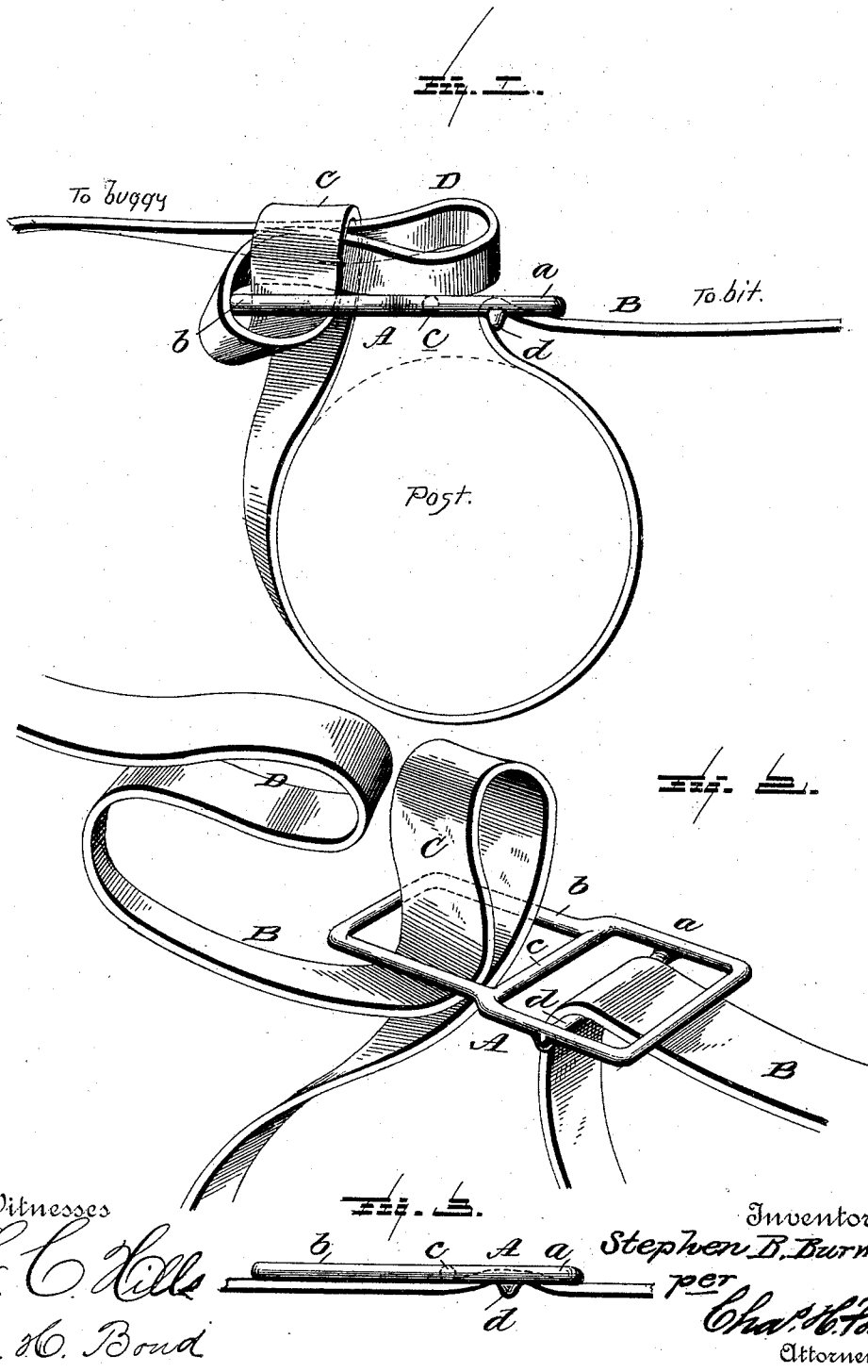


(No Model.)

S. B. BURWELL.
HITCHING BUCKLE.

No. 487,415.

Patented Dec. 6, 1892.



Witnesses
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UNITED STATES PATENT OFFICE.

STEPHEN B. BURWELL, OF CINCINNATI, OHIO.

HITCHING-BUCKLE.

SPECIFICATION forming part of Letters Patent No. 487,415, dated December 6, 1892.

Application filed September 5, 1891. Serial No. 404,848. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN B. BURWELL, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Hitching-Buckles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

This invention relates to certain new and useful improvements in buckles; and it has for its object, among others, to provide a cheap and light yet durable buckle designed more especially for hitching horses by using the driving-rein in connection with the said buckle and forming loops in the rein, thus making a safe hitch which will not come undone of itself, nor can the horse pull or jerk it loose. It is a preventive against accidents by the animal starting before the person gets into the vehicle; also, a convenience, as the person can get into the vehicle and get seated, pull the line that is fast to the hitching-place, and loosen the animal ready to drive off. The buckle is permanently yet adjustably arranged upon the driving-rein and dispenses with the necessity of the employment of straps, weights, and other appliances for holding the animal.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view showing the rein around the hitching-post and the loops formed and engaged with each other. Fig. 2 is a perspective view showing the parts just as the loops are disengaged, as when the person in the vehicle pulls the rein after getting into the said vehicle and ready to drive off. Fig. 3 is an edge view of the buckle with the rein passed therethrough.

Like letters of reference indicate like parts throughout the several views.

Referring now to the details of the drawings by letter, A designates the buckle, which consists of substantially a rectangular frame divided in two integral portions *a* and *b*, separated by the cross-bar *c*, the portion *a* being

of such a width as to readily admit of the passage of the rein B, while the portion *b* is too narrow for the passage of the rein longitudinally thereof. The portion *a* is provided with a cross-bar *d* at substantially the center of its length, the said cross-bar being depressed, as seen in all the views, so that the rein may lie with its upper face flush with the top of the buckle.

In practice the buckle is permanently yet adjustably placed upon the rein and the rein passed through the portion *a*, passing over the cross-bar *d* and thence under the portion *b*, as seen best in Fig. 3. When it is desired to hitch the horse, the rein is doubled or looped, as seen at C, and passed through the loop of the portion *b* at right angles to the length thereof, and then another loop D is formed in the rein and passed through the loop C, as seen in Fig. 1, when the horse is securely hitched, and any pull or jerk on the part of the horse will only the more firmly hold the parts in their place, as strain on the rein from the bit end will draw the loops more tightly together. The parts may be readily disengaged by the person in the vehicle by a pull upon the rein.

In Fig. 2 the parts are shown in the positions they assume just after the loops have been disengaged by a pull upon the rein.

What I claim as new is—

1. A hitching-buckle comprising a substantially-rectangular frame having a central cross-bar in the same plane as the frame, the latter being contracted in width and extended in length in front of said cross-bar and the rear wider portion of the frame having a central cross-bar below and in a parallel plane with said frame, substantially as and for the purpose set forth.

2. As an improved article of manufacture, a hitching-buckle consisting of a rectangular frame divided transversely into two loops by a cross-bar, said loops being of different lengths and widths, the widest of the loops having a cross-bar on a plane below the rectangular frame, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

STEPHEN B. BURWELL.

Witnesses:

VINCENT SCHWAB,
GEO. W. LONG.