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Fig.1.

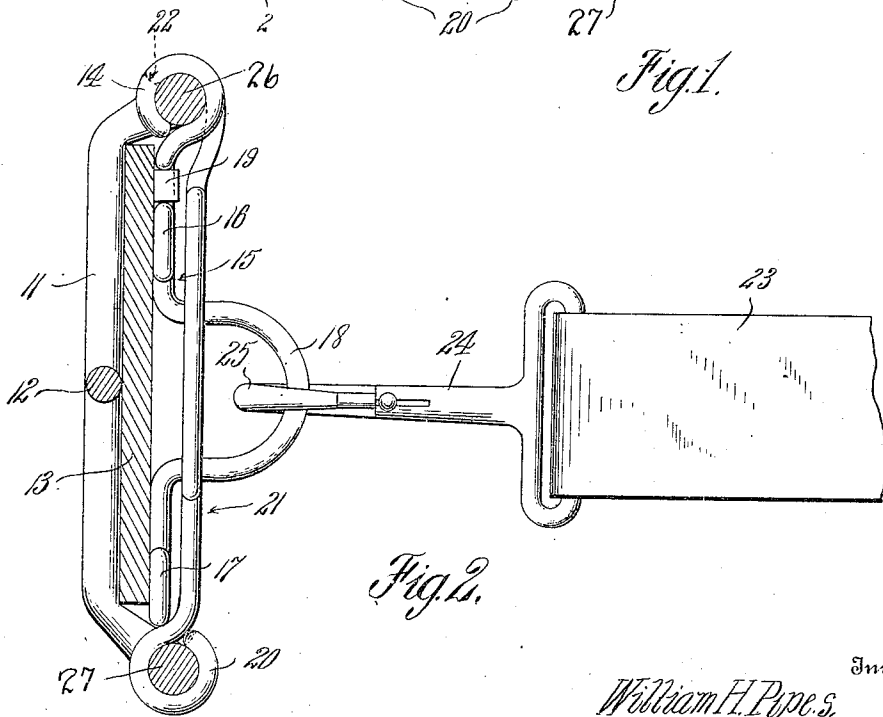


Fig. 2.

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UNITED STATES PATENT OFFICE.

WILLIAM H. PIPES AND DANIEL W. FUGLER, OF TORRAS, LOUISIANA.

DOUBLE-REIN BUCKLE.

952,712.

Specification of Letters Patent. Patented Mar. 22, 1910.

Application filed February 9, 1909. Serial No. 476,871.

To all whom it may concern:

Be it known that we, WILLIAM H. PIPES and DANIEL W. FUGLER, citizens of the United States, residing at Torras, in the parish of Pointe Coupee, State of Louisiana, have invented certain new and useful Improvements in Double-Rein Buckles; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to buckles, more particularly to devices of this class employed for coupling the cross lines to the main lines in harnesses, and has for one of its objects to improve the construction and increase the efficiency and utility of devices of this character.

Another object of the invention is to provide a simply constructed device of this character which may be readily attached to and detached from the main line or rein, and adjusted longitudinally thereof as required.

With these and other objects in view the invention consists in certain novel features of construction as hereafter shown and described and then specifically pointed out in the claims, and in the drawings illustrative of the preferred embodiment of the invention, Figure 1 is a side elevation of the portion of the improved device which is attached to the main lines. Fig. 2 is a view in section on the line 2—2 of Fig. 1.

The improved device comprises a frame preferably oblong, and formed of side members 9 and 10 and end members 26—27, and with transverse intermediate members 11—12. The upper and lower members 26—27 of the frame are directed outwardly, while the side members 9 and 10 and the intermediate member 11 are curved at their ends, as shown. The main line or strap is indicated at 13, and bears across the side members of the frame, while the upper and lower members 26 and 27 of the frame overhang the strap.

Swinging at 14 from the upper frame member is an inner tongue represented as a whole at 15, preferably formed of wire, and bent into two relatively long loops 16—17, the loop 16 being located adjacent to the hinge portion 14, while the loop 17 is located at the free end of the tongue and rela-

tively close to the lower frame member 27, as shown.

Formed in the tongue 15 between the loops 16—17 is an outwardly directed loop or bend 18. The tongue 15 being formed of a single piece of wire, the outwardly directed loop 18 is double, or formed in two parts, as shown. The two parts of the tongue 15 next to the loop 16 are connected by a sleeve 19 to unite the parts.

Swinging at 20 from the lower member 27 of the frame is an outer tongue bent into an elongated U shape represented as a whole at 21, and preferably formed from a single piece of wire bent centrally upon itself and coiled at the terminals around the lower frame member 27, to form the hinge portion 20 the elongated arms of the U shaped loop spaced apart intermediate the sides to form an eye to bear over the loop 18, the tongue 21 at its central bend being turned slightly toward the hinge portion 20 and partly encompassing the member 26, as shown at 22, to produce a resilient catch adapted to engage the upper member 26 of the frame between the parts which form the hinge 14. By this means the tongue 21 is adapted to be snapped over the upper member 26 of the frame, and thus holds the two tongues yieldably coupled to the frame.

The outer portion of the loop 17 being located close to the lower member 27 of the frame is engaged by the side members of the outer tongue 21 and pressed thereby firmly against the strap 13, as shown in Fig. 2. By this means the frame is firmly coupled to the strap, and may be adjusted longitudinally thereof to any required extent.

A portion of one of the cross lines is represented at 23, and is provided with a suitable catch device, preferably in the form of a snap 24 adapted to be engaged by its hook 25 with the loop 18, and thus not only connecting the cross line to the main line, but also increasing the efficiency of the coupling between the tongues 15—18, as will be obvious.

It will be noted that a simply constructed device is produced which may be inexpensively manufactured, and readily coupled to the main lines at any required point, or adjusted longitudinally of the lines as required.

The device may be constructed of any suitable metal and galvanized, japanned, or otherwise coated or treated.

What is claimed, is:—

5 1. A device of the class described comprising a buckle frame including spaced top and bottom members, an inner tongue swinging from one of said spaced frame members and terminating near the other spaced member, said inner tongue having spaced lateral
10 portions and a central outwardly directed loop, and an outer tongue swinging from the other spaced frame member and with a resilient terminal yieldably engaging the first
15 mentioned frame member and provided with an intermediate eye engaging over said loop.

2. A device of the class described, comprising a buckle frame including spaced top and bottom members, an inner tongue
20 formed from a single piece of wire bent intermediate the ends into spaced laterally

directed loops, the terminals of the tongue being spaced apart and swingingly connected to one of said spaced frame members, a sleeve inclosing the sides of the inner tongue, 25 an outer tongue formed from a single piece of wire bent into elongated U-shape with the terminals coiled around the other of said spaced frame members, the sides of the outer tongue engaging over the outwardly directed 30 loops of the inner tongue and the bight portion of said outer tongue bent to resiliently engage the first mentioned frame member between the spaced terminals of the inner tongue. 35

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

WILLIAM H. PIPES.

DANIEL W. FUGLER.

Witnesses:

M. C. BRIDGES,

A. GAYDEN.