

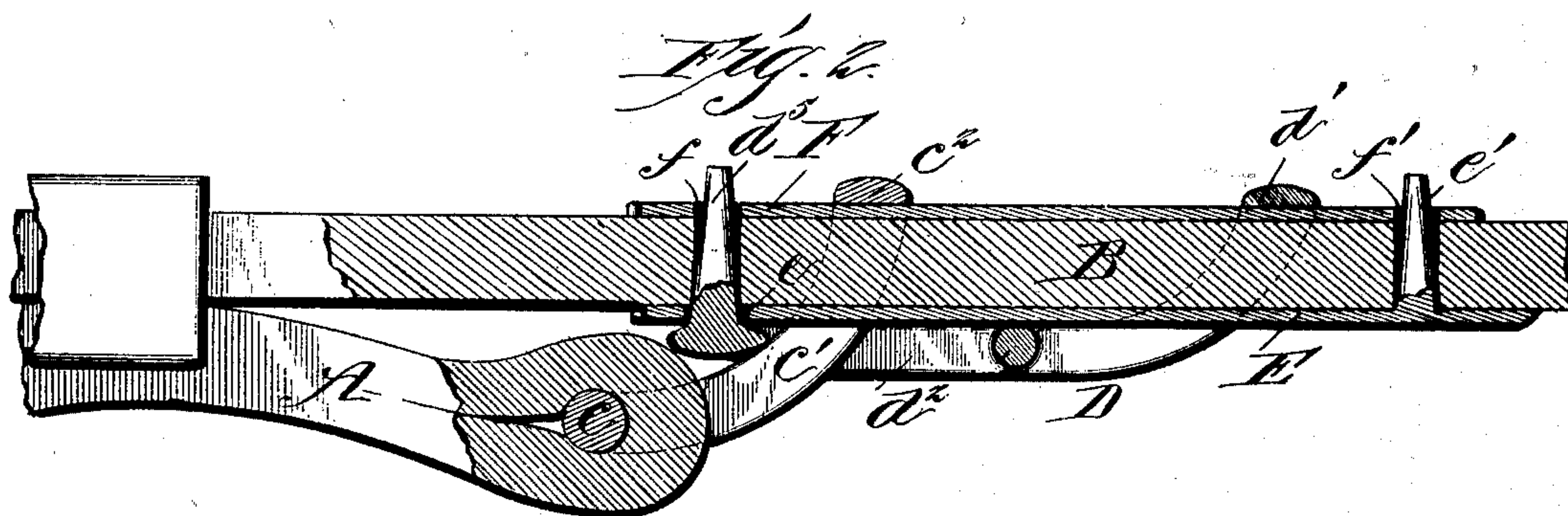
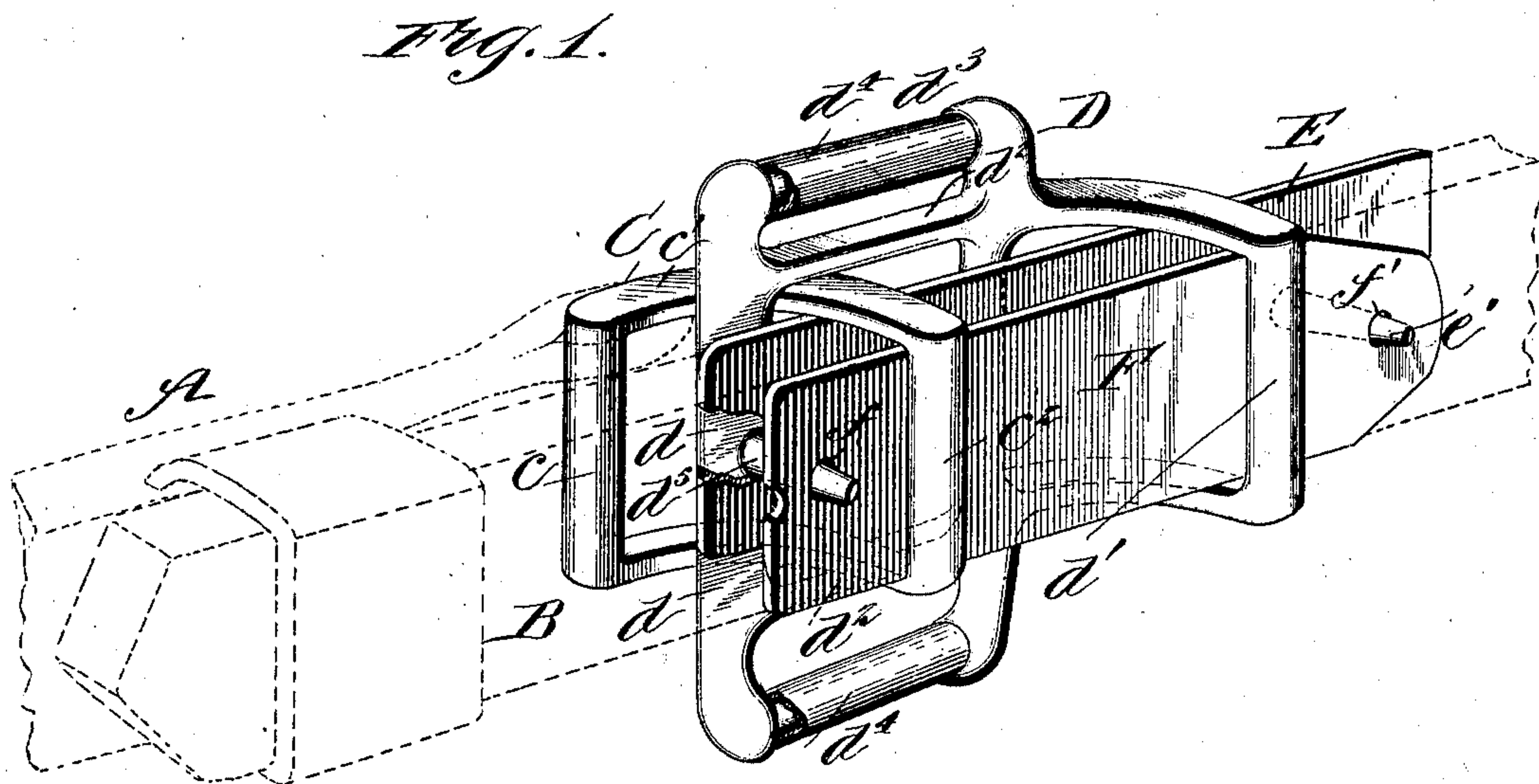
No. 719,737.

