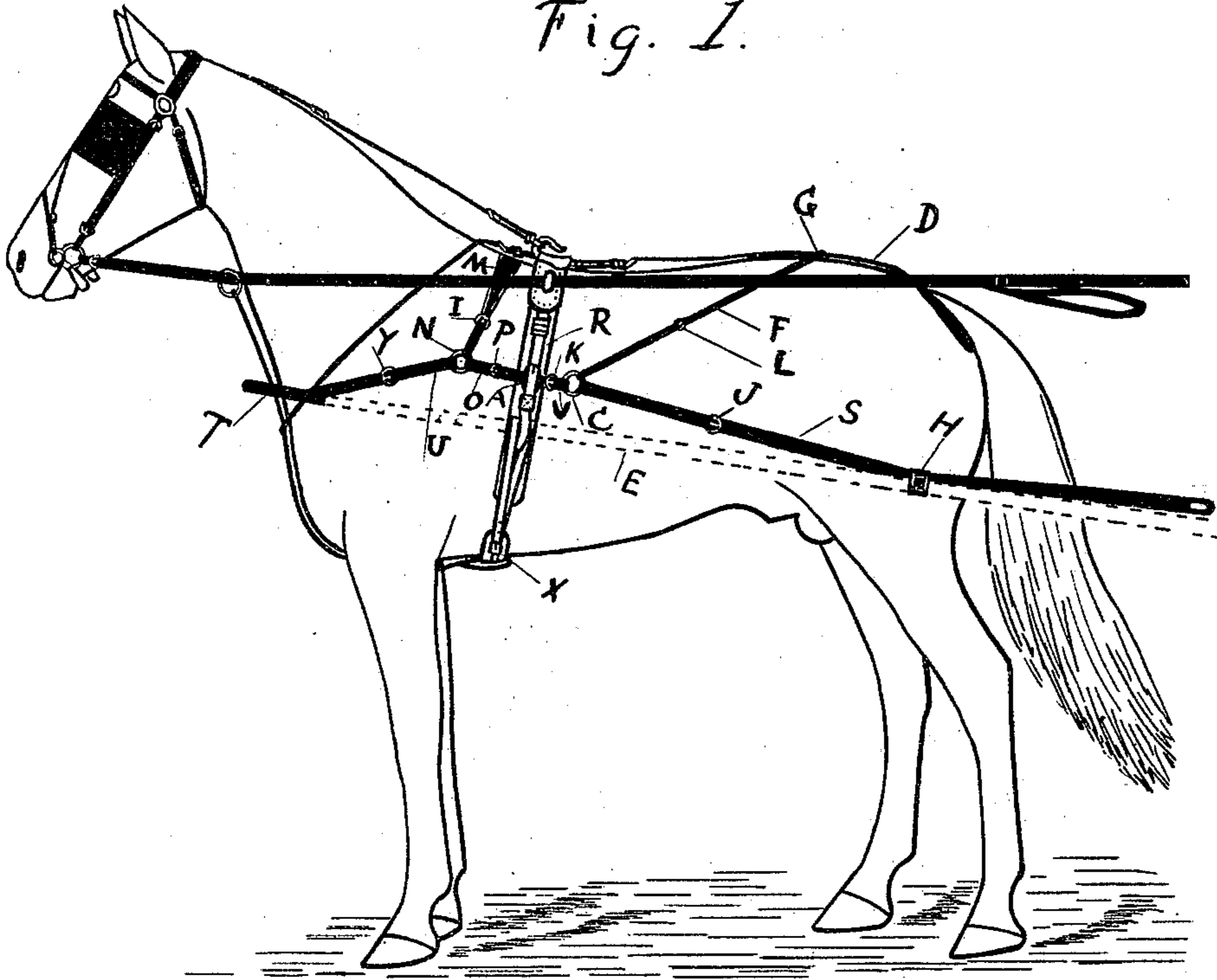
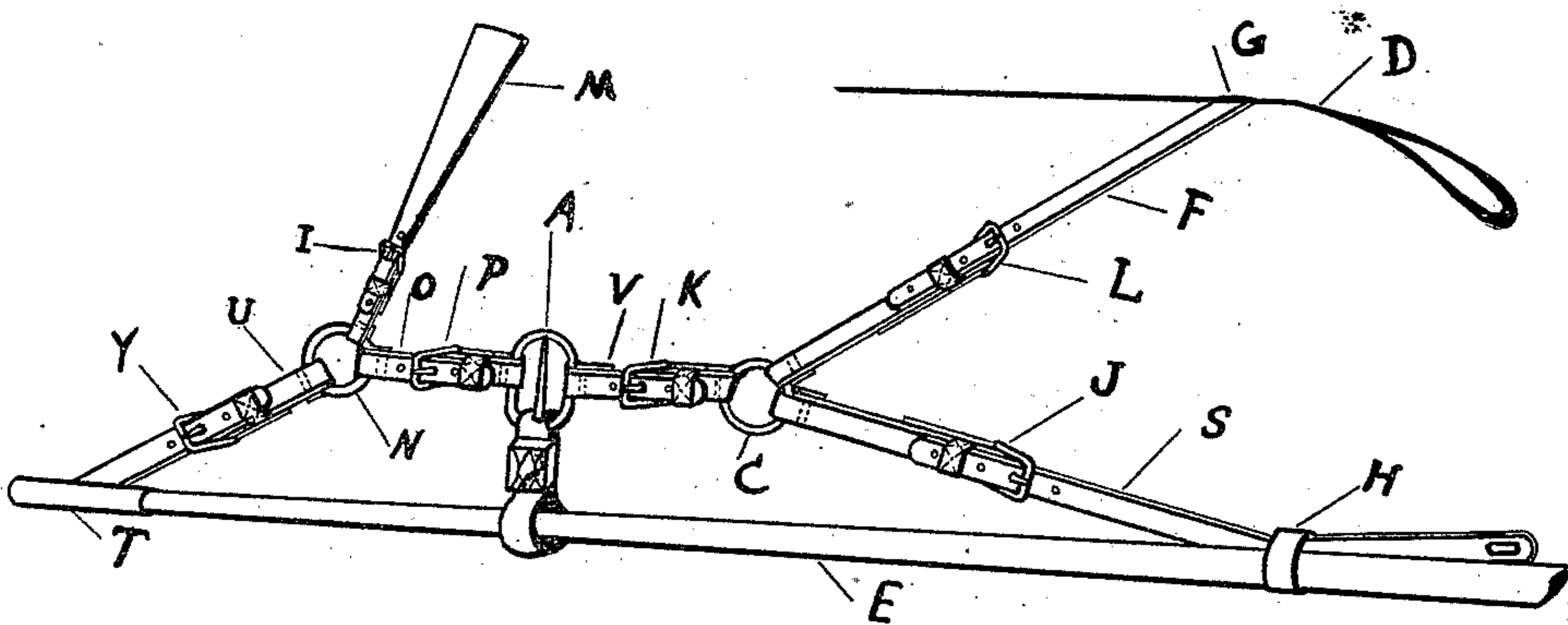


