

(No Model.)

B. PARKINSON.
HARNESS BUCKLE.

No. 538,978.

Patented May 7, 1895.

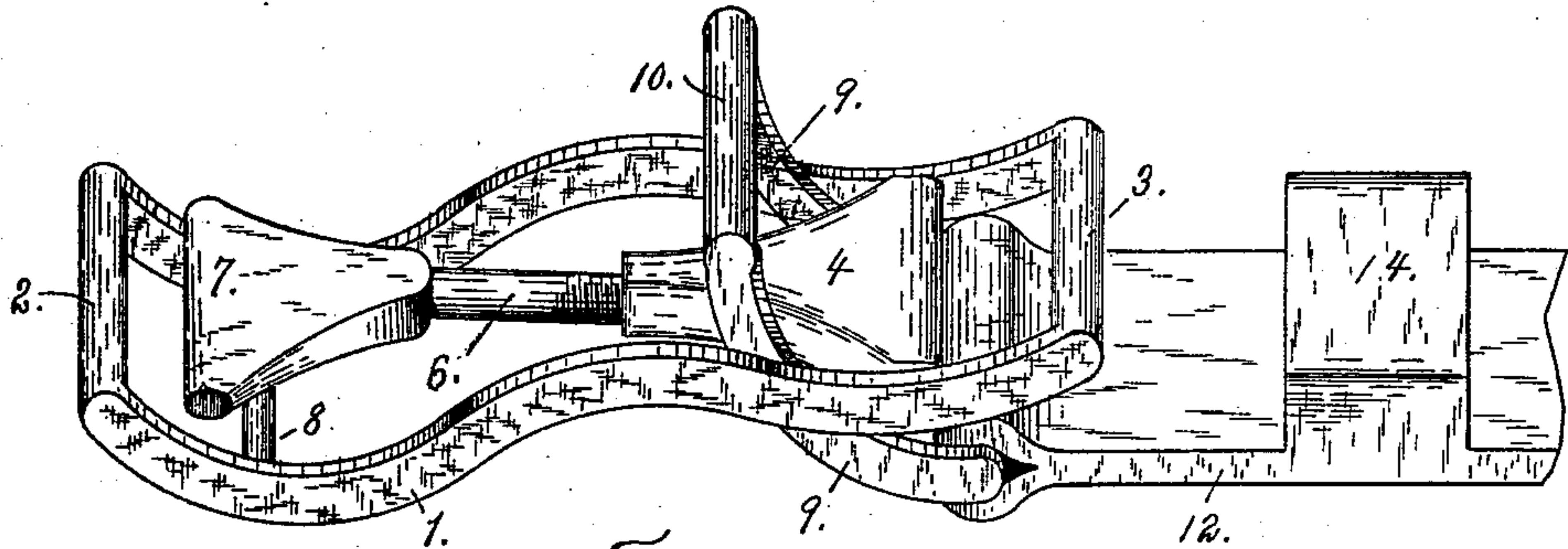


Fig. 1.

