

I. L. LANDIS.  
 Buckle for Harness.

No. 165,936.

Patented July 27, 1875.

Fig. 1.

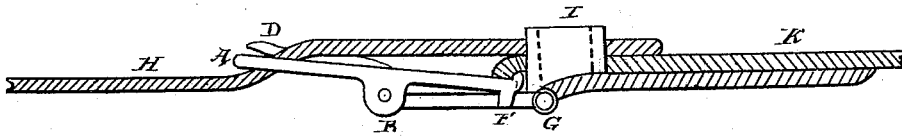


Fig. 2.

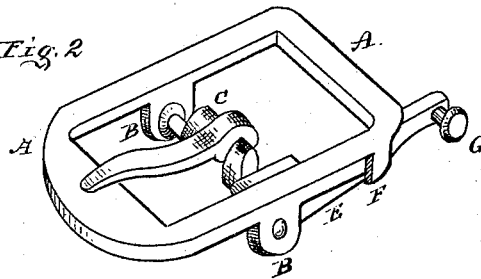


Fig. 3.

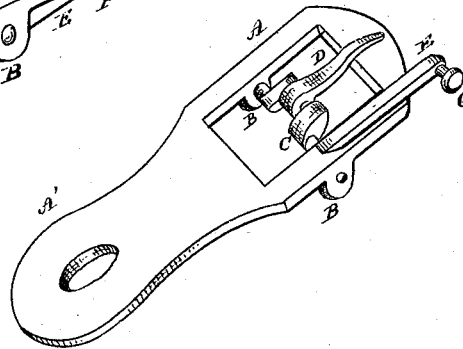
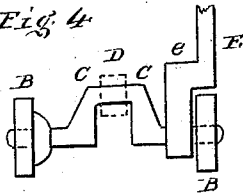


Fig. 4.



WITNESSES.

*John Bender*  
*Stephen Cook*

INVENTOR:

*Israel L. Landis.*  
*per Jacob Stauffer*

# UNITED STATES PATENT OFFICE.

ISRAEL L. LANDIS, OF LANCASTER, PENNSYLVANIA.

## IMPROVEMENT IN BUCKLES FOR HARNESS.

Specification forming part of Letters Patent No. **165,936**, dated July 27, 1875; application filed August 15, 1874.

*To all whom it may concern:*

Be it known that I, ISRAEL L. LANDIS, of the city of Lancaster, in the State of Pennsylvania, have made certain Improvements in Buckles for Harness and Traces, of which the following is a specification:

The object of this invention is to supply a more simple and efficient device for withdrawing the tongue of a buckle on harness-traces or the like, by means of a combination of an eccentric or crank and lever action—a highly-desirable provision in cases of emergency.

The accompanying drawings illustrate this invention, and, with the letters of reference marked thereon, together with a brief description, will enable those skilled in the art to make and use the same, in which—

Figure 1 shows a side view of the buckle, and its application to the leather straps H K and keeper I. Fig. 2 shows the buckle detached, with lever-arm under the frame. Fig. 3 shows a modification, showing the lever-arm on top of frame. Fig. 4 shows the combined crank-shaft and lever with relation to the lugs or bearings on each side under the frame.

The frame A of the buckle is provided with lugs B on each side on its under surface perforated for bearings of an eccentric or crank-shaft C, combined with a lever-arm, E. This latter is provided at its end with a button, G, either for being operated by hand direct, or by the intervention of a cord leading to the vehicle accessible at a convenient point. These buckles can be made right or left handed, or so as to bring the lever-arm to rest on the upper surface or against the under side of the

frame. To prevent accidental unshifting or withdrawal of the tongue from relaxation of the stiff leather straps a catch, F, Fig. 2, is shown. For attaching to vehicles the frame of the buckle may be extended, as shown by A', Fig. 3, and provided with an eye to connect it to a single-tree or the like, constituting a metallic attachment or extension of the buckle.

The operation of the buckle in either case is the same, whether the lever is raised by a cord or strap connection, or by hand direct. It withdraws the tongue in a straight line out of its connection by being hinged to the crank-shaft in the manner shown, giving the driver easy and complete control by a simple pull on the lever connected with it.

I am aware that a buckle provided with lugs in front for a covering-plate and lever-connection is employed, in combination with the tongue connected with the frame in the ordinary manner, designed to meet the same object. Neither do I claim, broadly, the employment of an eccentric or crank-lever action for disengaging the tongue; but

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

In combination with the crank-shaft C and tongue D, the frame A A, having the dependent central lugs B and strap-bail A'', as described.

ISRAEL L. LANDIS.

Witnesses:

WM. B. WILEY,  
JACOB STAUFFER.