Fig. 2.



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TRACK-HARNESS.

SPECIFICATION forming part of Letters Patent No. 554,303, dated February 11, 1896.

Application filed July 27, 1895. Serial No. 557,348. (No model.)

To all whom it may concern:

Be it known that we, HENRY PERSELS and DANIEL H. MACK, citizens of the United States, residing at Binghamton, in the county of Broome and State of New York, have invented certain new and useful Improvements in Track-Harnesses, of which the following is a specification; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part thereof.

Our invention relates to improvements in track-harnesses, and the object of our improvements is to provide a simple harness which will leave greater freedom of movement to the horse in racing. We attain this object by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side view of a horse, showing our track-harness in position. Fig. 2 is a perspective view of a part of our harness, showing the buckle and ring adjustments.

In Fig. 1, A represents the buckle of the shaft-tug; N, the connecting-ring of the shoulder-strap; C, the ring connecting the trace with back-strap; M, the shoulder-strap; D, the back-strap; E, the shaft; F, the loin-strap; S, the trace; U, the shaft-strap; H, the trace-loop; V and O, the adjusting-straps; I, J, K, L, Y and P, the adjusting-buckles; R, the saddle; X, the girth.

In Fig. 2 the same parts are indicated by the same letters.

The trace S runs from the whiffletree through the loop H, secured to the shaft, and from thence runs up and is connected by the ring C with the adjusting-strap V and also with the loin-strap F, which runs from the ring C upward and backward to the ring G on the back-strap D near the crupper. A short strap V adjustable by the buckle K connects the ring C with the shaft-tug buckle A.

The length of the trace is adjustable by the buckle J. The forward end of the shaft-strap U is provided with a socket T, which is fitted over the end of the shaft. From this socket the shaft-strap U is carried up to the connecting-ring N secured to the shoulder-strap M and the adjusting-strap O, which strap is connected with the shaft-tug buckle A. The shaft-strap U is adjustable by the buckle Y, the shoulder-strap M is adjustable by the buckle I, the connecting-strap O is adjustable by the buckle P, and the loin-strap by the buckle L. The saddle has also the usual shaft-strap to hold the shaft down. By means of this arrangement of harness we dispense with breast-collar and breeching, allowing the horse free use of his limbs, giving greater freedom of movement.

What we claim as our invention, and desire Letters Patent for, is—

1. In a track-harness, the trace attached adjustably to the shaft-tug buckle A by the strap V and buckle K and connected by said buckle A, by the connecting-strap O and the ring N with the shoulder-strap M, and with the shaft-strap U which is socketed on the end of the shaft, and the other end of the trace being adapted to run through a loop on the rear of the shaft and so to the whiffletree; as described and for the purpose specified.

2. In a track-harness, the combination with the shaft-tug buckle A and back-strap D, of the trace S secured to the shaft-tug buckle by the strap V, the ring N, the shoulder-strap M secured by the ring N and strap O to the shaft-tug buckle; and the loin-strap F connecting the back-strap with the trace at the ring C, and the shaft-strap U, and socket T; as described and for the purpose specified.

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Witnesses:

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