

(Model.)

M. W. LYNCH.
HARNESS BUCKLE AND LOOP.

No. 249,647.

Patented Nov. 15, 1881.

Fig. 1.

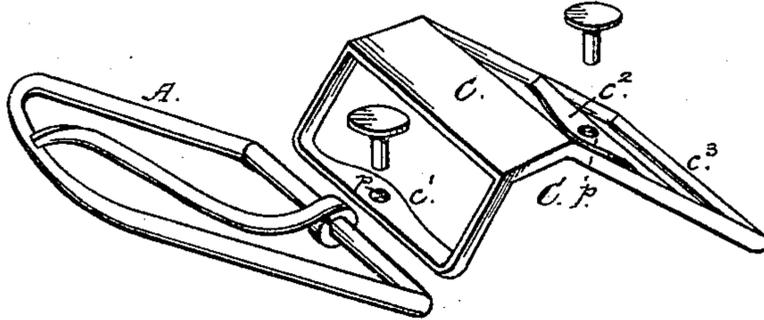


Fig. 2.

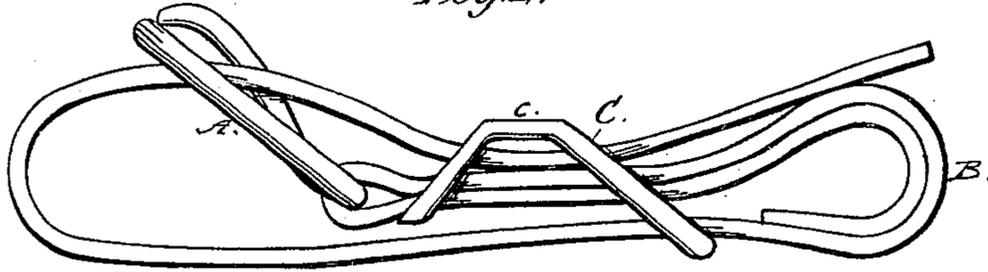


Fig. 3.

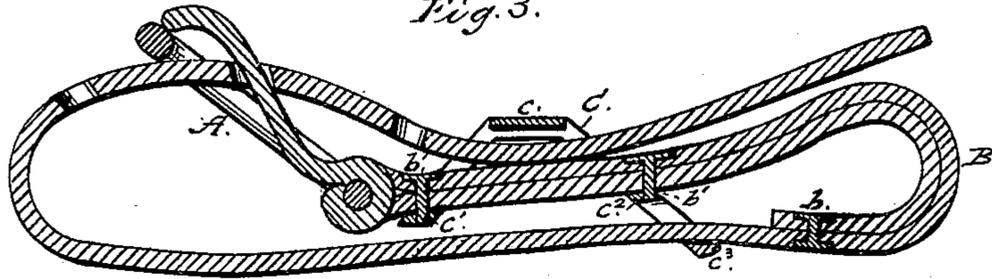
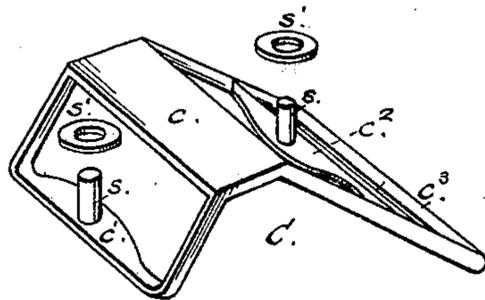


Fig. 4.



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MATTHEW W. LYNCH, OF MADISON, WISCONSIN, ASSIGNOR OF ONE-HALF
TO DEXTER CURTIS, OF SAME PLACE.

HARNESS BUCKLE AND LOOP.

SPECIFICATION forming part of Letters Patent No. 249,647, dated November 15, 1881.

Application filed June 11, 1881. (Model.)

To all whom it may concern:

Be it known that I, MATTHEW W. LYNCH, of Madison, Dane county, Wisconsin, have invented a new and Improved Harness Buckle and Loop; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of the buckle and loop detached from the strap. Fig. 2 is a side view; Fig. 3, a sectional view, and Fig. 4 a view of a modification.

Similar letters of reference in the several figures denote the same parts.

This invention relates to an improved combined harness buckle and loop constructed as I will now proceed to describe.

In the drawings, A represents the buckle, B the strap, and C the loop. The form of the loop is best shown in Fig. 1. It is made of cast or wrought metal, preferably iron, and has a broad flat cross-bar, *c*, at its top, extending from side to side, two other cross-bars, *c'* *c''*, also extending from side to side and arranged in substantially the same plane, and a fourth cross-bar, *c'''*, forming the end of the long arm of the loop. The upper faces of all the bars *c'* *c''* *c'''* are preferably made flat, and bars *c'* *c''* each have a central perforation, *p*, as shown.

In applying the buckle and loop to the strap the end of the strap is passed through the buckle and folded back on the strap and secured by a rivet, *b*, as shown in Fig. 3, a perforation having first been provided in the strap, at its bend, for the accommodation of the tongue of the buckle. The metal loop is then slipped onto the strap, with its broad top bar, *c*, outermost, until the bar *c''* is quite close to the buckle.

Perforations are then made in the overlapped parts of the strap, opposite the central perforations, *p p*, in the bars *c'* *c''*, after which the shanks of the headed rivets *b' b'* are inserted through both sets of perforations and headed or upset against the bars *c'* *c''*, thus securely fastening the parts together. The free end of the strap is after this passed back through between the cross-bars *c' c''*; thence through the loop of the buckle, where it is secured by the tongue, and finally back again under the flat top loop, *c*, as shown in Figs. 2 and 3.

It will be observed that the connection of both buckle and loop is very easily and quickly made by means of the rivets, and is much stronger and more durable than if stitching were resorted to.

In Fig. 4 I have shown a modification of the invention, in which the cross-bars *c' c''*, instead of being perforated for the passage of rivets, are provided with rivet-studs *s s*, formed upon or permanently attached to said cross-bars, and serving, in connection with the burrs *s' s'*, to secure the loop to the strap.

My invention is designed to be applied to the harness-fastening strap of a harness and elsewhere where applicable.

I claim as my invention—

The combination of the strap B, the buckle A, the metal loop C, having the broad-top cross-bar *c*, the perforated cross-bars *c' c''*, arranged in substantially the same plane, and the cross-bar *c'''*, with the securing-rivets, all said parts being arranged and adapted to operate substantially as described.

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Witnesses:

W. A. P. MORRIS,
HENRY KESSEINCT.