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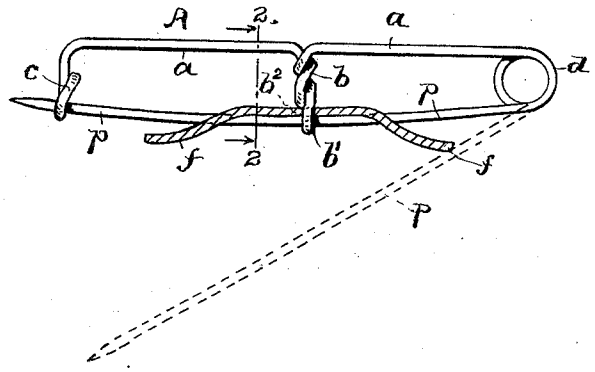
SAFETY PIN.

APPLICATION FILED FEB. 18, 1911.

**1,067,922.**

Patented July 22, 1913.

Fig. 1.



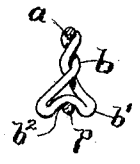




Fig. 2.

WITNESSES.

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# UNITED STATES PATENT OFFICE.

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## SAFETY-PIN.

1,067,922. Specification of Letters Patent. Patented July 22, 1913.

Application filed February 18, 1911. Serial No. 609,359.

*To all whom it may concern:*

Be it known that I, ARTHUR W. HUTCHINS, a citizen of the United States, residing at Cranston, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Safety-Pins, of which the following is a specification.

My present invention relates to a novel improvement in safety-pins, so-called, and it consists essentially in providing the keeper-carrying base arm, as it may be termed, with a central post member disposed at substantially right angles therewith, the post being constructed so as to extend to and engage the usual movable resilient puncturing member or pin-arm proper when the latter is in the clasped position. Safety-pins of this general character are usually formed from a single piece of suitable wire possessing a degree of elasticity and resiliency. Sometimes, however, the keeper portion, and also the eye or joint part, are formed of sheet metal. I prefer to produce my improved safety-pin complete or integral from a length of wire.

An objection or disadvantage to the use of former safety-pins is that, when in use, they are longitudinally slidable or movable in the material or fabric to which they are pinned. That is to say, the pins are unprovided with means for positively maintaining them in position against endwise movement. When such former safety-pins are employed for securing cloths, bands, or other articles of underwear or apparel to infants or young children, the pins, as thus worn, are very liable to become loosened (while clasped) or disarranged to a considerable extent so that portions of the pin itself, even though the pin-point be protected, will engage the tender skin of the wearer and produce irritation, if not abrasion of the flesh, before the cause is discovered.

The object I have in view is to produce a safety-pin devoid of the objectionable features referred to, the pin at the same time overcoming other disadvantages inherent in safety-pins as heretofore devised. In my improved safety-pin the construction is such that when in service it is held securely in position against endwise or sliding movement. The manufacturing cost of the improved safety-pin is substantially the same as the old or unimproved safety-pin.

In the accompanying sheet of drawings, Figure 1 represents a side elevation of a safety-pin embodying my improvement; the pin being in the closed or clasped position, as in use; and Fig. 2 is a transverse sectional view of the same, taken on line 2 2 of Fig. 1, the fabric being omitted.

Safety-pins of this general class are usually formed from suitable bendable wire stock.

In the drawing, A designates my improved safety-pin complete, and as produced from a single piece of wire. The article comprises a base arm member *a* having one end bent to form a keeper or catch *c*, and having the other or opposite end portion bent to form a spring eye *d* terminating in the longitudinally extending, sharpened, resilient pin-arm *p*, arranged to engage said catch. The invention herewith resides in twisting or suitably bending the wire or stock so as to produce in the base-arm *a* about midway of its length a short post or support *b* disposed at right angles to the latter and located in substantially the same vertical plane. The outer or free end portion of the post part is extended transversely (Fig. 2) and forms a short arm or bridge $b^1$, the center part of which is depressed or concave and constitutes a guide or self-centering seat $b^2$ for the adjacent part of the pin-arm *p* when the pin is in the normally clasped position. In fact, the relation of the seat part to the member *p* is such that in order to cause the engagement of the latter with the keeper or catch, as in clasping it, the pin member *p* will first contact with the seat before it can be sprung inward or downward into the keeper; the resiliency of the pin, in coöperation with the post, operating to prevent accidental unclasping. When the safety-pin is in normal use, the pin-arm extends through the fabric or material, substantially as indicated at *f*, Fig. 1, the fabric also at the same time being clamped in position between the seat $b^2$ and pin-arm, thereby positively preventing the safety-pin from sliding endwise in the material, or the latter from moving with relation to the pin.

I claim as my invention:—

In a safety-pin integrally formed from a single piece of wire, the combination of the base-arm having one end thereof bent to form a catch member, the other end bent to form a coil spring, a substantially

straight pin-arm member extending from said coil and disposed in the same plane with that of the base-arm having its free end pointed and adapted to engage said catch, a strut member located intermediate the two ends of the base-arm and extending at right angles therefrom in the same plane with the base and pin arms, said strut formed by bending a portion of the wire of the base-arm to produce two connected strands twisted together, and having the outer or free end of the strut further bent to form a depressed open seat disposed transversely of the base, for the purpose set forth.

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

ARTHUR W. HUTCHINS.

Witnesses:
GEO. H. REMINGTON,
CALVIN H. BROWN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."