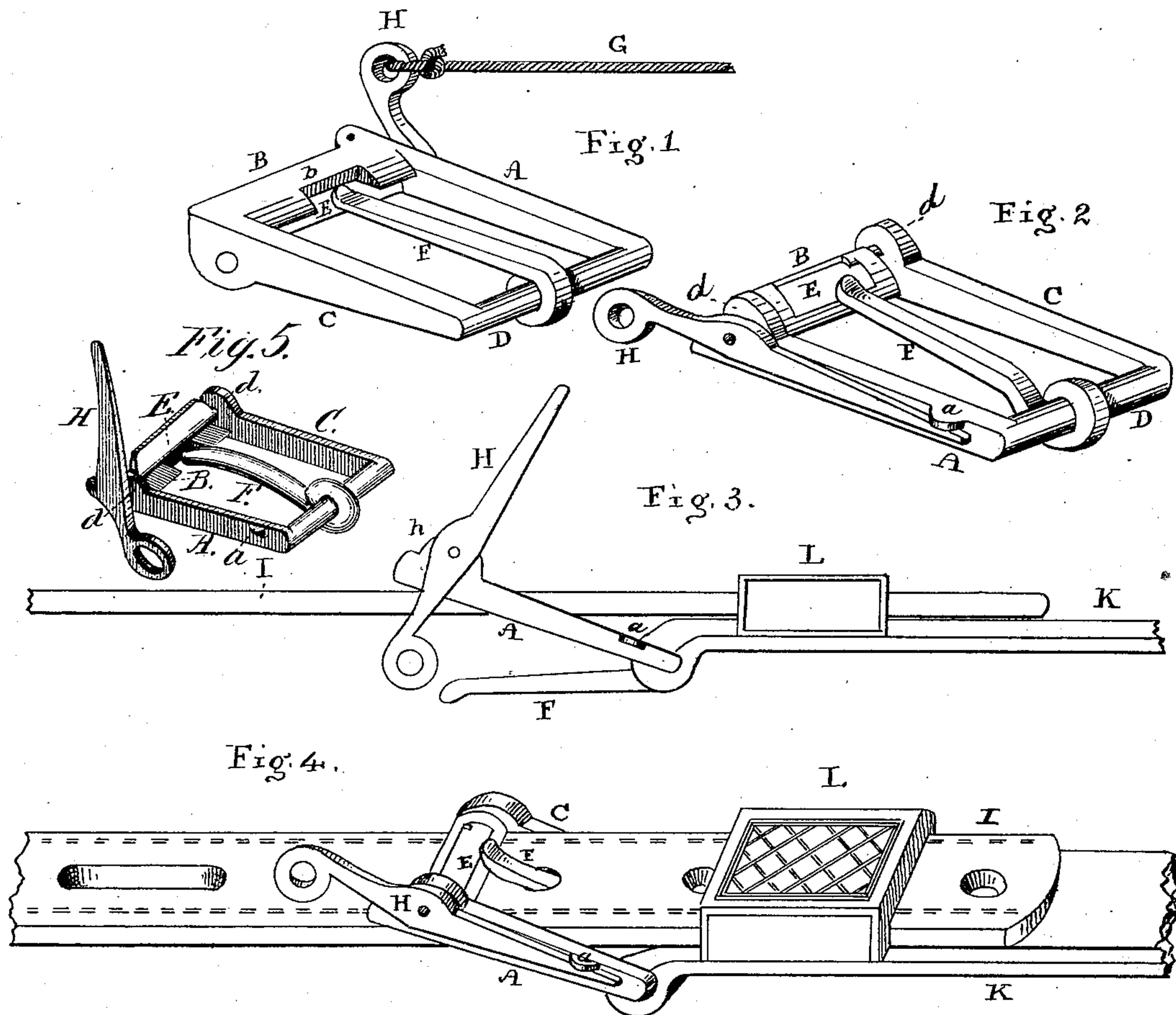


A. ISKE.
Buckles for Harness.

No. 157,333.

Patented Dec. 1, 1874.



·WITNESSES·

Jno. M. Conway
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ANTHONY ISKE, OF LANCASTER, PENNSYLVANIA.

IMPROVEMENT IN BUCKLES FOR HARNESS.

Specification forming part of Letters Patent No. **157,333**, dated December 1, 1874; application filed June 16, 1874.

To all whom it may concern :

Be it known that I, ANTHONY ISKE, of the city of Lancaster, in the State of Pennsylvania, have invented a certain Improvement in Buckles for Traces and Harness, of which the following is a specification:

The object of my invention is to devise a means for disengaging the tongue of a buckle from its connection by means of a lever actuated by hand direct, or the intervention of a cord when connected with traces, and so as to disconnect them by a simple pull on the cord in cases of emergency.

The accompanying drawing illustrates this buckle and its application, so that a brief explanation will enable any one skilled in the art to make and use the same, in which—

Figure 1 is a perspective view of the lower side, to show the notch; Fig. 2, a perspective view of the upper side, to show the combined lever and covering-plate. Fig. 3 is a side view, showing the application and insertion of the trace with the connecting piece or strap; Fig. 4, a perspective view of trace and connection, the lever and the parts in place. Fig. 5 is a perspective view of my buckle.

The frame of this buckle differs only from the ordinary form in having a wider front portion, B, rounded off on the inner edge, and having a notch cut out centrally to allow the tongue F to pass through freely. There are also lugs *d d* on the upper edge of the side pieces A C, to form a bearing for the ends of the covering-plate E, which is connected with a lever, H, and by which the covering-plate or its equivalent is turned up, raising the end of the tongue, which, being now unsupported, slips through the notch, and is consequently detached. A catch, *a*, is shown on the outer upper edge of the side piece A, which holds the spring-like end of the lever, so as to prevent rattling. I prefer this to the use of a spring-bearing to keep the lever end from unnecessary vibration.

For ordinary purposes the forward end of the lever, with its eye for a cord attachment, may be dispensed with, and a simple thumb-catch made to the other end of the lever, for a better gripe to raise the covering-plate; but when used for traces this buckle, whether affixed to a temporary short trace, K, to be used at pleasure, or affixed as usually, will be found of the greatest utility, as the stiff trace I can be thrust through the buckle and the keeper L on the part K and the tongue inserted (shown by Fig. 3) from below, when a slight pull will bring the end of the tongue F on the top of the covering-plate E, the lever being locked under the catch, as shown by Fig. 4.

It is readily understood that by attaching a cord, G, to the eye of the lever H on each side, and uniting the cords, a pull upon them by the driver will instantly disengage both traces from the vehicle, and for this purpose alone this simple lever-buckle is better adapted than numerous complicated contrivances in connection with the trace and single-tree.

I am not aware that such a combined lever and covering-plate and notched cross-piece were ever known or used substantially in the manner described.

The covering-plate E may be made of stout wire, bent crank fashion, and supported on side lugs and operated by the lever in like manner, which I deem an equivalent. Therefore,

What I claim as my improvement is—

A buckle having the frame A, with the wide and notched cross-bar B, the tongue F, and the covering-plate E, pivoted to the lugs *d d*, and connected with the lever H, all constructed and operating substantially as described.

ANTHONY ISKE.

Witnesses:

JNO. M. AMWEG,
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