

No. 751,585.

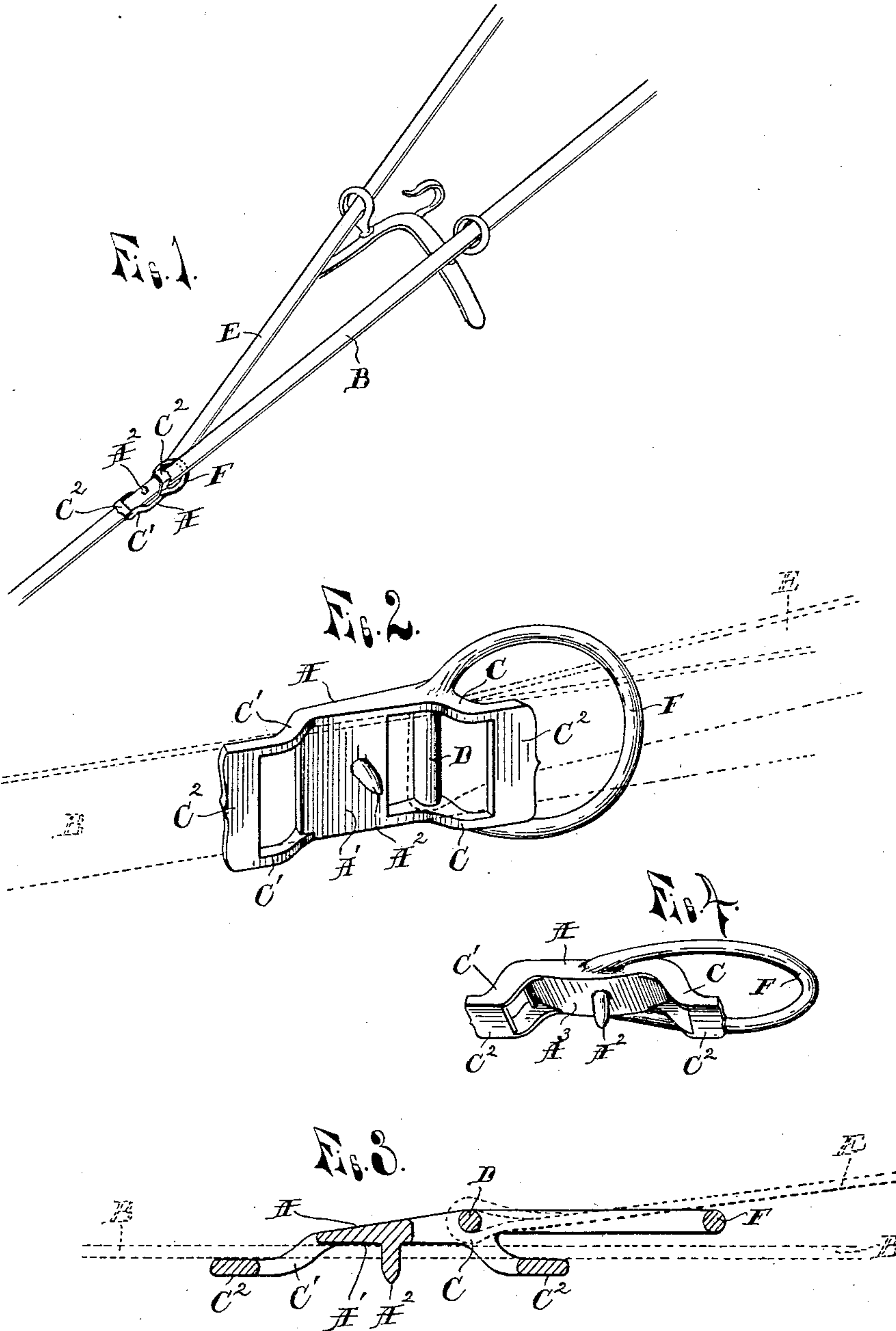
PATENTED FEB. 9, 1904.

M. WELCH.

BUCKLE.

APPLICATION FILED JUNE 15, 1903.

