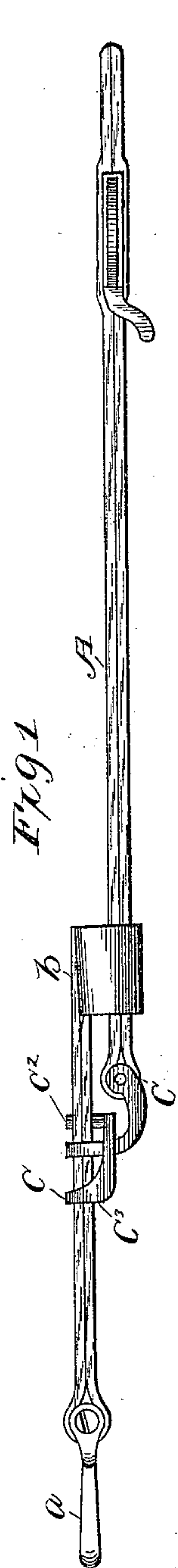


(No Model.)

G. RUPP.  
HAME TUG AND TRACE.

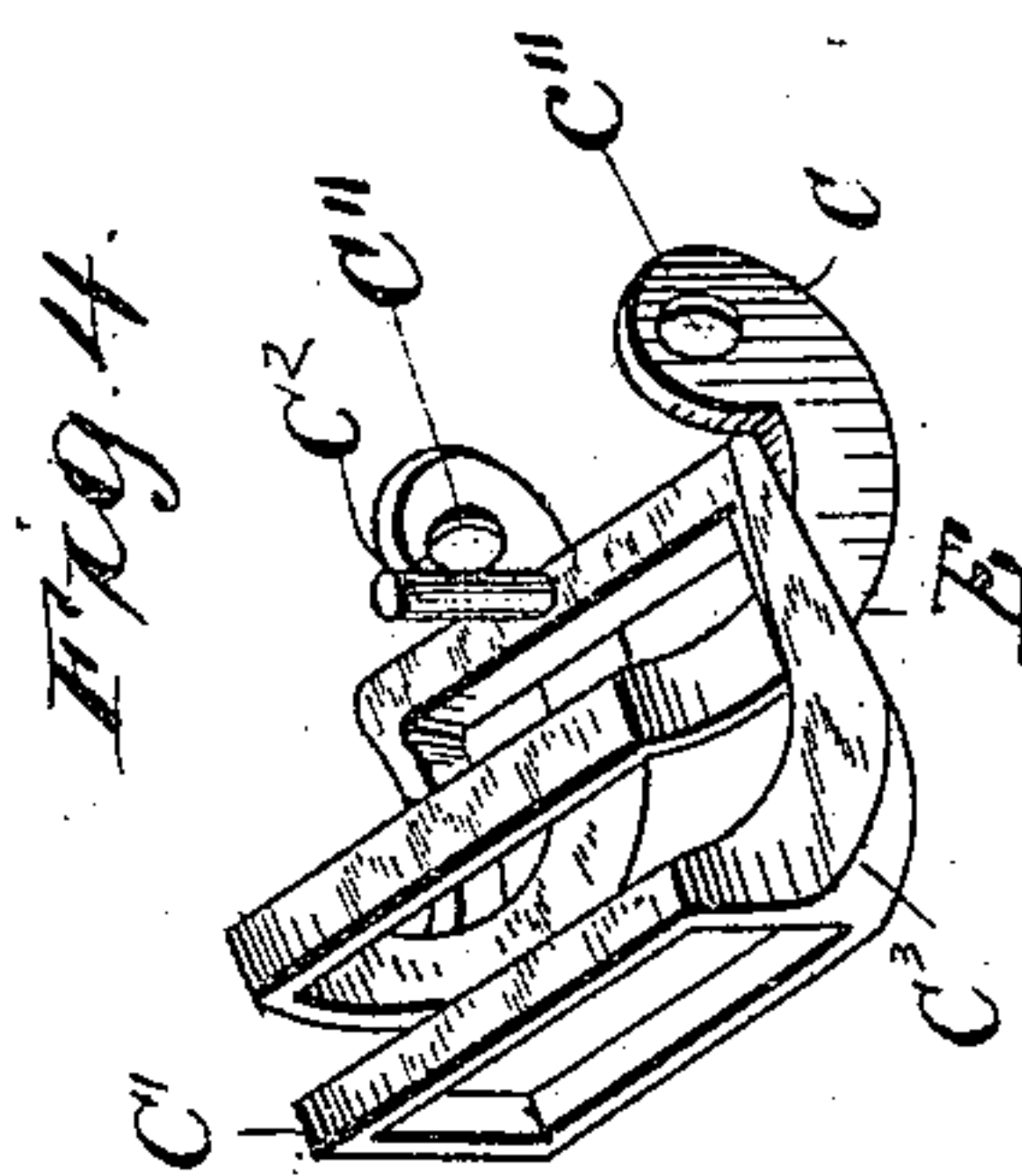
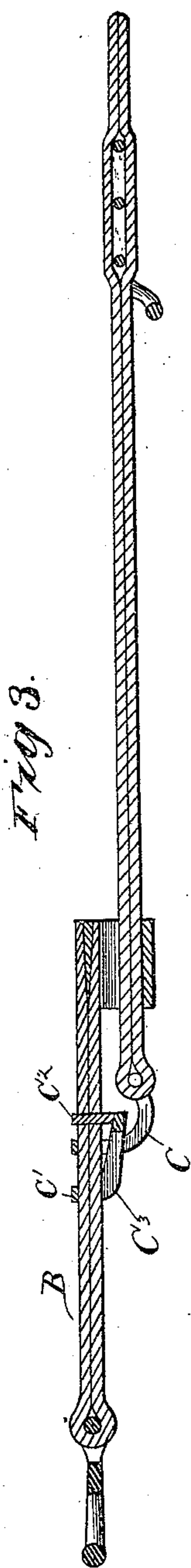
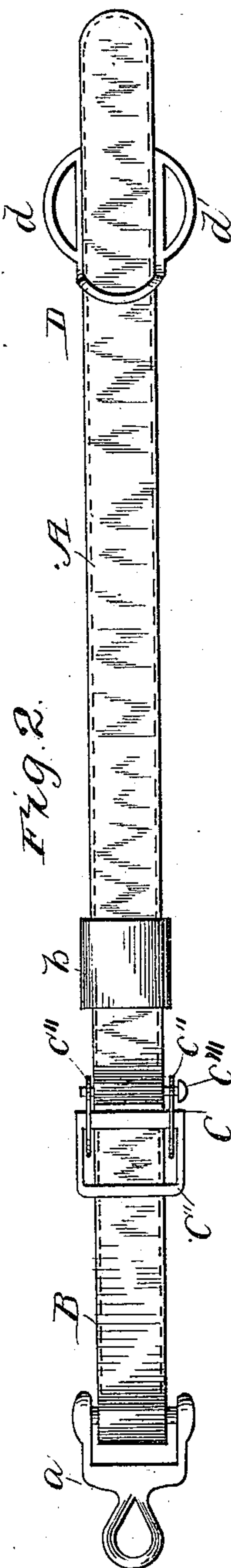
No. 297,538.

Patented Apr. 22, 1884.



WITNESSES:

W. E. Bowen.  
Wm. M. Rheem.



INVENTOR  
George Rupp  
BY  
Myer & Co.  
ATTORNEYS.



# UNITED STATES PATENT OFFICE.

GEORGE RUPP, OF MONROE CITY, MISSOURI.

## HAME-TUG AND TRACE.

SPECIFICATION forming part of Letters Patent No. 297,538, dated April 22, 1884.

Application filed January 10, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE RUPP, a citizen of the United States of America, residing at Monroe City, in the county of Monroe and State of Missouri, have invented certain new and useful Improvements in Hame-Tug and Trace, of which the following is a specification, reference being had therein to the accompanying drawings.

10 In traces for harness as heretofore contrived it has been the practice to connect the trace to the hame by buckling the trace to a short strap thereof, about opposite the horse's shoulder, the effect of which is to render the same  
15 cumbersome and to chafe the shoulder.

