

No. 747,693.

PATENTED DEC. 22, 1903.

J. A. GAVITT.
BUCKLE.

APPLICATION FILED MAY 15, 1903.

NO MODEL.

Fig 1

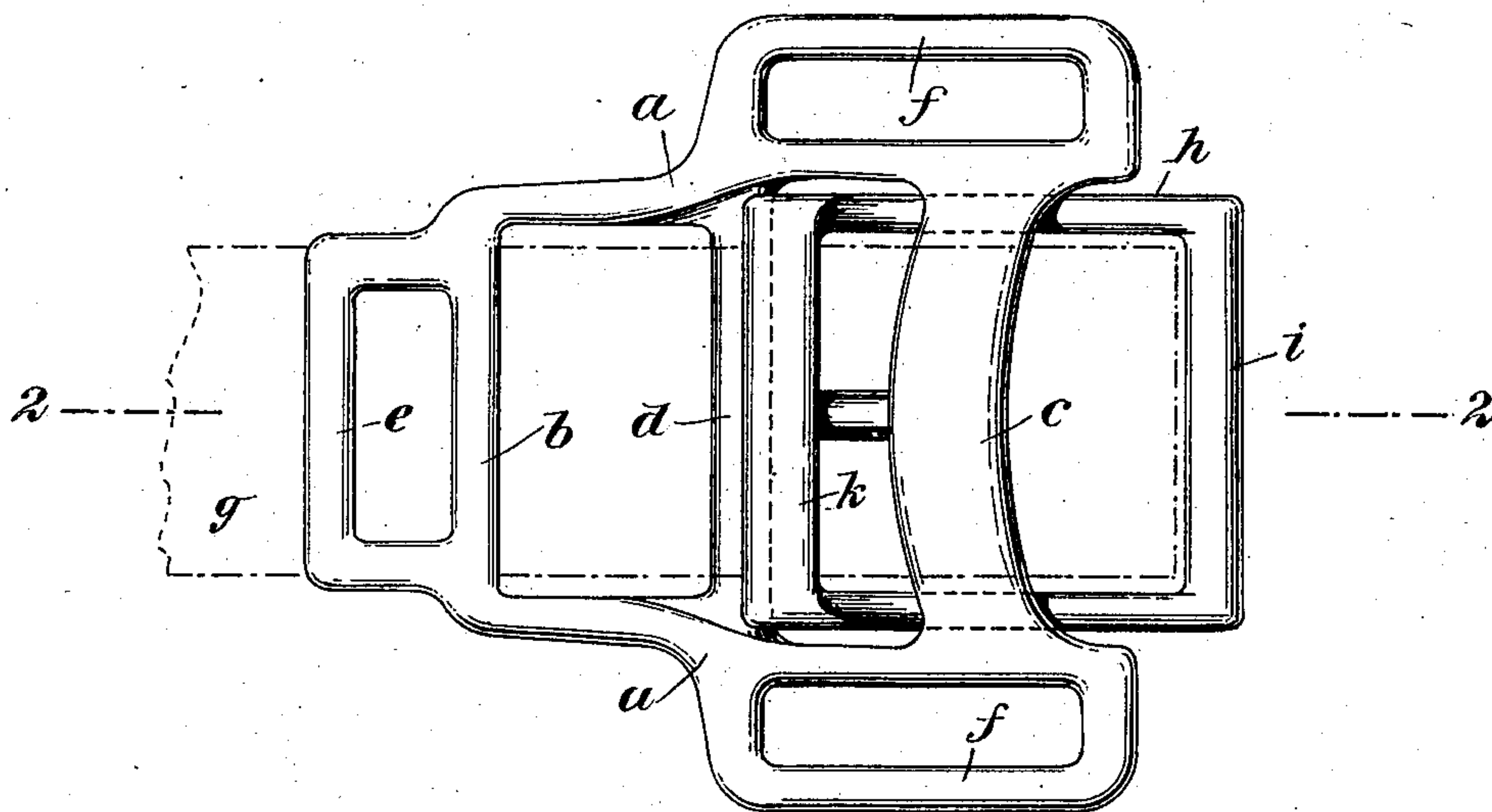
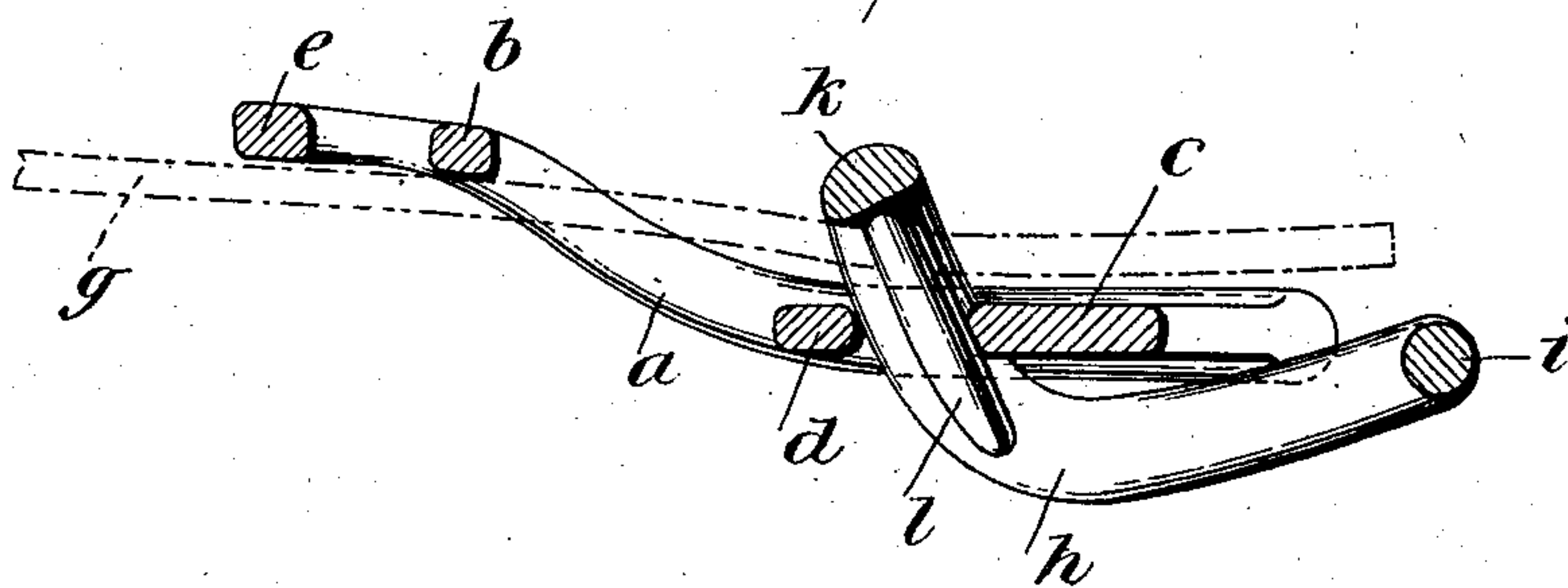


