

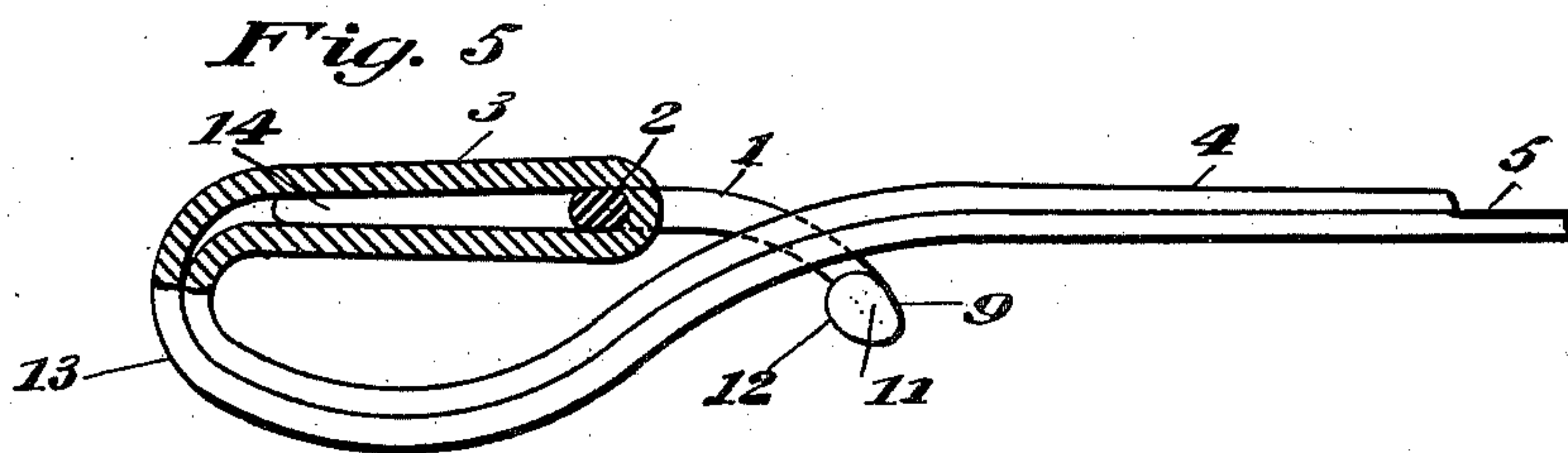
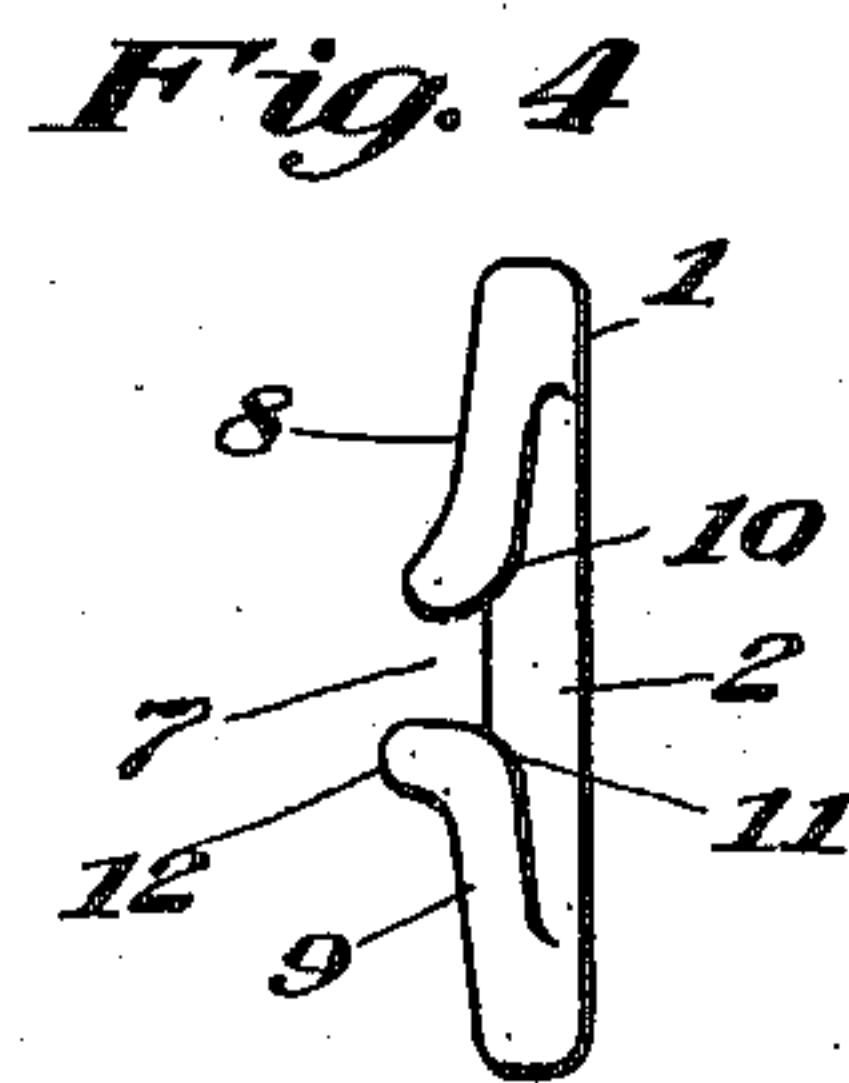
