

(No Model.)

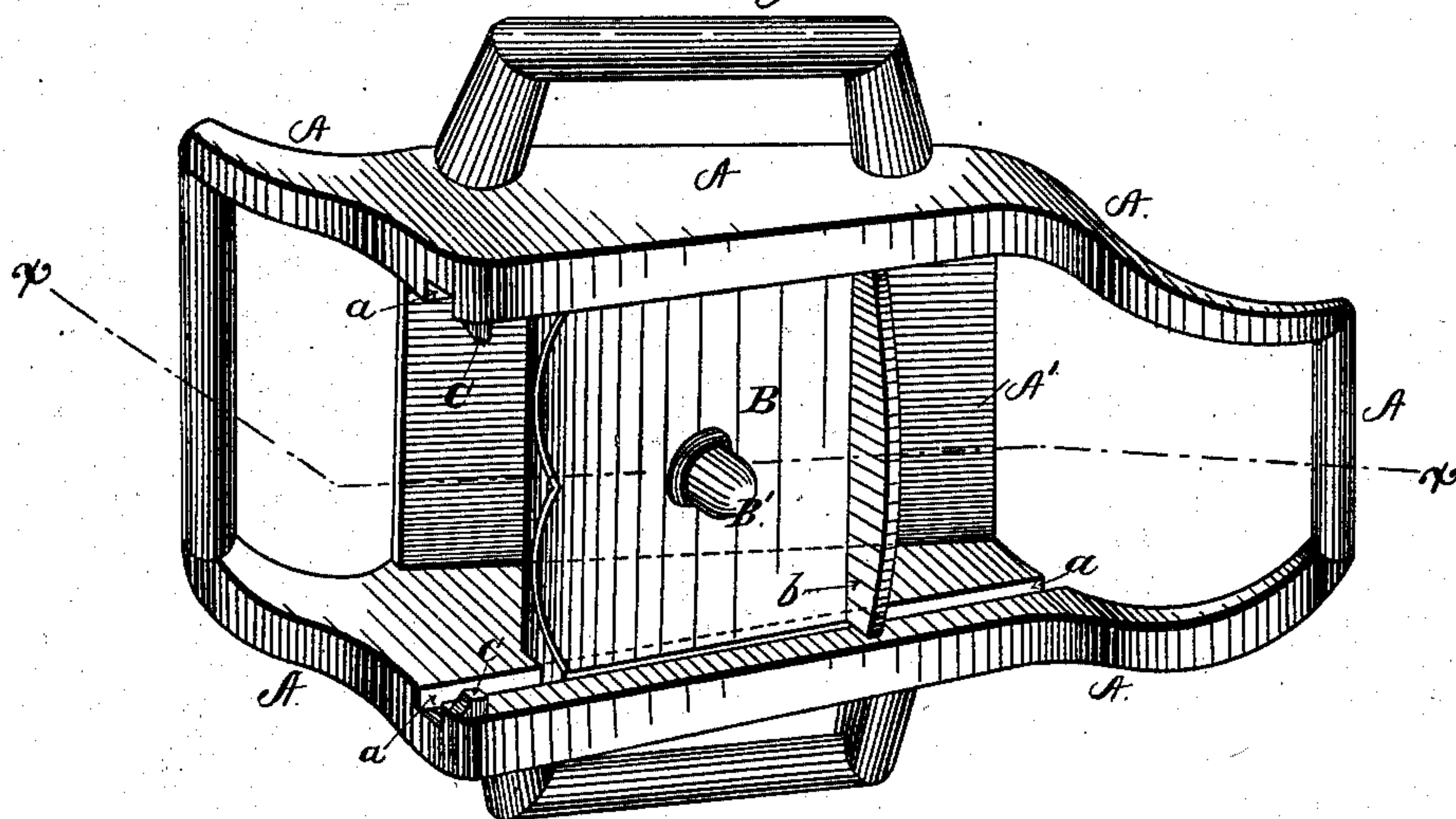
C. E. DRURY & A. C. VAN CAMP.

BUCKLE.

