CROSS-LINE BUCKLE.


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To all whom it may concern:

Be it known that we, WILLIAM A. NOCK and BENJAMINE F. PETRY, citizens of the United States, residing at West Alexandria, Ohio, have invented certain new and useful Improvements in Cross-Line Buckles, of which the following is a specification.

This invention provides a buckle specially designed for the driving-lines of a team, so as to enable the reins of the cross-lines to be readily adjusted as occasion may require and to provide for ready detachment of the hand-strap, whereby the same may be used for hitching the team in the event no other means being at hand. The buckle by reason of its peculiar construction may be used to advantage on the chin-strap of a halter as the hitching, neck-stay ring, and adjusting-buckle combined.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the results reference is to be had to the following description and drawings hereto attached.

While the essential and characteristic features of the invention are susceptible of modification, still the preferred embodiment of the invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing the invention applied to a cross-line and hand-piece of one of the lines of a team. Fig. 2 is a perspective view of the buckle disconnected from the straps or lines. Fig. 3 is a longitudinal section of the buckle, showing the manner of disconnecting the cross-line from the stud. Fig. 4 is a top view of the buckle.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The buckle comprises in its organization a series of three loops radiating from a plate or bar common to each. Two of the loops 1 and 2 are outwardly diverged from plate or bar 3, and their side bars are inwardly converged toward said plate or cross-bar 3. The third loop 4 occupies a position central of loops 1 and 2 and is arranged approximately at a right angle thereto and projects therefrom in an opposite direction to the space formed between the diverged portions of said loops. The side bars of loop 4 connect with or spring from the ends of plate or cross-bar 3 and come about flush with the side bars of loops 1 and 2. A stud 5 projects from plate or cross-bar 3 into loop 4 and is arranged in the plane of the latter and serves to adjustably connect the cross-line with the buckle, so as to prevent slipping when moved to the required adjusted position.

The component parts of the buckle are preferably of integral formation, although this is not essential, as the buckle may be constructed in any practical way, as may be determined upon and found most expedient.

The buckle is particularly designed for use in connection with the driving-lines of a team of horses, as it enables the cross-line to be adjusted so as to lengthen or shorten either end, as may be required, or to have the reins of equal length when the line is to be used upon a single horse as a lead-line. The strap 6 represents the cross-line of the double harness and is passed through loops 1 and 2, over plate or cross-bar 3, and through loop 4 and is held in place by stud 5, passing through one of a series of openings provided therein. One end portion of strap or cross-line 6 forms one rein and the other end portion the companion rein, and these reins may be of equal or unequal length, as desired. When it is required to adjust the strap or cross-line, the buckle is grasped in one hand and the end portions of the strap or cross-line brought together and pressed so as to cause the fold or bite to move toward the outer end of loop 4, whereby strap 6 is disengaged from stud 5, after which said strap may be adjusted to the desired position and made secure by reengagement thereof with stud 5 in the manner well understood.

The hand-strap 7 is provided with a snap-hook 8 of any approved form of construction, same being adapted to be engaged with loop 4. When the team is unhitched, the hand-strap may be disconnected from the cross-line by unsnapping part 8 from loop 4, the hand-strap remaining attached to the vehicle, or the same may be engaged with any convenient part of the harness. Should it be re-
quired to hitch the team and no other means being conveniently at hand, one of the straps 7 may be disconnected from the cross-line and used as a hitching-strap.

5 Having thus described the invention, what is claimed as new is—

In combination, a buckle comprising a series of three loops having a plate or cross-bar common to each, two of the loops being oppositely disposed and having a diverged arrangement and the third loop being in a plane about at a right angle to the first-mentioned loops, and a stud extended from the cross-bar into the loop, a strap doubled upon itself and passed through the said third loop over the cross-bar with its end portions passed through the respective loops at either side of the third loop, said strap having a series of openings any one of which is adapted for engagement with said stud, and a second strap 20 having a snap-hook to make detachable connection with the aforementioned third loop, substantially as set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

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