PATENTED FEB. 3, 1903.

J. B. BUNKERS.
TRACE BUCKLE.

APPLICATION FILED NOV. 7, 1902.

NO MODEL.



WITNESSES:

Geo. C. Kingsbury
Geo. S. Brock

INVENTOR

John B. Bunkers.

BY *Munn & Co.*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN B. BUNKERS, OF REMSEN, IOWA.

TRACE-BUCKLE.

SPECIFICATION forming part of Letters Patent No. 719,737, dated February 3, 1903.

Application filed November 7, 1902. Serial No. 130,422. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. BUNKERS, of Remsen, in the county of Plymouth and State of Iowa, have invented a new and useful Improvement in Trace-Buckles, of which the following is a specification.

My invention relates to an improvement in trace-buckles, and has for its object to provide a buckle that holds the tucked-in portion of the trace by two pins, thus rendering it much stronger and saving material in the trace, and also one in which there will be no wear of the cross-bars of the buckle upon the trace.

To these ends my invention consists in the novel construction, arrangement, and combination of the various parts, as will be hereinafter fully shown and described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of the buckle, partly in section. Fig. 2 is a central longitudinal section showing the buckle applied to hame-tug and trace.

A represents the hame-tug, and B the front end of a trace.

C is a bail of the usual construction—that is, the front bar c is fitted in the loop at the rear end of the tug and the side bars c' extending in a curve upwardly and rearwardly, meeting the rear cross-bar c^2 , which embraces the trace.

D is the buckle-frame, composed of the front and rear cross-bars d and d' , said rear bar extending outwardly and rearwardly. It has also the top and bottom bars d^2 , from which extend the loops d^3 , provided with the friction-rollers d^4 to attach the back-band and belly-band straps. The space between the said top and bottom bars d^2 is greater than the width of the tug and trace, and between the top and bottom edges of the trace and the inner faces of the said bars d^2 the top and bottom bars of the bail C pass and work. The front cross-bar d is provided on its outer face, at its center, with the stub-tongue d^5 , which projects through an opening e near the rear end of the inner plate E, interposed between the outer face of the frame D and the inner face of the trace. Said plate extends rearwardly entirely across the frame D and to a considerable distance beyond its rear end, and from the outer surface of said plate E,

near its rear end, projects the rigid tongue e' . The tongue d^5 , after passing through plate E at its forward end, extends outwardly through the trace and through an opening f in outer plate F, resting on the outer face of the trace and interposed between the said outer face of the trace and rear cross-bars of the bail C and the frame D. Said outer plate F extends rearwardly some distance and is provided near its rear end with another opening f' , which registers with the opening in the trace through which tongue e' of plate E passes. Said tongue e' , after passing through the opening in the trace, passes through said opening f' in plate F and, together with the tongue d^5 , holds the plates in their relative positions. The purpose in using the inner and outer plates E and F is to prevent chafing and wearing of the cross-bars of the bail C and frame D upon the inner and outer faces of the trace. It will also be seen that by using two tongues where one is now usually employed I secure a much stronger trace-buckle and one whereby a saving of leather is secured, thus lengthening the life of the trace and various parts.

In practice I preferably provide the plate E with more than one hole e near the end and the plate F with more than one hole near each end, as very often the strap B becomes stretched and the tongue-holes pulled out of their registering position.

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

1. In a trace-buckle, the combination with a bail, of a main frame through which said bail slides, inner and outer wear-plates interposed between said bail and frame, and means for securing said plates on opposite sides of the trace.

2. In a trace-buckle the combination with a bail, of a main frame through which said bail slides, a tongue projecting outwardly from the front cross-bar of said frame, an inner plate adapted to be interposed between the outer face of said frame and the inner face of a trace, said inner plate being provided at or near its forward end with an opening to receive the tongue on said main frame, and having at its rear end an outwardly-projecting tongue, an outer plate adapted to be

interposed between the cross-bar of the bail, the rear cross-bar of the main frame and the outer face of a trace and provided at or near its front and rear ends with openings to receive the tongue on the main frame and inner plate respectively.

3. In a trace-buckle the combination with a bail, of a main buckle-frame between the upper and lower bars of which the said bail slides, a tongue projecting outwardly from the front cross-bar of said frame and an inner wear-plate adapted to be interposed between the outer face of said main frame and the inner face of a trace, and having an opening at or near the front end to receive said tongue on the main frame.

4. In a trace-buckle the combination with a bail, of a main buckle-frame through which said bail slides, a tongue projecting outwardly from said main frame, inner and outer wear-plates adapted to be interposed between the bail and main frame on the inner and outer sides of a trace, a tongue projecting outwardly from said inner plate, said inner and outer plates provided with openings to receive the tongues on the main frame and the inner plate.

JOHN B. BUNKERS.

Witnesses:

FRANK SPIECKER,
WM. LEHMANN.