

W. B. WALKER.

TRACE-BUCKLE.

No. 191,014.

Patented May 22, 1877.

Fig. 1

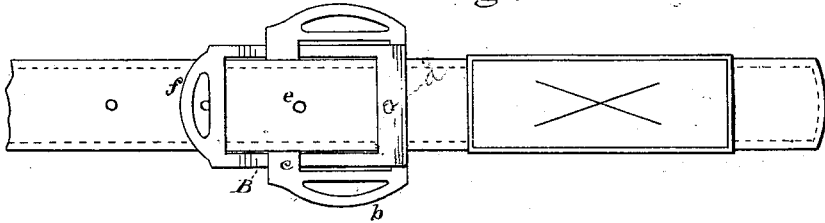


Fig. 2

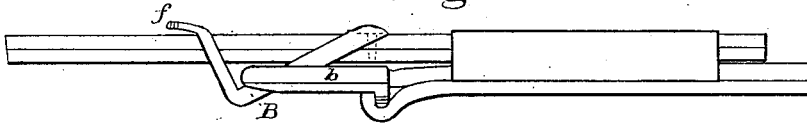


Fig. 3

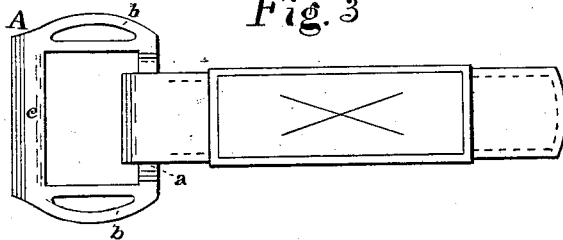
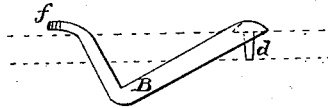


Fig. 4



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM B. WALKER, OF MANKATO, MINNESOTA.

IMPROVEMENT IN TRACE-BUCKLES.

Specification forming part of Letters Patent No. 191,014, dated May 22, 1877; application filed February 26, 1877.

To all whom it may concern:

Be it known that I, WILLIAM B. WALKER, of Mankato, in the county of Blue Earth and State of Minnesota, have invented a new and useful Improvement in Trace-Buckles, which improvement is fully set forth in the following specification and accompanying drawing.

Figure 1 is a top view of a trace and hame-tug with my buckle. Fig. 2 is a transverse or edge view of same. Fig. 3 is a top or plan view of the frame of the buckle attached to the tug. Fig. 4 is a transverse or side view of the top, interlocking part of buckle with the adjusting-lug.

My invention consists in the construction and combination of the several parts, as hereinafter more fully described.

The buckle is composed of two separate pieces. In the drawing, A, Fig. 3, is the frame of the buckle, which is secured to the hame-tug, as shown, and constitutes the lower portion of buckle—that part under the trace. The loops *b b*, for attaching straps, are formed with and as part of this frame. Fig. 4 represents the other part of buckle which straddles the trace from the top side. This part has on one end the lug *d*, as shown, which engages in the adjusting-holes *e* in the trace. On the other end is a loop, *f*, for attaching a strap.

The end of the part B having the lug *d* is passed through the frame A, and the trace inserted between the cross-piece *c* of the frame and the two ends of the part B, thus interlocking or interlocking the two parts of the buckle on the under side of the trace. The lug will then readily engage in the adjusting-holes, and when the strain of the draft is brought to bear the part B clamps the trace tightly.

This construction renders the accidental shifting or displacement of lug, or of the two parts, impossible. To change the adjustment the trace should be pushed slightly forward, at same time bearing on the part *f*, thus raising the lug from the hole, and permitting the desired shortening or lengthening without drawing the trace from the keeper on hame-tug.

This construction also affords the advantage, which is esteemed desirable, of keeping the trace straight, or nearly so, when the strain of the draft is on it.

Having a practical experience in the business, I am familiar with the advantages and defects of the trace-buckles now principally used, of which Cole's Patent No. 69,181 and Kinnie's Patent No. 88,489 are examples; and I deem my combination to possess advantages over them, and I do not claim what they do.

Having described my invention, I claim and desire to secure by Letters Patent—

The two-part trace-buckle composed of the hame-tug frame part A, having the cross-bars *a* and *c* and the side loops *b b*, with the interlocking part B shaped as shown, having at one end a cross-bar with the downwardly-projecting lug *d*, and at the other end a cross-bar and loop, *f*, the two parts co-operating and connected with the trace, as shown and described.

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Witnesses:

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