

(No Model.)

R. M. DILLARD.

BUCKLE.

No. 326,410.

Patented Sept. 15, 1885.

Fig. 1.

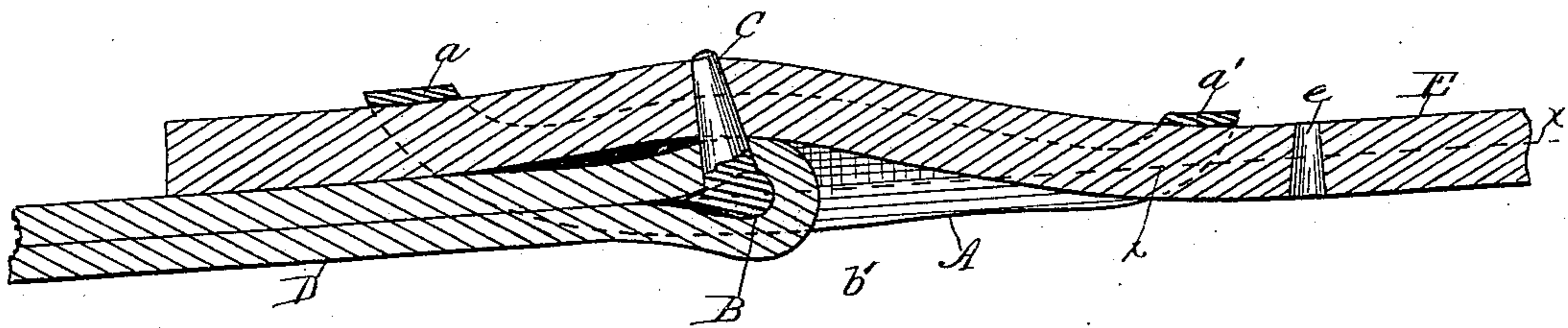


Fig. 2.

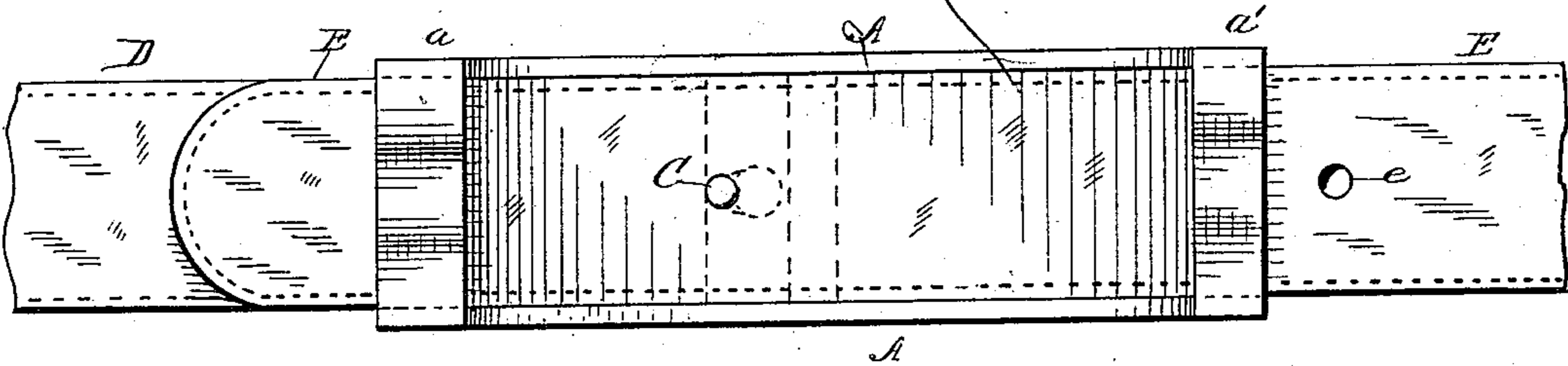
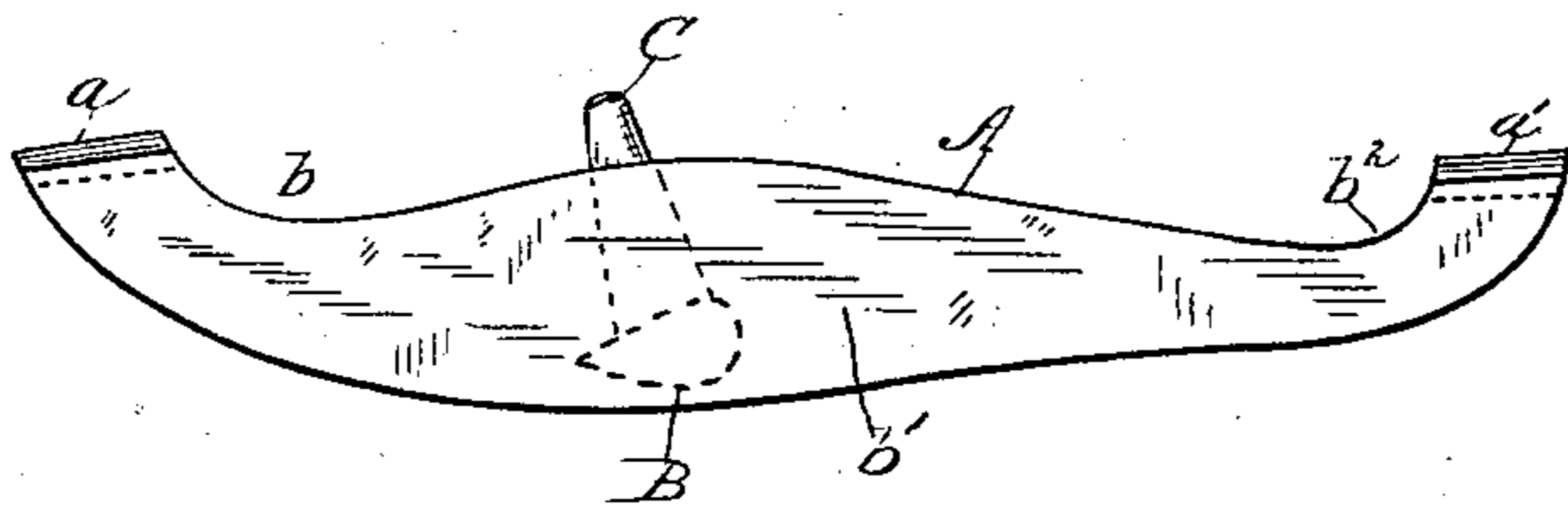


