J. E. REMPEL.

HARNESS BUCKLE.

APPLICATION FILED NOV. 30, 1908.

929,709. Patented Aug. 3, 1909.

Fig. 1.

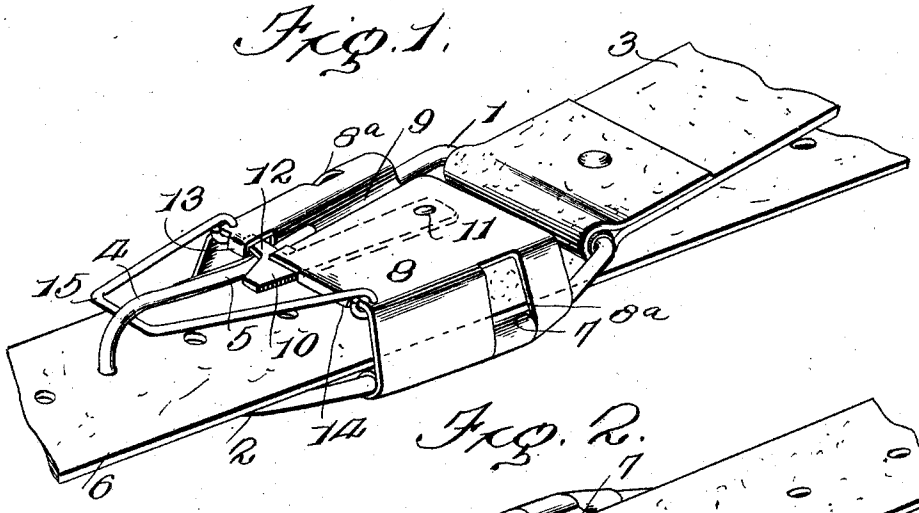


Fig. 2.

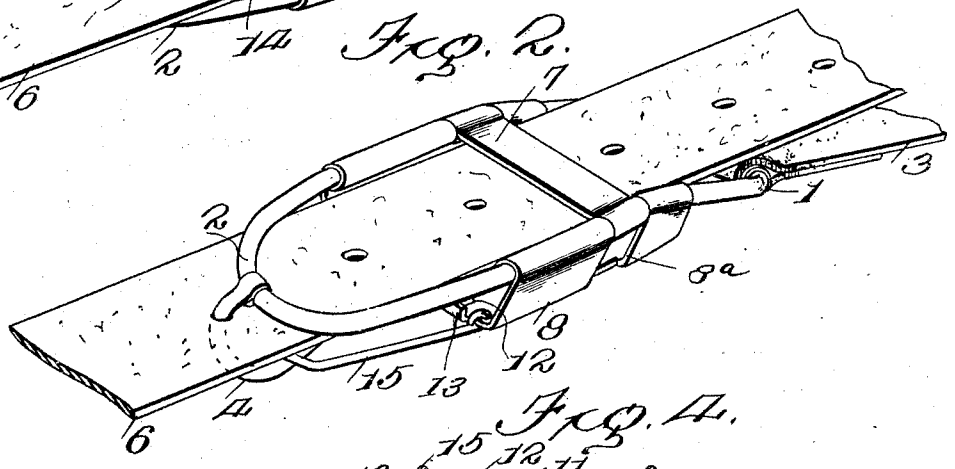


Fig. 4.

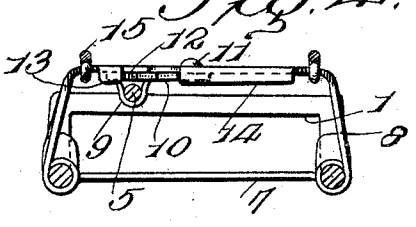
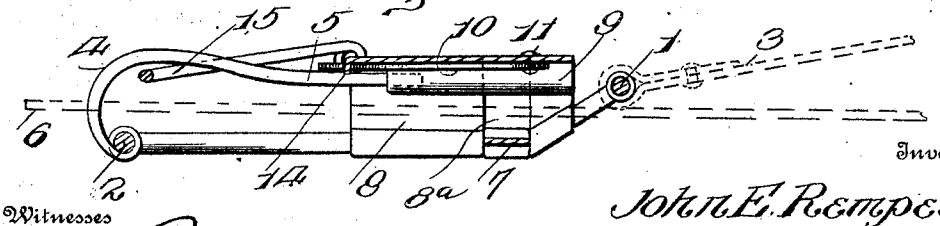


Fig. 3.



Witnesses

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JOHN E. REMPEL, OF BURRTON, KANSAS.

HARNESS-BUCKLE.

No. 929,709. Specification of Letters Patent. Patented Aug. 3, 1909.

Application filed November 30, 1908. Serial No. 465,200.

To all whom it may concern:

Be it known that I, JOHN E. REMPEL, citizen of the United States, residing at Burrton, in the county of Harvey and State of Kansas, have invented certain new and useful Improvements in Harness-Buckles, of which the following is a specification.

The present invention has for its object to provide a buckle designed most especially for use in connection with double harness and which will admit of the driving lines being easily and quickly adjusted to meet existing conditions without necessitating removal of the buckle from the line.

