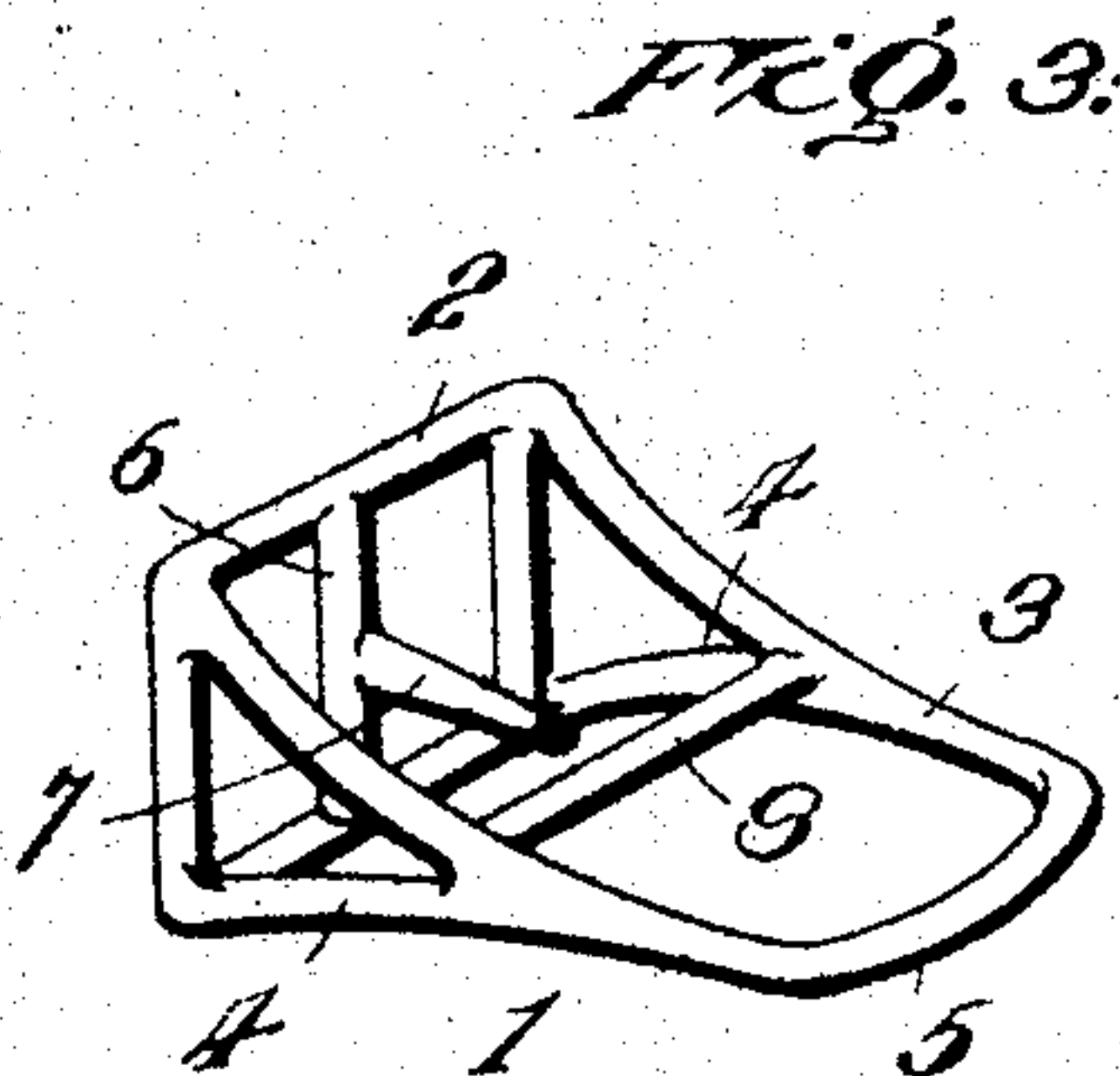
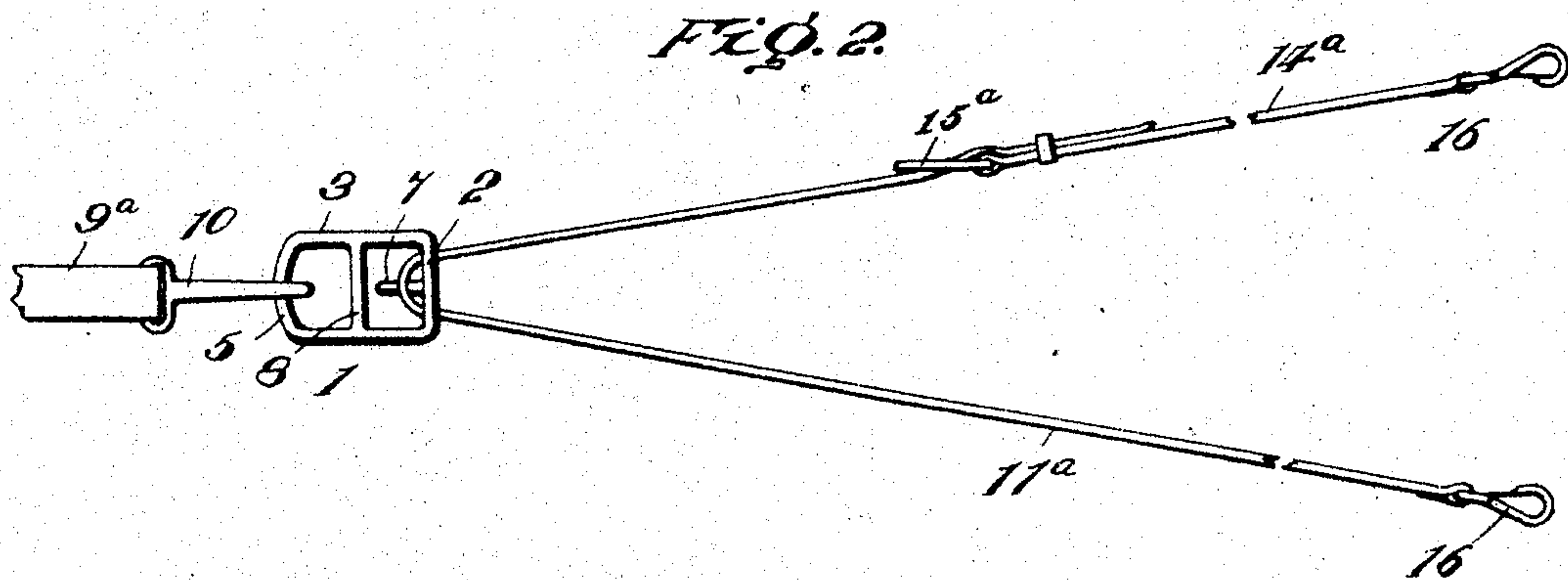