The object of my invention is to remedy these serious difficulties and annoyances; and it therefore consists in adapting the trace to be connected at its inner or rear end to the tug,  
20 which is effected by means of a buckle of the construction substantially as hereinafter fully set forth and claimed.

In the accompanying drawings, Figure 1 is an edge view of a trace and tug to which my improved buckle is applied. Fig. 2 is a side  
25 view thereof. Fig. 3 is a longitudinal section of the same, and Fig. 4 is detailed perspective views of the two parts of the buckle.

In carrying out my invention I effect the attachment of the trace A to the hame in the  
30 usual way, and extend it rearwardly or inwardly to within a short distance of the whiffletree, to which is designed to be connected the tug B by its loop *a*. The tug B is also looped  
35 to slide upon the trace A, as at *b*, while the latter is adjustably connected to the former by the buckle, presently described, to permit of the shortening or lengthening of the trace, as the case may require, in adapting the traces  
40 to shorter or longer shafts or poles of a vehicle.

The buckle E is composed of two interlocking parts or frames, C C', one being connected to the inner or rear end of the trace, and the other being connected to the forward or outer  
45 end of the tug. The connection of the part or frame C to the trace is effected by passing a bolt or screw, C'', through apertured lugs C'' C'', formed on the forward ends of the side bars of said frame, (one of the apertures of  
50 said lugs being screw-threaded to secure the

screw,) and through a loop of the trace. This frame is so constructed that about one-half of its surface is disposed at a right angle to its other portion. The inner edges of its angle are curved, as may be also, as shown, the outer  
55 edges of its angle, to allow of its facility of action in locking and unlocking the same with relation to its fellow C'. Said frame C has the tug B passing through it. The other frame, C', has its front cross-bar provided with a  
60 tongue, C<sup>2</sup>, and passing in front or crosswise of the frame C, at about the inner edges of its angle, while at its rear end projects a loop, C<sup>3</sup>, through which also passes the tug B, while  
65 through any one of a series of holes in the tug passes the tongue C<sup>2</sup> of the frame C', accordingly as it may be adjusted. It will be noticed that with the parts in position, as shown in the  
three first figures of the drawings, the frame C will be drawn tightly and clamp the frame  
70 C', with its tongue C<sup>2</sup>, firmly in position.

D is a loop-frame, with its central portion confined, by stitching, between the two parts of the leather of the trace, to prevent chafing  
75 of the horse, while its projecting portions are formed into loops *d d'*, of which one is for the reception of the back-band, and one for the belly-band or girt.

In operation, if it be desired to lengthen or shorten the trace, the latter is forced rear-  
80 wardly, when the frame C will rise at its forward end and permit its rear edges to act upon the upper rear bar of the frame C', which will have the effect to lift the forward cross-bar of the latter frame with its tongue C<sup>2</sup>, causing the  
85 withdrawal of said tongue from its hole in the strap. The trace-strap can now be shifted in whichever direction it is desired, in order to shorten or lengthen the trace. The required  
shifting of the trace upon the tug having been  
90 effected, the tongue C<sup>2</sup> of the frame C' is inserted or dropped into the coincident one of tug-apertures, and the frame C brought upon the frame C', and, with the pulling strain upon the trace, the tongue C<sup>2</sup> will be securely  
95 held in its hole in the tug.

As previously intimated, this invention obviates the double thickness of leather and the disposition of buckles at hame ends of the traces, thereby rendering the same less cum-  
100

bersome, and consequently prevents the chafing of the shoulder of the horse, while the same is easy to make and readily operated.

Having thus fully described my invention,  
5 what I claim, and desire to secure by Letters Patent, is—

10 1. The combination, with a trace and a tug arranged at the rear end of the trace, of the two-part or framed buckle, one having a portion of its surface at a right angle to the other portion, and connected to the rear or inner end of the trace, and the other part or frame interlocking with the former frame or part, and having a tongue projecting from its forward

cross-bar, substantially as and for the purpose 15 set forth.

2. The combination of the tug B, having loops *a* and *b*, trace A, having loop-frame D, and the buckle E, having interlocking parts or frames C and C', substantially as shown, 20 and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE RUPP.

Witnesses:

S. B. GILLILAND,  
G. W. DURRANT.