

(No Model.)

E. G. STUDLEY & P. DOSCH.

FLY NET.

No. 315,975.

Patented Apr. 14, 1885.

Fig. 1.

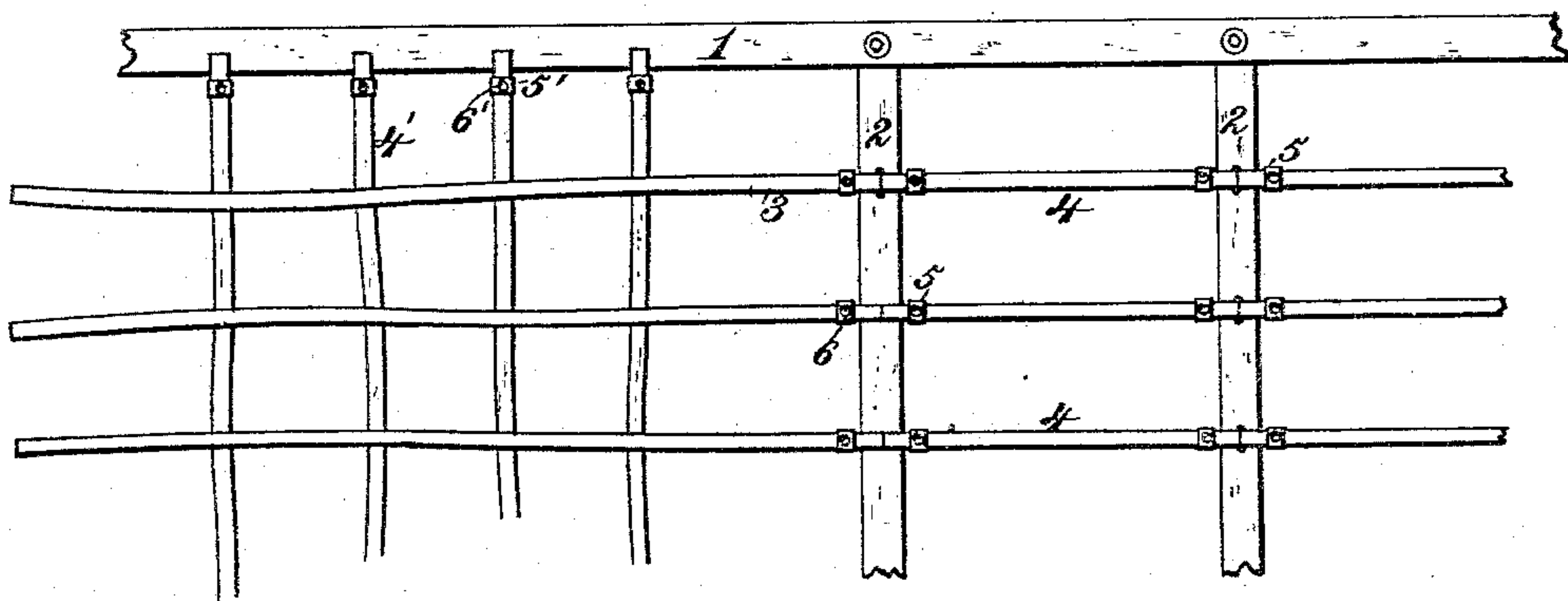


Fig. 2.