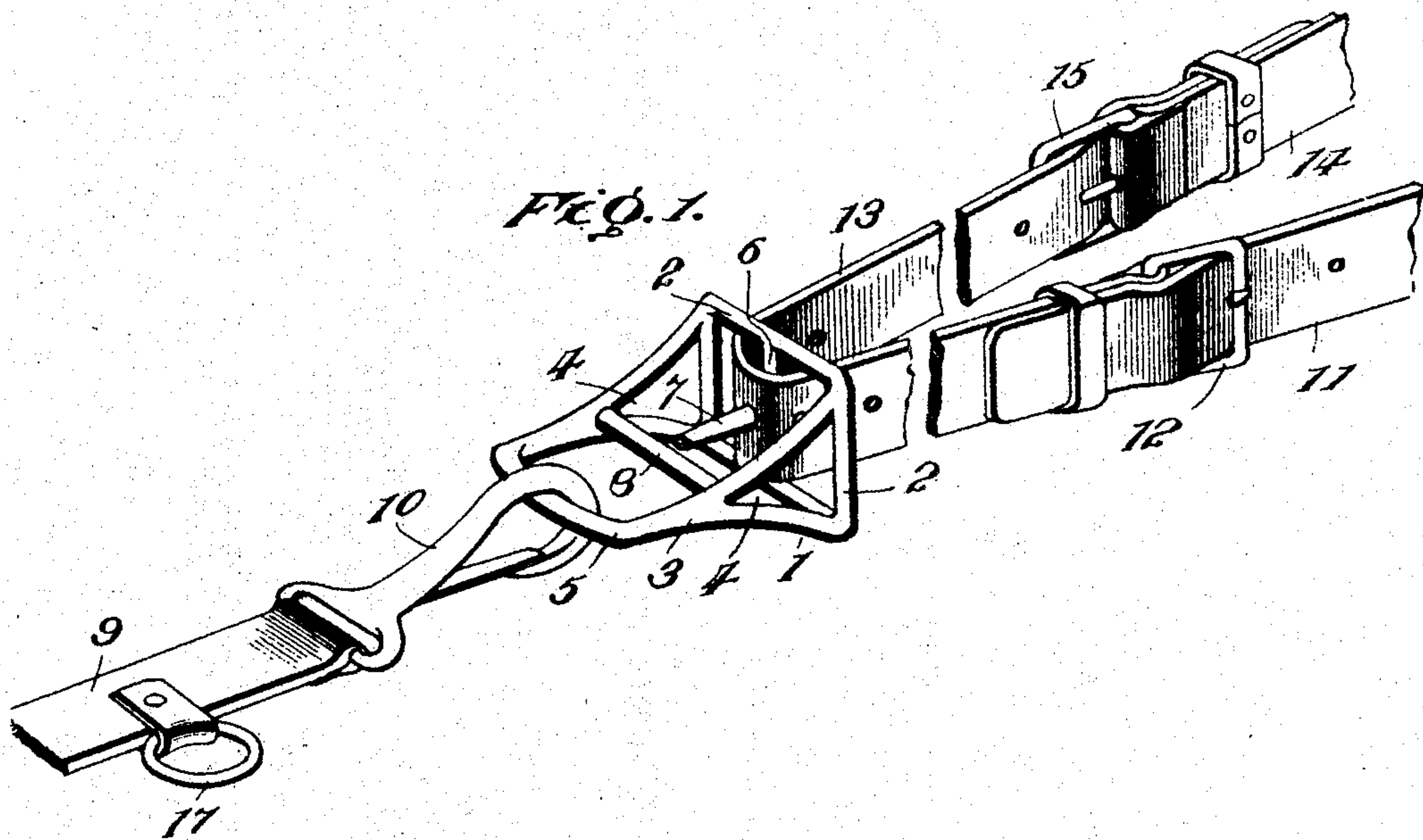