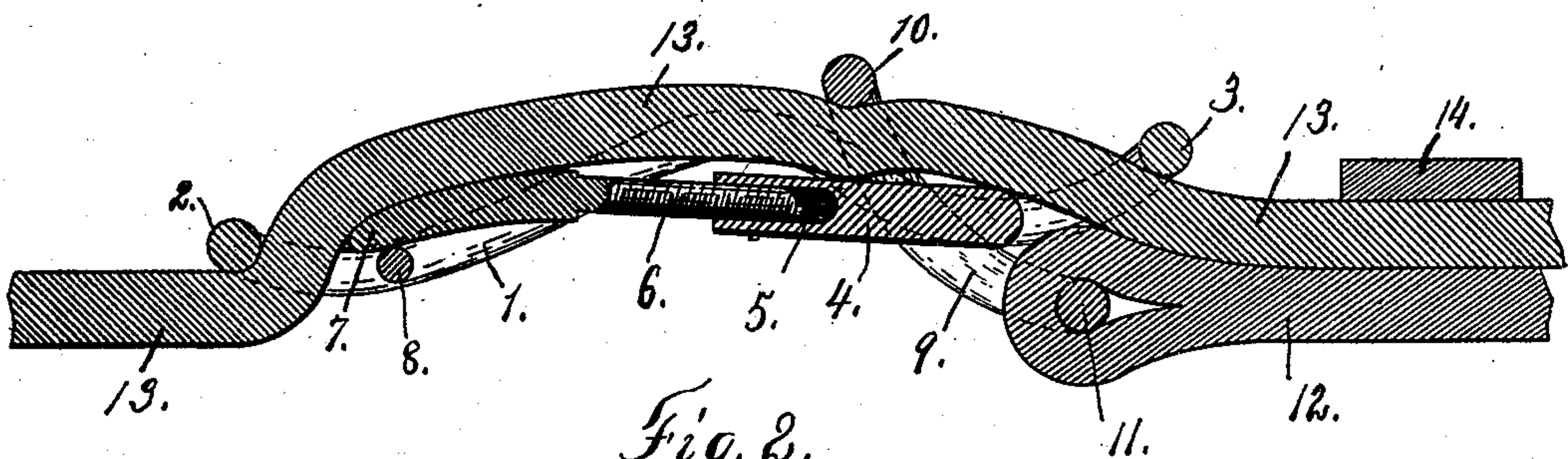


Fig. 2.

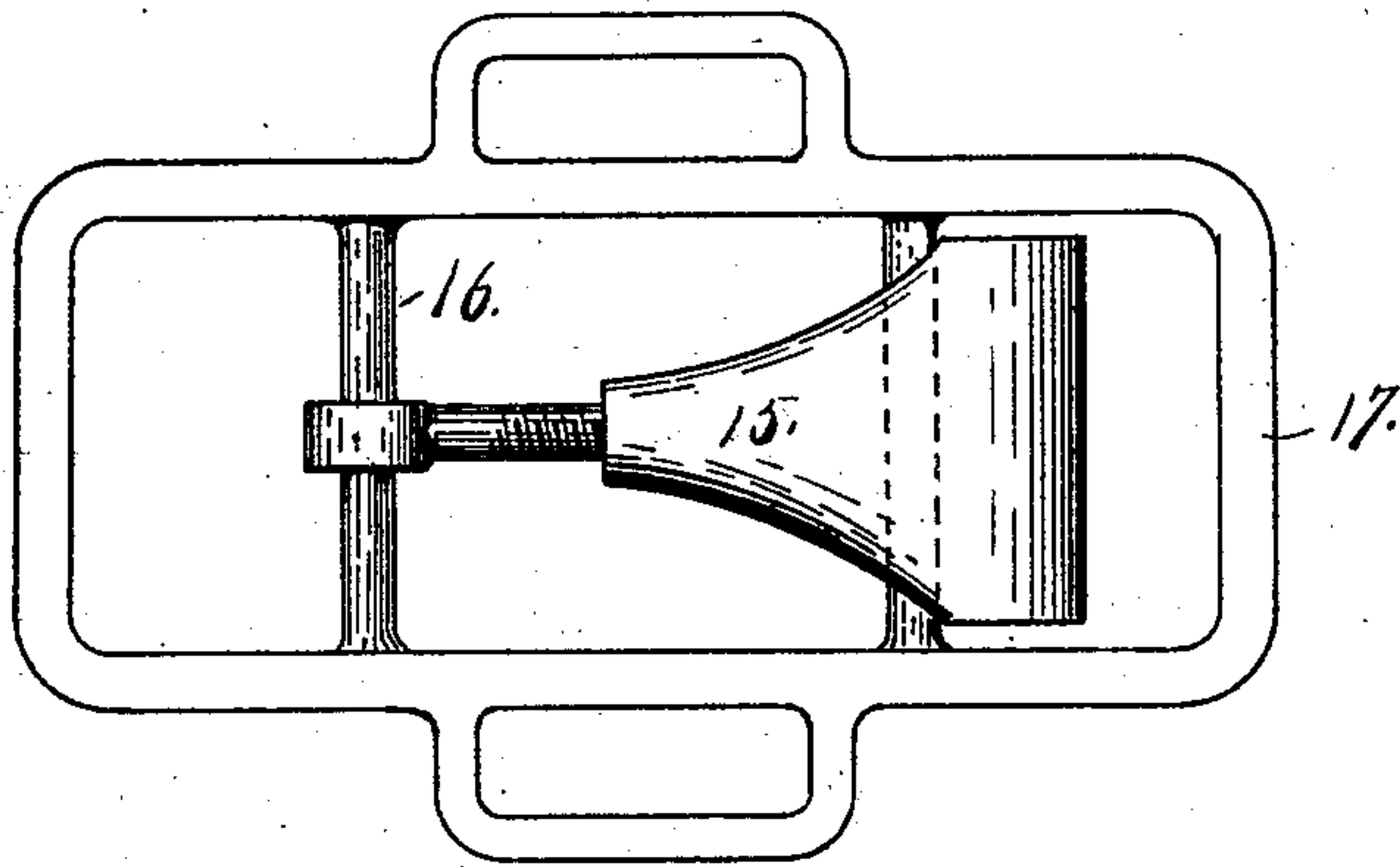


Fig. 3.

