(No Model.)

L. CARR.

TRACE BUCKLE.

No. 314,564. Patented Mar. 31, 1885.

Fig. 1.

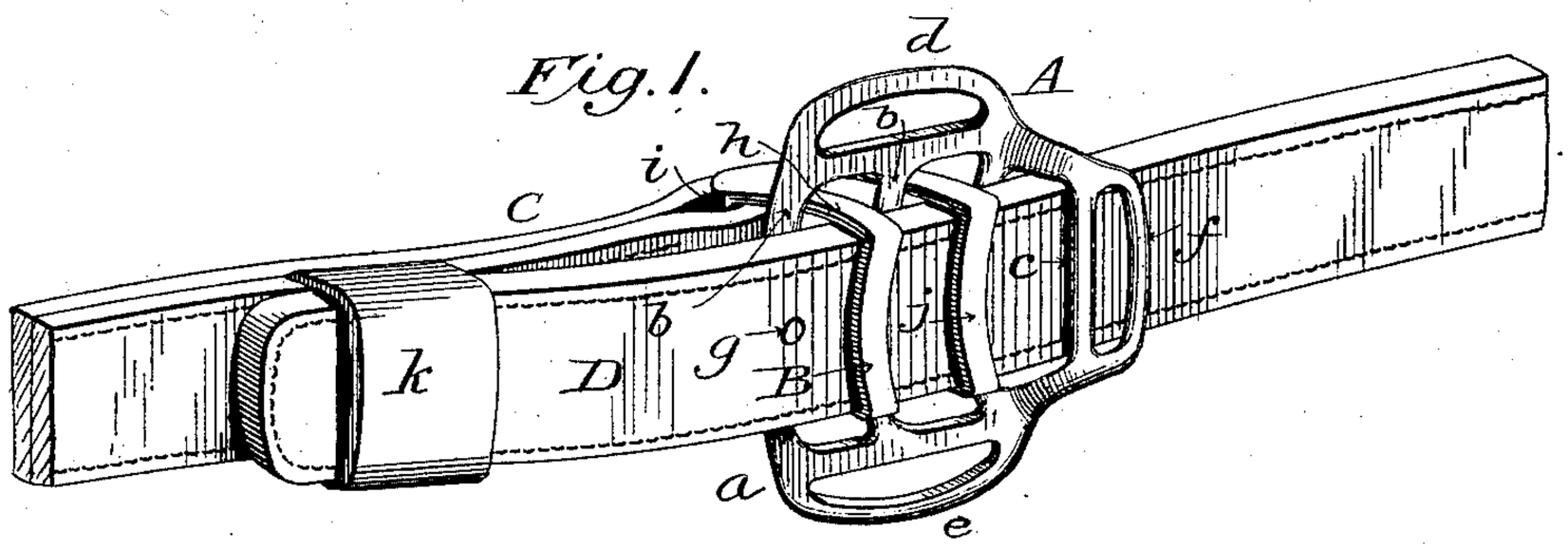


Fig. 2.

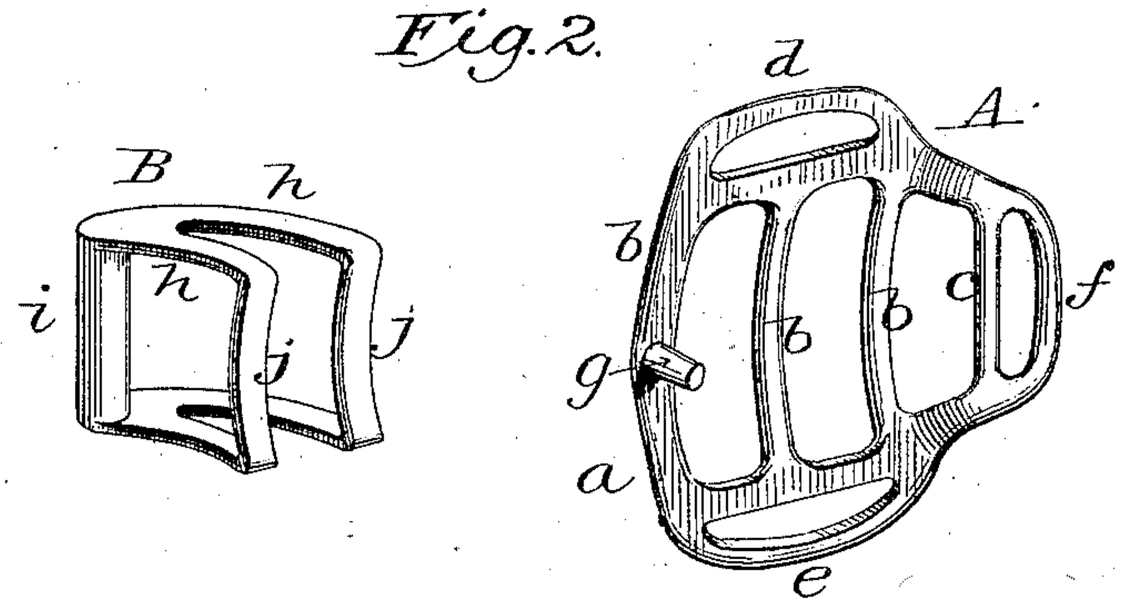
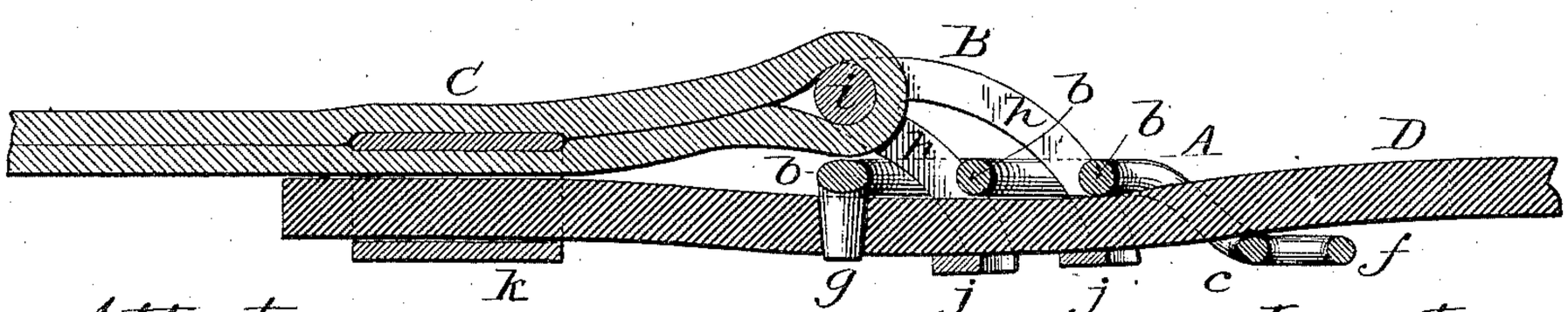