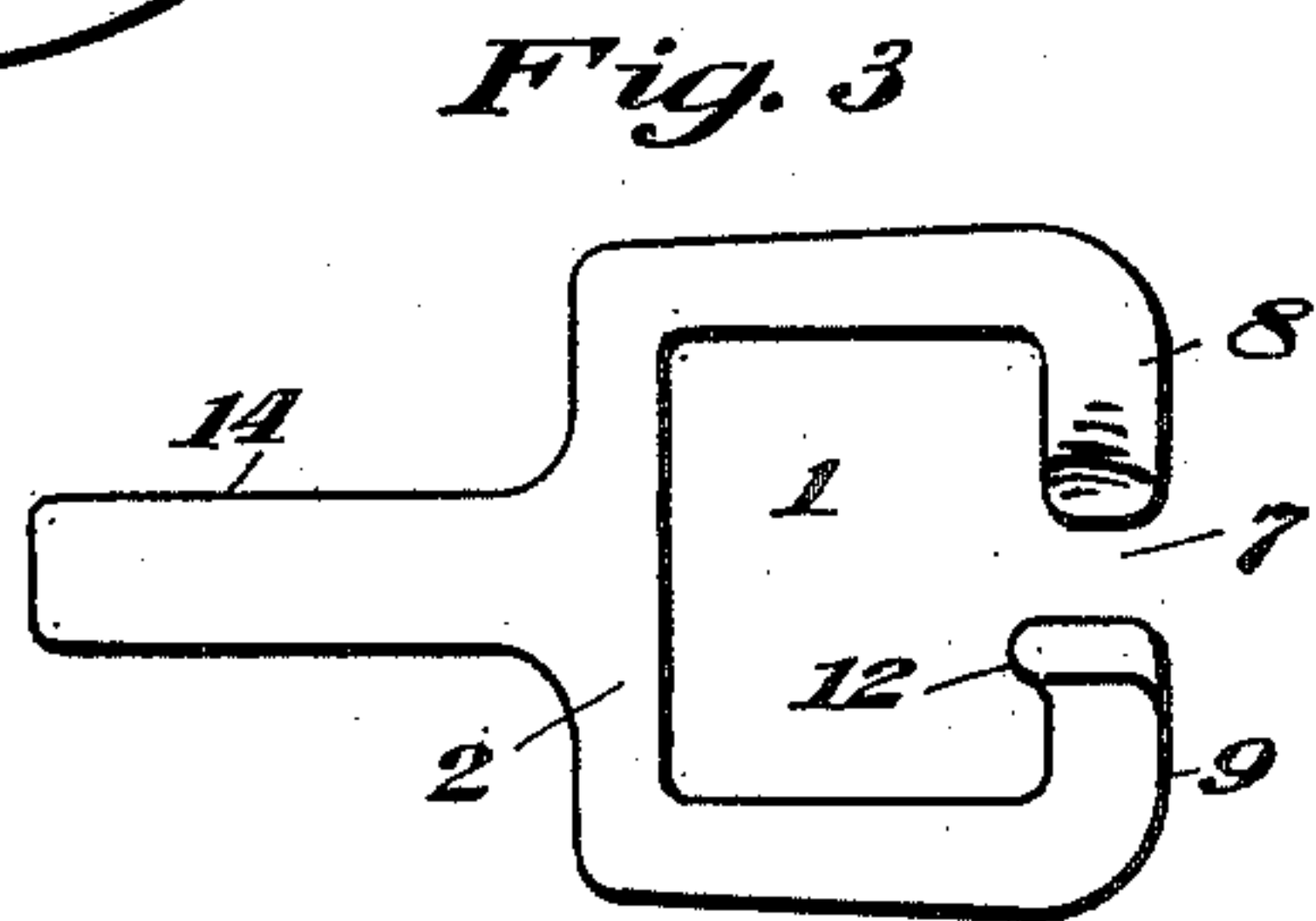
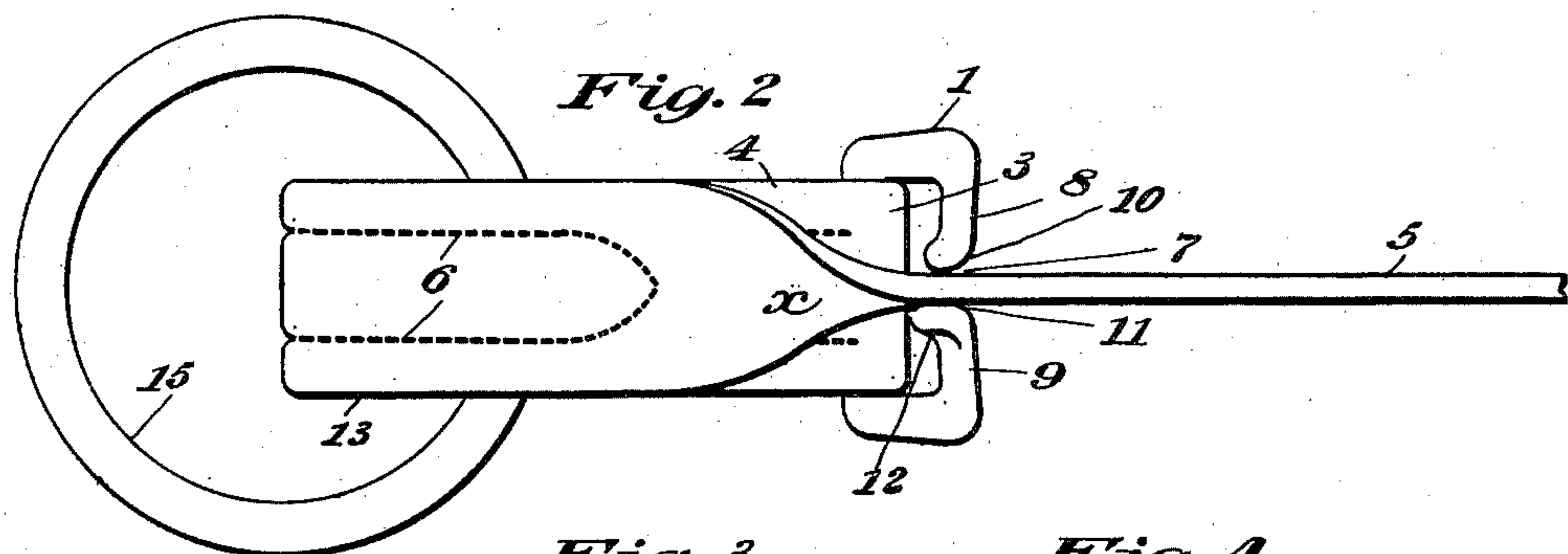