WITNESSES.

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HARNESS-BUCKLE.

SPECIFICATION forming part of Letters Patent No. 538,978, dated May 7, 1895.

Application filed December 31, 1894. Serial No. 533,440. (No model.)

To all whom it may concern:

Be it known that I, BENNETT PARKINSON, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Harness-Buckles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to figures of reference marked thereon, which form a part of this specification.

My invention relates to certain improvements in harness-buckles and more particularly to that class known as trace-buckles, its object being to avoid the puncturing of the trace without diminishing the gripping power of the buckle upon the trace or other strap which it is designed to hold. To accomplish this end, I dispense entirely with the tongue which partially penetrates or passes entirely through the trace or strap and employ in lieu thereof a novel construction which will be fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a trace-buckle embodying my invention. Fig. 2 is a longitudinal sectional view of the same, showing its engagement with the trace; and Fig. 3 shows a modified form of buckle.

Referring to the drawings it will be seen that the trace-buckle shown in Figs. 1 and 2 is composed of two frames which are loosely and removably engaged when in operation. The larger frame consists of the two curved side bars 1, 1, which curve upwardly at their ends and center. 2 and 3 are the raised end cross-bars. Adjacent to the end cross-bar 3 and pivoted between the side bars 1, 1, is the tapering base-plate 4 in the outer smaller end of which is the screw-threaded socket 5, adapted for the adjustable reception of the screw-threaded shank 6 of the bearing-plate 7 having a width at its outer end extending across the space between the side-bars 1, 1, of the frame.

8 is a cross-bar extending between the side-bars 1, 1, and located adjacent to the end cross-bar 2 and under the pivoted bearing-plate 7. This cross-bar 8 serves as a rest for the pivoted bearing-plate 7 when in its oper-

ative position as shown in Fig. 2. The other and smaller frame of the trace-buckle consists of the two curved side-bars 9, 9, having the end cross-bars 10 and 11. The cross-bar 11 is secured as shown to the hame tug 12. The side bars 9, 9, of the smaller frame extend up within the cross-bars 1, 1, of the larger frame, the pivoted base-plate 4 passing between them and under the cross-bar 10 and in this manner the two frames are loosely held together but can be removed one from the other with little trouble. The two frames as shown in Fig. 1 are ready for engagement with the trace 13. This engagement is effected as follows: The distance between the pivoted bearing-plate 7 and the end cross-bar 2 of the larger frame is first adjusted to the thickness of the trace by turning the bearing-plate in its socket in either direction to cause it to approach or recede from the cross-bar 2 as required. The bearing-plate 7 is then swung up away from the cross-bar 8 and the end of the trace 13 thrust up between it and the cross-bar 2. The free end of the trace is then passed under the cross-bar 10 of the smaller frame and the end cross-bar 3 of the larger frame and through the loop 14 upon the hame-tug 12. A pull exerted on the trace 13 will cause the pivoted bearing-plate 7 to swing inwardly against its cross-bar 8 in which position it securely wedges the trace between the bearing-plate 7 and end cross-bar 2. At the same time the cross-bar 10 upon the smaller frame is forced down upon the trace holding it securely against the base-plate 4. To disengage the trace for further adjustment, the frames can be swung back upon each other which instantly releases the pressure of the bar 10 and the pivoted bearing-plate 7 upon the trace which can then be moved in either direction.

In Fig. 3 I have shown a one-part trace buckle adapted for double harness to which the pivoted and adjustable bearing-plate 15 is secured to the cross-bar 16 and operates in connection with the end cross-bar 17 in the same manner as in the form of buckle shown in Figs. 1 and 2.

I claim—

A trace or other buckle provided with a base-plate pivoted to the frame, a bearing-plate in screw-threaded adjustable engage-

ment with the pivoted base-plate, an intermediate cross-bar upon which the bearing-plate rests when in operative position and an end cross-bar between which and the pivoted
5 bearing-plate, the trace or strap is tightly gripped.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

BENNETT PARKINSON.

Witnesses:

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