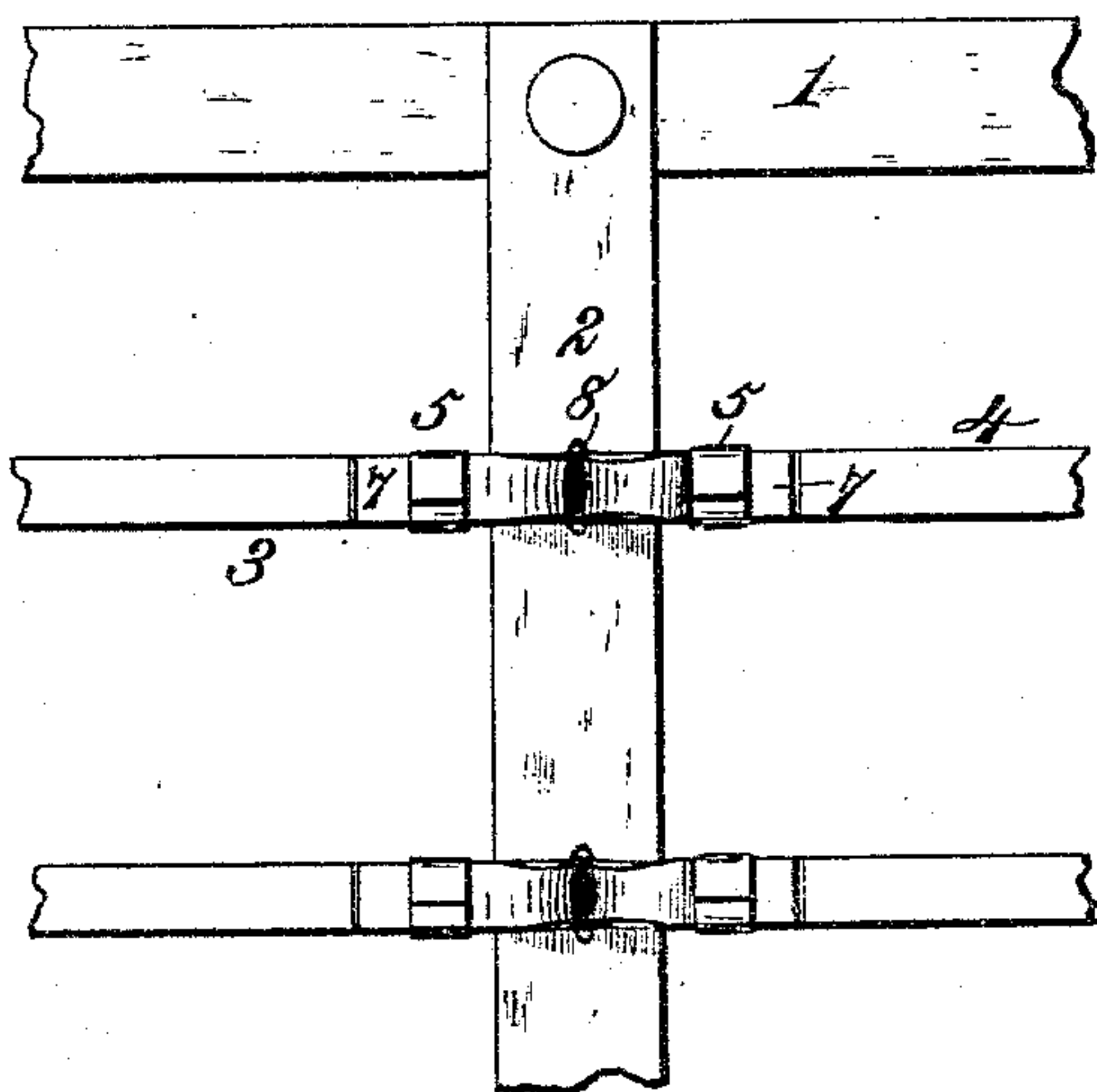


Fig. 3.

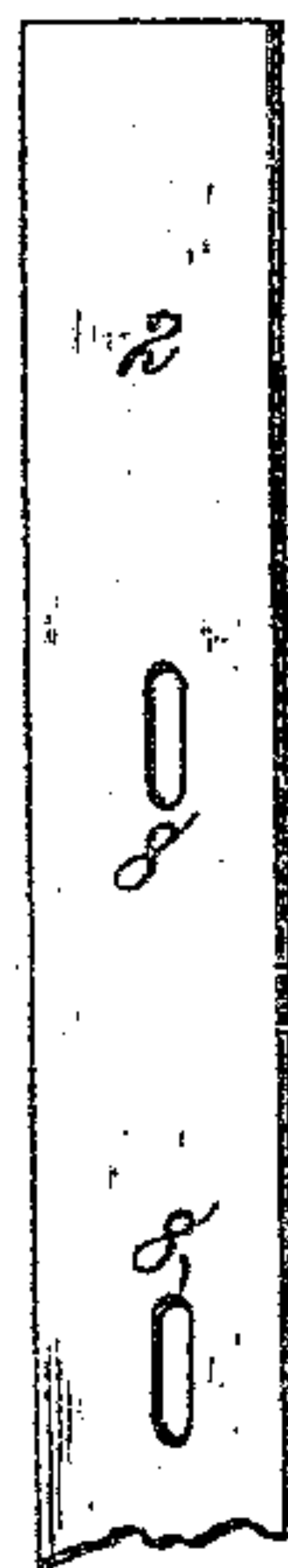
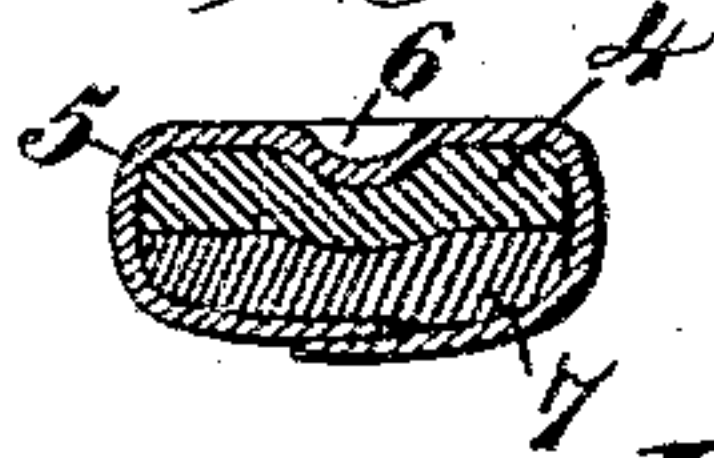


Fig. 4.



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UNITED STATES PATENT OFFICE.

ELBRIDGE G. STUDLEY AND PETER DOSCH, OF GRAND RAPIDS, MICHIGAN.

FLY-NET.

SPECIFICATION forming part of Letters Patent No. 315,975, dated April 14, 1885.

Application filed February 19, 1885. (No model.)