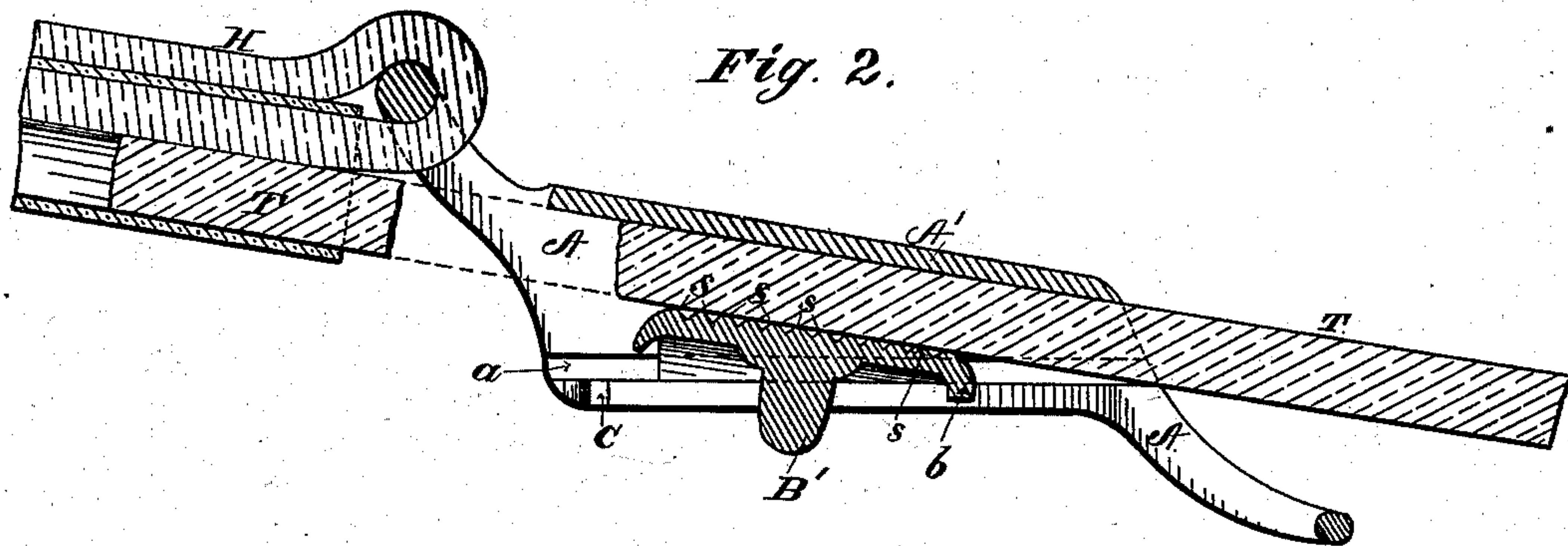
No. 249,510.

Patented Nov. 15, 1881.

*Fig. 1.*



*Fig. 2.*



Witnesses.

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# UNITED STATES PATENT OFFICE.

CHARLES E. DRURY AND ALLEN C. VAN CAMP, OF GIRARD, PENNSYLVANIA.

## BUCKLE.

SPECIFICATION forming part of Letters Patent No. 249,510, dated November 15, 1881.

Application filed July 18, 1881. (No model.)

*To all whom it may concern:*

Be it known that we, CHARLES E. DRURY and ALLEN C. VAN CAMP, of Girard, Erie county, Pennsylvania, have invented new and useful Improvements in Harness-Trace Buckles; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and letters or figures of reference marked thereon.

Our invention relates to the construction of harness-trace buckles; and it consists in certain new and useful improvements thereon, as will hereinafter fully appear.

In the accompanying drawings, Figure 1 is a perspective view of the buckle. Fig. 2 is a horizontal transverse section on the line *x x*, Fig. 1, with the trace and hame-tug shown.

*A A*, &c., are the sides or frame of the buckle; *A'*, the back or web of the frame-work; *B*, the presser or clamp; *B'*, a handle for operating the presser. *a a* are grooves in the sides *A*, in which the presser or clamp slides. *b* is a stop on the presser, and *c c* are stops on the frame, which prevent the presser leaving the grooves *a a* when loosened, so as to allow the tug or trace to move. *T* is the tug or trace; *H*, the hame-tug, and *s s s* are serrations on the inner side of the clamp or presser.

The tug or trace is held by this buckle by pressure, and not by a tongue, as commonly. We do not, however, lay claim to this feature of our device, for it has been done in many forms of buckles.

The frame *A* and back or web *A'* are of one piece of metal, and has the grooves *a a* formed therein in any convenient manner—as, for example, by being milled or cut by a milling-machine, or by being formed in the casting when molded. It will be observed from the drawings

that the grooves are not parallel with the back *A'*, but approach it as they go back. The presser *B* slides freely in the grooves *a*, and enters them, when put in place, from the rear, and is shoved forward far enough to allow the tug *T* to be slipped in from the same direction. The lugs *b* and *c* prevent the presser from leaving the frame in front when pushed that way to loosen the tug. The knob or handle *B'* is to facilitate the movement of the presser in loosening the tug. The presser has its face which comes in contact with the tug roughened or serrated, so as to prevent the tug slipping beneath it; but the serrations *s s s* should not be sharp enough to cut the leather of the tug.

The manner in which the tug is clamped is plainly shown in Fig. 2. The more strain there is upon the tug the harder the presser or clamp *B* is pressed against it on account of the inclination of the grooves *a*. To loosen the tug the presser is pushed forward by pushing on the knob *B'*.

What we claim as new is—

In a harness-trace buckle, the frame *A*, with grooves *a a* opening at the rear of the frame, and having stop lugs *c c* at the front of the frame, in combination with a presser, *B*, which slides within said grooves and enters the same from the rear, and is provided with stop-lugs *b*, which engage with the stops *c c* and prevent the presser from escaping from the grooves, all substantially as and for the purposes mentioned.

In testimony that we claim the foregoing we have hereunto set our hands.

C. E. DRURY.

A. C. VAN CAMP.

Witnesses:

CALVIN J. HINDS,

C. L. RANDALL.