Fig 2



WITNESSES:

H. Walker
Isaac B. Owens.

INVENTOR

James A. Gavitt

BY

Mumford
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES ALLEXANDER GAVITT, OF PENDLETON, OREGON.

BUCKLE.

SPECIFICATION forming part of Letters Patent No. 747,693, dated December 22, 1903.

Application filed May 15, 1903. Serial No. 157,239. (No model.)

To all whom it may concern:

Be it known that I, JAMES ALLEXANDER GAVITT, a citizen of the United States, and a resident of Pendleton, in the county of Umatilla and State of Oregon, have invented a new and Improved Buckle, of which the following is a full, clear, and exact description.

This invention relates to an improved form of buckle for connecting the traces with the hame-tugs in harness; and it consists in certain novel features of construction, which will be hereinafter fully set forth.

This specification is an exact description of one example of my invention, while the claims define the actual scope thereof.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both views.

Figure 1 is a plan view of the invention, and Fig. 2 is a section on the line 2 2 of Fig. 1.

The buckle comprises a main frame having side bars *a*, end bars *b* and *c*, and an intermediate bar *d*. On the end bar *b* is formed an end loop *e*, and on the side bars *a* are formed side loops *f*, these loops having their right-hand ends (see Fig. 1) projected beyond the end bar *c*, which latter bar is bowed inward, as shown, and thereby placed near the central part of the buckle. As indicated best in Fig. 2, the side bars *a* of the frame at points between the intermediate bar *d* and end bar *b* are curved upward, so as to place the bar *b* and loop *e* at an elevation over the bars *b* and *c*. This allows the trace (indicated by the broken lines *g*) to pass in an essentially straight line over the elements *c* and *d* and under the elements *b* and *e*.

The tug-frame comprises side bars *h*, connected by an outer end bar *i* and an inner end bar *k*, the latter bar having a spur *l* projected downward between the side bars *h*. Said side bars are curved upward, thus giving the tug-frame a general arc form, so that the tug-frame may be passed through the space between the bars *c*, *d*, and *a*, with the end bar *k* lying over the trace and the spur *l* projected through one of the holes therein. Said spur *l* is disposed at a sharp angle to the

line of the trace. (See Fig. 2.) The tug is connected with the end bar *i* of the tug-frame, and by this arrangement the two parts of the strap may be securely held in place. The loops *f* are provided for the usual purpose—viz., for engagement with the straps passing around the horse, so as to hold the trace in proper position.

In a patent granted to me on June 3, 1884, No. 299,775, a buckle of the class to which the present invention belongs is shown and described. This prior buckle is, however, possessed of the serious disadvantages in that the trace-pin was disposed at right angles to the trace and could not be kept in proper engagement with the walls of the orifice in the keeper-plate. With the present construction, owing to the peculiar form of the main and tug frames and the disposition of the spur *l*, the pin is kept always in engagement with the trace, and yet upon relaxation of strain on the parts they may be readily disengaged.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A trace-buckle, comprising a main frame having side and end bars, a tug-frame having side and end bars, and a spur attached to one of the end bars of the tug-frame, said end bar of the tug-frame adapted to lie over the trace, and the side bars of the tug-frame bearing against the adjacent end bar of the main frame, the said adjacent bar of the main frame being bowed inward in position to engage the spur.

2. A trace-buckle, comprising a main frame having side and end bars and an intermediate bar, a tug-frame having side and end bars, the side bars being curved upward to lie snugly between one of the end bars and the intermediate bar, and a spur attached to the end bar of the main frame being bowed inward in position to be engaged at its inner edge by the spur of the tug-frame.

3. A trace-buckle, comprising a main frame having side and end bars and an intermediate cross-bar adjacent to one of the end bars, a tug-frame having side and end bars, the

side bars being curved so as to lie under the
said end bar of the main frame to which the
intermediate cross-bar is adjacent and to pro-
ject upward between said end and interme-
5 diate bar so that one end of the tug-frame
lies above the main frame, the side bars of
the tug-frame being engaged with the said
end and intermediate bars of the main frame.

In testimony whereof I have signed my
name to this specification in the presence of 10
two subscribing witnesses.

JAMES ALEXANDER GAVITT.

Witnesses:

E. D. BOYD,
I. BOYD.