24. BUCKLES, BUTTONS, CLASPS, ETC.,  
Buckles, Harness,  
Penetrating tongue,  
One piece.

No. 833,998.

PATENTED OCT. 23, 1906.

J. B. CARPENTER.  
CROSS LINE BUCKLE.  
APPLICATION FILED JAN. 9, 1906.



Witnesses

*W. H. Hudson*

Inventor

J. B. Carpenter,

By

*W. H. Hudson* Attorneys



# UNITED STATES PATENT OFFICE.

JAMES B. CARPENTER, OF PLANTSVILLE, OHIO.

## CROSS-LINE BUCKLE.

No. 833,998.

Specification of Letters Patent.

Patented Oct. 23, 1906.

Application filed January 9, 1906. Serial No. 295,310.

*To all whom it may concern:*

Be it known that I, JAMES B. CARPENTER, a citizen of the United States, residing at Plantsville, in the county of Morgan and State of Ohio, have invented certain new and useful Improvements in Cross-Line Buckles, of which the following is a specification.

This invention comprises a novel form of cross-line buckle of the type designed particularly to facilitate ready adjustment, attachment, and detachment of the strap parts connected with the buckle, whereby various arrangements thereof may be secured in the practical use of the article.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a perspective view showing the buckle connected with the usual strap parts. Fig. 2 is a top plan view showing a modified application of the invention. Fig. 3 is a detail perspective view of the buckle alone.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Referring to the drawings, the numeral 1 indicates the buckle, which comprises an end frame 2 of approximately rectangular form, from which projects a lateral loop 3. The sides of the loop 3 are integrally formed with sides of the frame 2. To render the article as substantial as possible and at the same time conduce to lightness, it is preferred that the sides of the loop 3 shall be bifurcated adjacent to the points of joining with the frame 2, as shown most clearly at 4. The loop 3 is of somewhat U form, having an end bar 5 at the end remote from the frame 2. A cross-bar 6 connects opposite sides of the frame 2 and is formed with a stud 7, which projects toward the end bar 5 of the loop 3. The cross-bar 6 is located transversely with reference to the loop 3, or, in other words, the sides of the loop 3 connect two opposite sides of the frame 2, while the cross-bar 6 connects the other two opposite sides of said frame. Spanning the space between the sides of the loop 3 and connected at its opposite ends with the said sides is a transverse guard-bar 8. The guard-bar 8 is arranged proximate to the outermost end of the stud 7, which projects toward the same, and this is advantageous for

reasons which will appear more fully hereinafter.