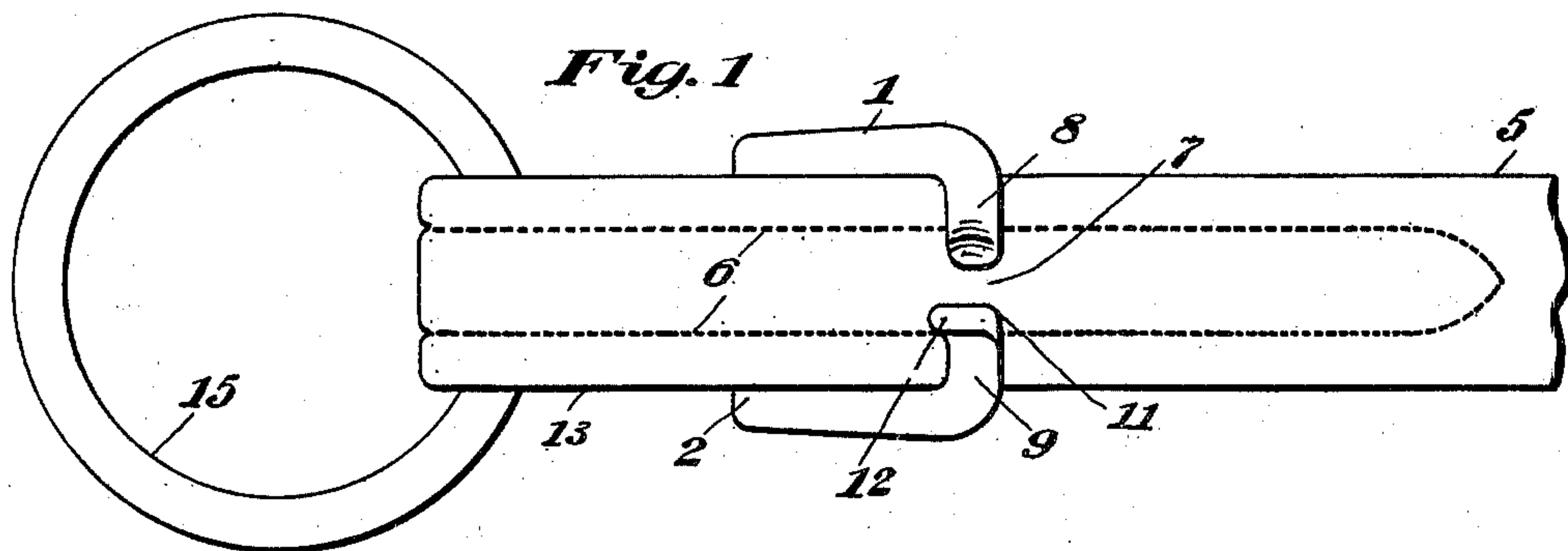
No. 652,523.