To all whom it may concern:

Be it known that we, ELBRIDGE G. STUDLEY and PETER DOSCH, citizens of the United States, residing at Grand Rapids, Kent county, Michigan, have invented new and useful Improvements in Fly-Nets, of which the following is a specification.

Our invention relates to that class of fly-nets in which longitudinal straps forming the base of the net and transverse straps are connected together.

Heretofore in such styles of nets it has been customary in one form when the ends of two adjacent transverse straps meet upon a longitudinal strap to bevel the ends of such transverse straps, and to place such beveled ends side by side upon the longitudinal strap and secure them together by passing a U-shaped staple through the longitudinal strap, the staple embracing them all and clasping them together. In another form the ends of adjacent straps are placed upon a longitudinal strap, with the ends simply abutting against each other, and a staple is passed through the abutting ends of the transverse straps and the longitudinal straps and clinched thereupon. These methods of construction have been found objectionable in that the beveled ends easily draw or pull out from beneath the staple or clasp in the one form, while in the other, if a staple or clasp becomes loosened or broken, the ends of both transverse straps are released, destroying largely for the time being the utility of the net.

The object of this invention, therefore, is to avoid these objections, so constructing the net that the parts shall be firmly bound together, reducing to a minimum the danger of accidental separation of the longitudinal and transverse straps, and so that if, perchance, any such separation should occur, the loosening or breaking of a fastening shall affect one end of the transverse strap only. To accomplish these objects the necessary number of longitudinal straps is used. In these longitudinal straps, at the distance apart it is desired to have the transverse straps, are formed a series of apertures of a size sufficient to pass such transverse straps therethrough. Transverse straps are used of a length a little greater than the distance apart of the longitudinal straps desired. Through these apertures are passed

the ends of the transverse straps, the ends being bent back upon the body of the straps beneath the longitudinal straps, the bent-back end and the body being then secured together by a clasp, staple, or other suitable fastening device. In the body longitudinal straps the transverse straps are passed through each aperture, while at the boundary or side longitudinal straps a transverse strap and loose strap, forming part of the fringe of the net, may be passed through each aperture. Combined with this construction is a neck-strap for securing the net upon the animal, which may be fringed in similar manner in part, the longitudinal straps being connected to a part thereof.

This construction may be more readily understood by reference to the drawings, in which—

Figure 1 is a top plan view of part of the net sufficient to illustrate the invention, the left portion of the figure representing the loose lashes which depend from the neck-strap drawn horizontally under the loose lashes extending from the longitudinal straps; Fig. 2, a bottom plan view of a part thereof; Fig. 3, a plan view of part of a longitudinal strap; Fig. 4, a transverse section of a transverse strip at the point of fastening.

In the drawings, the reference-numeral 1 indicates the neck-strap provided with any suitable fastening device—such as a tongue and buckle—for securing it upon the animal, and to it are secured the longitudinal straps 2, as many and at such distance apart as may be desired. Along the center of these longitudinal straps small apertures 8 are made at the distance apart at which it is desired to have the transverse straps 4. These transverse straps are a little greater in length than the distance apart of the longitudinal straps 2. To secure the longitudinal and transverse straps together, the end of the transverse is passed through an aperture, 8, and folded back upon and underneath its body. A small metal clip or staple, 5, is then passed around the body and the bent-over end and folded down upon them, securing them firmly together and preventing the transverse strap from being loosened or pulled from the longitudinal strap. To assist in this when a metal clip is used, a depression, 6, may be made therein by a punch,

which forces the metal into the leather and renders it perfectly secure against slipping.

At the left side of Fig. 1, we have shown the loose lashes or fliers 4', which depend from the next strap, 1, in front of the breast of the horse, secured to said neck-strap by clips 5' and depressions 6', the same as those employed for fastening the short straps 4 and fliers 3 to the longitudinal straps 2.

In the body of the net, as seen, the adjacent ends of two transverse straps are passed through one aperture. The loose fliers 3, forming the fringe, are secured in the same manner to the outer longitudinal straps and the neck-strap.

By this method of construction short pieces of leather can be utilized for the transverse straps, tending to economy in cost of manufacture. In addition, the parts are so firmly secured together that danger of disruption of any of the unions is reduced to a minimum, while if such disruption should occur at any point but a single end of a single strap is loosened, rendering repairs exceedingly easy. The result is a net economical in cost, durable, and so elastic that it will fit and lie snugly upon the horse.

Having thus described our invention, what we claim is—

1. A fly-net consisting of perforated longitudinal straps, transverse straps having their ends passed through the perforations, turned back, and secured to the body of the transverse straps, substantially as described.

2. In a fly-net, the combination of longitudinal straps provided with perforations for receiving the ends of the transverse straps, transverse straps whose ends pass through said perforations and are folded back upon the bodies of such straps, and clips securing together the ends and bodies, substantially as described.

3. In a fly-net, the combination of the longitudinal straps 2, with perforations 8, the transverse straps 4, having their ends passed through said perforations, and metal clips 5, with punched concavity 6, substantially as described.

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

ELBRIDGE G. STUDLEY.
PETER DOSCH.

Witnesses:

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