NO MODEL.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

MASON WELCH, OF ALMA, MICHIGAN.

## BUCKLE.

SPECIFICATION forming part of Letters Patent No. 751,585, dated February 9, 1904.

Application filed June 15, 1903. Serial No. 161,422. (No model.)

*To all whom it may concern:*

Be it known that I, MASON WELCH, a citizen of the United States of America, residing at Alma, in the county of Gratiot and State of Michigan, have invented certain new and useful Improvements in Buckles, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in harness-buckles, and especially to those adapted for use upon the driving-reins; and its object is to provide a buckle having efficient means for preventing the buckle when attached to the reins from passing through or becoming fastened in or caught by the terrets and which means also serves as a place of attachment to the buckle of straps, &c. Its object is also to make a cheap, light, and strong buckle which is neat in appearance and has certain other new and useful features, all as hereinafter more fully described, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view showing a buckle embodying the invention attached to a driving-rein. Fig. 2 is an enlarged perspective view of the buckle detached; Fig. 3, a central longitudinal section of the same, and Fig. 4 a perspective view of a modified construction.

As shown in the drawings, A is the body portion of the buckle, over the upper face A' of which the straight rein B extends and which is secured thereto by a tongue or integral stud A<sup>2</sup>, extending from the axis of the face of the body or plate, and extending outward from each end of the body are the side bars C and C', connected at their ends by the cross-bars C<sup>2</sup> and forming loops at each end of the body portion to embrace the rein B, said side bars being offset to bring the cross-bars out of line with the body and to engage the side of the strap opposite that engaged by the face A'. The side bars C are extended farther than the bars C', and at a short distance from their connection to the body they are connected by an integral cross-rod or round bar D, which is located at a distance to one side of the plane of the face A' and at the side of the rein B opposite to that upon which the cross-bars C<sup>2</sup> extend;

so that when the short rein E is looped around the rod D and secured thereto it will be out of the path of the rein B and not interfere therewith. A loop or ring F is formed integral with the side bars C, its ends springing from the sides of said bars opposite the ends of the rod D, which rod practically forms a continuation of the loop or completes the ring. This ring is of greater diameter than the diameter of the terrets, and therefore prevents the buckle from being drawn through the terrets or in any way caught or held thereby. By locating the ring so that the adjacent loop projects over said ring the rein is held by the loop close to the ring and prevents the terret from getting in between the rein and ring and getting caught, and by attaching the rein E so that it extends outward close to the ring at the opposite side the terret is prevented from being caught at that side of the ring. When the buckle is used in other places than on the reins, straps or other parts may be attached to the buckle by securing them to the ring, and it also serves as a finish for the buckle and strengthens the same.

In Fig. 4 a modified form of buckle is shown, the face A<sup>3</sup> of the body being curved, the rod D omitted, and the ring F formed integral with the sides of the body in line with the stud A<sup>2</sup>; but the essential features of the invention are the same, the form of buckle being immaterial.

Having thus fully described my invention, what I claim is—

1. A driving-rein buckle consisting of a body portion, a stud projecting outward from the contact-face of said body to engage openings in the main rein, a loop formed integral with and extending laterally outward from the end of said body to engage the side of the strap opposite to that engaged by the face of the body, a rod formed integral with the loop for the attachment of the short rein, and a ring-shaped member formed integral with the sides of the loop and extending longitudinally in line with the body and adjacent to the loop.

2. A driving-rein buckle consisting of a body portion, a stud projecting from the contact-face of the body to engage openings in the main rein, loops consisting of side bars con-



5 nected at their outer ends by cross-bars formed  
integral with the ends of the body and offset  
to engage the side of the rein opposite that  
engaged by the face of the body, a rod formed  
integral with the side bars of one of the loops  
and extending across between the same at one  
side of the plane of the face of the body, and  
a ring-shaped portion consisting of a loop the  
ends of which are formed integral with the side  
10 bars opposite the ends of said rod and extend

longitudinally outward adjacent to the loop  
and beyond the same between the branches of  
the rein.

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

MASON WELCH.

Witnesses:

A. W. BROEK,

RODEN C. HOOPER.