Patented June 26, 1900.

G. SCHNEIDER.  
BUCKLE.

(Application filed Sept. 25, 1899.)

(Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

GEORGE SCHNEIDER, OF CLIFTON, KENTUCKY, ASSIGNOR TO HIMSELF, AND  
CHARLES ARTHUR FETTERS AND WILLIAM W. DOUGLASS, OF CINCIN-  
NATI, OHIO.

## BUCKLE.

SPECIFICATION forming part of Letters Patent No. 652,523, dated June 26, 1900.

Application filed September 25, 1899. Serial No. 731,547. (Model.)

*To all whom it may concern:*

Be it known that I, GEORGE SCHNEIDER, a citizen of the United States of America, and a resident of district of Clifton, in the county of Campbell and State of Kentucky, have invented certain new and useful Improvements in Strap-Fasteners, of which the following is a specification.

This invention relates to certain improvements in strap-fasteners, and has for its object to provide a device of this character of a simple, strong, and inexpensive nature which shall be adapted for use in holding the strap to which it is applied securely clamped or fastened, while permitting such strap to be readily loosened or detached from the fastener when desired.

The invention consists in certain novel features of the construction, combination, and arrangement of the several parts of the improved fastener whereby certain important advantages are attained and the device is made simpler, cheaper, and otherwise better adapted and more convenient for use, all as will be hereinafter fully set forth.

The novel features of the invention will be carefully defined in the claims.

In the accompanying drawings, which serve to illustrate my invention, Figure 1 is a side view showing the end portion of a strap, which may be a driving-rein, for example, provided with a fastener constructed according to my invention; and Fig. 2 is a similar view showing the manner of attaching and detaching the strap to and from the fastener. Fig. 3 is a side elevation of the fastener. Fig. 4 is an edge view of the same; and Fig. 5 is an edge elevation, partly in section, showing the end portion of a driving-rein or the like having a fastener constructed according to my invention.

In the views, 1 indicates the main portion of the fastener, herein shown as made in the form of an open rectangular frame similar to the rim of a buckle, having at one side a rounded bar 2, held in a loop or fold 3, produced in the strap or rein to which the fastener is applied by lapping the extremity 4 of said strap or rein over the end of the main part thereof, the fold being secured by stitching, as clearly shown at 6 on the drawings.

The frame or rim 1 of the fastener has at its side opposite to the bar 2 a centrally-arranged slot or opening 7 of a width to permit the passage through it edgewise of the main part 5 of the strap or rein, which is of single thickness, but too narrow to permit the doubled portion of the strap to pass through it. The slot or opening 7 produces in the bar of the frame or rim in which it is formed two arms or fingers 8 and 9, which extend toward each other and are slightly bent beyond the plane in which the frame or rim 1 extends, as clearly shown in Fig. 5, one arm 8 having a rounded extremity 10 and the other arm 9 having a more angular end portion 11, the front face of which is formed with an overhanging lip or projection 12.