The invention also aims to provide a buckle in which the parts are protected to prevent catching upon the meshes of a fly net or other part of the harness and which will pass through a ring or terret and not catch thereon.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of a harness buckle embodying the invention, showing it applied to the long and short driving lines or straps. Fig. 2 is a perspective view of the parts shown in Fig. 1 the same being inverted; Fig. 3 is a longitudinal section of the buckle, the position of the straps being indicated by dotted lines; and Fig. 4 is a transverse section 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 frame is oblong in form and one end bar is made straight, as indicated at 1, whereas the opposite end bar 2 is curved. The longitudinal bars are deflected at a point between their ends to throw the bars 1 and 2 in different planes. The cross line 3 is attached in any manner to the straight end bar 1. The tongue 4 is pivotally connected at one end to the curved bar 2 of the buckle frame and curves adjacent to its connection with the bar 2 to form a hook 5 which receives the long strap 6. A cross bar 7 connects the longitudinal bars of the buckle frame and normally occupies a position in the plane thereof. A guard 8 of arched form has its end portions connected with the longitudinal bars of the buckle frame and its middle portion spaced from the cross bar 7 to form a loop through which the long strap 6 passes. The end portions of the guard 8 are cut away, as at 8^a, to admit of the ends of the cross bar 7 connecting with the buckle frame A channel 9 is formed in the upper or horizontal portion of the arched guard 8 and receives the end of the tongue 4, thereby preventing the latter from projecting beyond the top of the guard and catching in any part of the harness, the fly net or other article. The buckle frame and the guard 8 and cross bar 7 may be of integral formation or separately constructed and attached in any convenient and substantial way.

A catch 10 is arranged upon the under side of the guard 8 and is pivoted at one end thereto, as at 11, and its opposite end extends beyond the edge of the guard, so as to be engaged by the finger. An extension 12 projects laterally from the catch 10 and is adapted to engage over the end portion of the tongue 4 and hold the same in the channel 9. The catch 10 is located at one side of the channel 9 and the extension 12 projects across said channel and engages with the guard upon opposite sides thereof, so as to positively retain the tongue 4 within the channel. The guard 8 has an inwardly extended flange 13 at the edge facing the tongue 4 and this flange has a part cut away to receive the projecting end of the catch 10 and to form a shoulder 14 to engage with said catch and normally hold the extension 12 projected across the channel 9. The catch 10 consists of a flat spring and is adapted to have its free or projecting end depressed, so as to clear the shoulder 14 preliminary to swinging the catch to one side to cause this projection 12 to clear the tongue 4.

A protector 15 is attached to the guard 8 and is of bail or loop form, its side members being pivotally connected to said guard to admit of the protector being swung so as to clear the tongue when adjusting the strap 6 with reference to the buckle. The purpose of the protector 15 is to prevent the long line 6 riding on the hooked end 5 of the tongue 4.

In the use of the buckle the long line 6 is threaded through the buckle by being passed between the frame and the arched guard bar 8, the end of the tongue 4 being previously released from said guard. The tongue is then inserted in an opening in the line to give the desired adjustment, whereupon the bail 15 is swung nearly parallel with the frame.

The tongue is then swung on its pivotal connection over the protector 15 and retains it in operative position, the end of the tongue being caused to rest in the channel 9 in which it is locked by means of the catch 10.

Having thus described the invention, what is claimed as new is:

1. A harness buckle comprising a frame, a tongue having pivotal connection at one end with the buckle frame and having the end portion attached to the buckle frame bent to provide a hook to receive and engage with the strap to be connected by means of the buckle, a guard forming a part of the buckle frame and having a channel forming a seat to receive the free end of the tongue and a catch mounted upon the guard and adapted to engage with the free end of the said tongue and hold the same in the seat.

2. A harness buckle comprising a frame, a tongue pivotally connected to said frame, a guard having a channel to receive an end portion of the tongue and provided with a depending flange having a cut away portion forming a stop shoulder, and a catch pivoted to the guard and having a projecting portion to enter the cut away portion of the flange and engage with said stop shoulder to retain the catch in operative position.

3. A harness buckle comprising a frame, a tongue pivoted at one end to the frame, a guard of arched form connected to the longitudinal bars of the frame and having a channel to receive the free end of the tongue, a catch mounted upon the guard for securing the tongue in the channel thereof and a protector pivotally connected to the guard and extended therefrom for confining the strap and adapted to engage under the tongue and retained in operative position thereby.

4. A harness buckle comprising a frame, a guard of arched form secured at its ends to the longitudinal bars of the frame and having openings in its end portions, a cross bar having its end portions passed through the openings in the ends of the guards and secured to the side bars of the buckle frame, a tongue pivoted at one end to the frame, and means for securing the free end of the tongue to the guard.

5. A harness buckle comprising a frame, a cross bar extended between longitudinal bars of said frame, an arched guard having connection with the longitudinal bars of the buckle frame and forming with said cross bar a strap loop, said guard having a depression, a tongue pivoted to the buckle frame and adapted to have its free end enter the depression of the said guard, and a catch for retaining the end of the tongue in the depression of said guard.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN E. REMPEL. [L. S.]

Witnesses:
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