Fig. 3.



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UNITED STATES PATENT OFFICE.

ROBERT M. DILLARD, OF GENEVA, NEBRASKA.

BUCKLE.

SPECIFICATION forming part of Letters Patent No. 326,410, dated September 15, 1885.

Application filed February 11, 1885. (No model.)

To all whom it may concern:

Be it known that I, ROBERT M. DILLARD, a citizen of the United States, residing at Geneva, in the county of Fillmore and State of Nebraska, have invented certain new and useful Improvements in Buckles, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in harness-buckles, and has for its object to provide a buckle which shall be simple and durable in construction, effective and easy of operation, and in which the strain or draft on the harness-straps is in direct line; and it consists of a buckle having the construction and arrangement of parts as hereinafter described, and specifically pointed out in the claims.

In the drawings hereto annexed, which form a part of this specification, Figure 1 is a central longitudinal section, and Fig. 2 is a plan view, of a harness-buckle embodying my invention in position upon and connecting the hame-tug and trace of a harness. Fig. 3 is a detached detail view of the buckle in side elevation.

Referring to the drawings, in which like letters of reference denote like parts in all the figures, A A designate the side bars of my improved harness-buckle, united at their front and rear ends by cross-bars *a a'*, and having a middle cross-bar, B, all of said parts constituting a single casting. The side bars are curved rearwardly and downwardly, as at *b*, and then extend in approximately a horizontal plane; but are made wider at their middle, as shown, and at their extreme rear ends they are curved abruptly upwardly at *b'*, the rear ends of said bars, however, being on a plane below the front ends, for a purpose hereinafter explained.

The middle cross-bar, B, is located below the plane of or out of line with the rear cross-bar, and is made preferably oval-shaped, as shown in Fig. 1, said bar being provided with an inclined stud or tongue, C, projecting upwardly or forwardly therefrom.

D designates the hame-tug, which surrounds the cross-bar B, and is perforated to receive the stud C.

E is the trace, provided with a series of ap-

ertures, *e*, passed beneath and fitting closely against the rear cross-bar, *a*, the tongue or stud C passing through one of the apertures *e* therein, as clearly shown.

It will be observed by reference to Fig. 1 of drawings that by locating the rear and middle cross-bars on a plane beneath the plane of the front cross-bar, or out of line therewith, the draft or strain on the hame-tug will be transmitted through the trace in a line drawn through the centers of said trace and tug, as indicated by the dotted line in Fig. 1; or, in other words, the draft on the trace and tug will be in the same plane.

Another advantage secured by my arrangement of parts is that where the strain comes upon the rear cross-bar said bar will bear against the trace and force the front bar firmly against the front end of the trace, thus considerably relieving the tongue of a large amount of strain, and thus obviating the danger of tearing the traces and tug, the middle bar acting as a pivot in the latter case.

The transverse bars *a a'* may be corrugated, if desired, to give a neat and ornamental finish to the buckle.

I am aware that it is not broadly new to provide a harness-buckle having curved side bars connected by front and rear cross-bars, and hence do not claim such construction.

Modifications in details of construction can be made without departing from the principle or sacrificing the advantages of my invention.

By my construction I am enabled to produce a light and durable buckle, and one which will be cheap of manufacture and easy of operation.

I have described my invention as applied or used as a trace-buckle; but it is obvious that it can be used with equal advantages on any portion of a harness where it is desired to adjustably connect straps.

What I claim as new, and desire to secure by Letters Patent, is—

1. A harness-buckle consisting of side bars curved downwardly and rearwardly at their front ends, and at their extreme rear ends abruptly upward, said bars being connected by cross-bars, the rear one of which is on a plane below its fellow, and a middle transverse bar provided with a rigid stud or tongue and located between the cross-bars on a plane below

the rear cross-bar, in combination with a hame-tug and a trace, the former surrounding the middle bar, and the latter secured to the tongue hereof, whereby draft upon the trace is in a direct line through the hame-tug, all arranged as and for the purpose set forth.

2. A harness-buckle consisting of curved side bars connected at their ends by cross-bars, the rear one of which is on a plane below or out of a line with the front bar, and a middle bar having an inclined stud and located below

the rear cross-bar, all of said parts constituting a single casting, whereby the strain upon the straps is brought in a direct line through their longitudinal axes, substantially as described. 15

In testimony whereof I affix my signature in presence of two witnesses.

ROBERT M. DILLARD.

Witnesses:

JAMES H. FORT,

JOHN M. SHICKLEY.