The bar 2 of the frame or rim of the fastener is also provided with a central integral flattened arm or shank 14, extended away from the main part of the fastener and adapted to be housed within the loop or folded part 3 of the strap or rein to which the fastener is applied, said arm or projection serving to prevent pivotal or swiveling movement of the bar 2 of the frame or rim in the fold of the strap, so as to prevent the strap from slipping entirely through the rim or frame and maintain a loop 13 at the end of the strap when the fastener is engaged therewith, which loop may serve to hold any article to which the strap is applied—as, for example, a bit-ring 15 when the fastener is applied to a driving-rein.

In using the fastener for securing a strap the end portion of the strap is first passed through the eye or ring or around the article to be secured by the strap and is bent back to form a loop 13, as shown on the drawings, the parts being so positioned as to bring the slot or opening 7 opposite to the main portion 5 of the strap, which is of single thickness. The main portion 5 of the strap is now twisted, as shown at *x* in the drawings, so as to cause its edge to stand in line with the space or opening 7 of the fastener-frame, so that the strap may be readily inserted through said space or opening into the frame, as shown in Fig. 2, after which on being released the strap assumes its normal position and is held in the frame by the arms 8 and 9, which bear



upon its outer face. The strap is then drawn lengthwise as far as is permitted by the arm or shank 14 of the fastener-frame through said frame, so as to bring the doubled part of the strap or rein opposite to the slot or opening 7, as shown in Figs. 1 and 5, and this part of the strap being greater in thickness than the width of the space or opening 7 it is evident the strap will be securely held by the arms 8 and 9 from disengagement from said frame through said opening.

When it is desired to disengage the strap from the fastener, the operation is reversed, the strap being slid back through the frame or rim 1 until its single part 5 comes opposite to the space or opening 7, after which the strap is twisted to permit it to be passed edgewise through the slot or opening to release it from the arms 8 and 9 of the fastener and permit the ring or other article held by the loop 13 of the strap to be released therefrom.

When the strap is twisted to disengage it from the fastener, the rounded extremity 10 of the arm 8 of the frame or rim permits the edge of the strap to ride over it until it rests upon the angular end portion 11 of the arm 9 in position to be withdrawn by lateral movement. The end of the arm 9 is constructed with an overhanging lip or projection 12, serving to prevent the withdrawal of the strap when twisted in the reverse direction, and when the fastener is used upon driving-reins and the like I prefer to arrange the arm 9 below the arm 8, so that the rein can only be disengaged by pressing it downward with relation to the rim or frame 1 of the device. This prevents accidental disengagement of the reins from the bit-rings.

From the above description it will be seen that the improved fastener is of an extremely simple and inexpensive nature and is especially well adapted for use in harness, since it permits the reins and other straps to be fastened much more quickly and conveniently than is possible by the use of buckles as heretofore made and employed and also insures that the straps when thus fastened shall be securely held.

The improved fastener is also of an extremely neat and attractive appearance, such as to fit it for use upon fine harness, and since it dispenses with a tongue such as is carried by ordinary buckles for piercing the

strap it will be seen that it is much cheaper in construction and obviates the weakening of the strap such as is caused by providing such holes for the buckle-tongue.

It will also be seen that the improved strap-fastener is capable of some modification without material departure from the principles and spirit of the invention, and for this reason I do not wish to be understood as limiting myself to the precise form and arrangement of the several parts herein set forth.

Having thus described my invention, I claim—

1. A strap-fastener comprising a frame having arms separated by a space adapted for the passage of the strap edgewise, but narrower than the width of the strap, one arm having a rounded extremity and the other arm having at its end a lip or projection upon its inner face to prevent the disengagement of the strap from the frame, substantially as set forth.

2. A strap-fastener comprising a frame having arms separated by a space adapted for the passage of the strap edgewise but narrower than the width of the strap, one arm having at its end a lip or projection upon its inner face to prevent the disengagement of the strap from the frame, substantially as set forth.

3. In a strap-fastener, the combination of a strap having its end portion folded upon itself to produce a part of doubled thickness, and a rim or frame having one bar held in the fold of the strap and provided with an integral arm or shank held between the folds of the strap, the opposite bar of the rim having a slot or opening therein for the passage of the single part of the strap into the rim, but narrower than the thickness of the doubled part of the strap and thereby divided into two arms, one of the latter having a rounded extremity, and the other arm having at its end a lip or projection upon its inner face to prevent the disengagement of the strap from the frame, substantially as set forth.

Signed by me at Cincinnati, Ohio, this 8th day of September, 1899.

GEORGE SCHNEIDER.

Witnesses:

CHARLES ARTHUR FETTERS,  
JOHN ELIAS JONES.