The construction of the buckle is such as to admit of convenient manipulation and adjustment of strap parts, and the arrangement shown in Fig. 1 illustrates the hand part 9 of the driving-rein connected with the end bar 5 of the loop 3, said hand part 9 having a snap-hook 10 or buckle or like part to permit detachment thereof from the buckle 1. In this figure the cross-line 11 is secured by buckle 12 to one end of an adjusting-strap 13, while the straight line 14 is attachable by means of a buckle 15 to the other end of said adjusting-strap 13. The adjusting-strap 13 is looped about the cross-bar 6 of the frame 2 and is provided with a plurality of openings at intervals in its length to receive the stud 7 and permit of ready adjustment of the strap parts 11 and 14. The detachable connections between the cross and straight lines 11 and 14, respectively, with the ends of the adjusting-strap 13 are particularly advantageous, as they admit of quick detachment of the parts 11 or 14 from the part 13 when it is desired to remove the latter, this not necessitating threading either of the strap parts 11 or 14 through the frame 2. Further, as the buckle 15 is attached to straight line 14 and the buckle 12 to adjusting-strap 13 it will be seen that when the parts 11 and 14 are removed the ends thereof may be readily connected together to form a bridle-rein or the like. The manner of adjusting the lines 11 and 14 is obvious and need not be specifically described; but it will be observed that each of these parts may be provided with a snap-hook 16, such as shown in the modification in Fig. 2, or like member at its outer end to connect with the bridle-bit or other part, dependent upon the application thereof.

Fig. 2 illustrates an adaptation of the invention substantially as shown in Fig. 1, save that the cross-line 11<sup>a</sup> is connected directly with the straight line 14<sup>a</sup>, the adjusting-strap 13 being dispensed with. In other words, the strap 11<sup>a</sup> passes through the frame 2 of the buckle, is looped about the bar 6 in connection with the stud 7, and is connected by a buckle 15<sup>a</sup> with the straight line 14<sup>a</sup>. The manner of adjusting and detaching the strap parts 11<sup>a</sup> and 14<sup>a</sup> will also be obvious. The hand part 9 in Fig. 1 and 9<sup>a</sup> in Fig. 2 will be provided with a ring 17, sewed or otherwise applied thereto adjacent to the hook



10, and this will permit of attachment of a strap part for convenience in driving a four-horse team, practically admitting of so doing by use of two hand-lines.

5 The strap parts, as hereinbefore described, may be adjusted and arranged in various ways to accomplish the desired results. Further, the connection of the adjusting-strap 13 in Fig. 1 and of the cross-line 11<sup>a</sup> in  
10 Fig. 2 is made more substantial by reason of the provision of the guard-bar 8, as said bar will prevent accidental disengagement of the strap parts above mentioned in the practical  
15 use of the invention. The end bar 5 of the loop 3 assumes an approximately horizontal position in the actual use of the buckle, while the bar 6 assumes an approximately  
vertical position. The hand part 9 or 9<sup>a</sup>, connected with the loop 3, will thus be dis-  
20 posed with its flat side toward the animals which are being driven and not otherwise.

Having thus described the invention, what is claimed as new is—

1. In a cross-line buckle, the combination  
25 of an end frame, a loop projecting laterally from said end frame and having its sides con-

nected with opposite sides thereof, a cross-  
bar connecting opposite sides of the end  
frame, a stud projecting from said cross-bar  
toward the outer end of the loop, and a guard- 30  
bar connecting the sides of the loop and ar-  
ranged proximate to the outer extremity of  
the stud aforesaid.

2. In a cross-line buckle, the combination  
of an end frame of approximately rectangular 35  
form, a loop projecting laterally from said  
frame and having the sides thereof connected  
with two opposite sides of said frame, a cross-  
bar connected at its ends with the other two  
opposite sides of the end frame, a stud pro- 40  
jecting from the cross-bar in the direction of  
the outer end of the loop, and a guard-bar  
spanning the space between the sides of the  
loop and integrally formed with said loop  
proximate to the outer extremity of the stud. 45

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

JAMES B. CARPENTER. [L. S.]

Witnesses:

WM. HAINES,  
E. R. SWAYNE.