Fig. 3.



Attest.

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UNITED STATES PATENT OFFICE.

LAURENCE CARR, OF SHAKOPEE, MINNESOTA.

TRACE-BUCKLE.

SPECIFICATION forming part of Letters Patent No. 314,564, dated March 31, 1885.

Application filed August 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, LAURENCE CARR, of Shakopee, in the county of Scott and State of Minnesota, have invented certain new and useful Improvements in Trace-Buckles, of which the following is a specification.

My invention relates to trace-buckles; and it consists in a novel construction of the same, as hereinafter fully explained.

In the drawings hereto annexed, Figure 1 is a perspective view of my improved buckle, showing the manner of using or applying it; Fig. 2, a perspective view of the buckle, showing the parts separated; Fig. 3, a longitudinal central section through the same.

The purpose of my invention is to produce a buckle or fastening which shall permit the ready fastening, release, or adjustment of straps and bands, and particularly of heavy articles of this nature—such as traces or tugs of harness—and which shall also avoid the bending of the strap, as is done by the common buckle. These objects I attain by the construction shown in the accompanying drawings, in which the buckle is represented as composed of two parts, A and B, the former consisting of a frame, *a*, provided with three cross-bars, *b*, in the same plane, and a fourth cross-bar, *c*, elevated or thrown out of line with the body of the frame a distance equal or about equal to the thickness of the strap or trace with which it is to be used. The frame *a* is further provided with the usual eyes or loops, *d*, *e*, and *f*, and with a stud, *g*, which passes through the strap or trace and answers the purpose of the tongue of a common buckle. The part B consists of two curved yokes, *h*, separated about the same distance as the cross-bars *b* at the outer part, or where they pass over the trace or strap, but both joined to a common cross-bar, *i*, by which the part is attached to the breast-strap or other part C to which it may be applied. The two parts being thus constructed, the part B has its yokes *h* passed upward between the cross-bars *b* of part A, as shown in Figs. 1 and 3, the yokes being made of such length as will permit the cross-bars *j* of said yokes to be raised considerably higher than the cross-bars *b* of part A, and higher than the cross-bars *c* and stud *g*, so that a strap or trace, D, passed beneath cross-bar *d* can be carried forward over stud *g* without any appreciable bending of said strap or trace to the point desired, or until the desired hole of the strap or trace is brought into position to receive said stud. The stud being passed through the hole of the strap or trace, as shown in the several figures, and a strain put upon the two straps C and D, the yoke *h* will be drawn forward and downward or inward, their curved arms riding upon the cross-bars *b* and guiding the yokes in place until their cross-bars *j*, bearing upon the outer face of trace or strap D, presses its inner face firmly against cross-bar *b* and holds the trace or strap securely upon stud *g*. The greater the pressure or strain the greater the security or certainty with which the strap or trace is held, and less strain on the tongue or stud. It is particularly to be noted that the strap is not bent appreciably out of a straight line where this buckle is used, that instead of a single cross-bar bearing against either face of the strap or trace, several such cross-bars bear against each side of the trace, and thus the wearing and cutting of the strap is avoided, as well as the tendency to double the strap and draw it through one of the parts by the single cross-bar of the other, which is liable to occur where a single cross-bar is used, the strength of the buckle is increased, and, finally, the strap is held flat between two extended bearing-surfaces, whereby wear is lessened, as explained. It is likewise to be noticed that there is no way in which the buckle can be separated so long as the trace or strap remains in place, whether the parts be under strain or not. The end of the trace will be passed through a loop, *k*, on the strap C, as usual.

I am aware that it is not new to make a two-part buckle, one part in the form of a yoke passing between cross-bars of the other part and over the strap, and one of said parts provided with a stud to enter a hole in the strap, as such construction, broadly considered, has been embodied in various forms. My construction, however, possesses marked advantages over such as have been heretofore proposed, so far as known to me, and therefore,

while making no claim to the ideas above mentioned as being already known.

What I claim is—

1. The herein-described buckle, consisting of parts A and B, the former composed of frame *a*, having cross-bars *b* and stud *g*, and the latter composed of two curved yokes, *h*, having a common cross-bar, *i*, said parts being constructed and combined to operate substantially as described and shown.

2. A buckle consisting of a frame having a series of cross-bars in the same plane, a stud projecting from one of said cross-bars, and a cross-bar raised above the series of cross-bars, and a double yoke passed through between the cross-bars of the frame and having a single cross-bar for attachment to a strap.

LAURENCE CARR.

Witnesses:
JOHN REIS,
F. V. BROWN.