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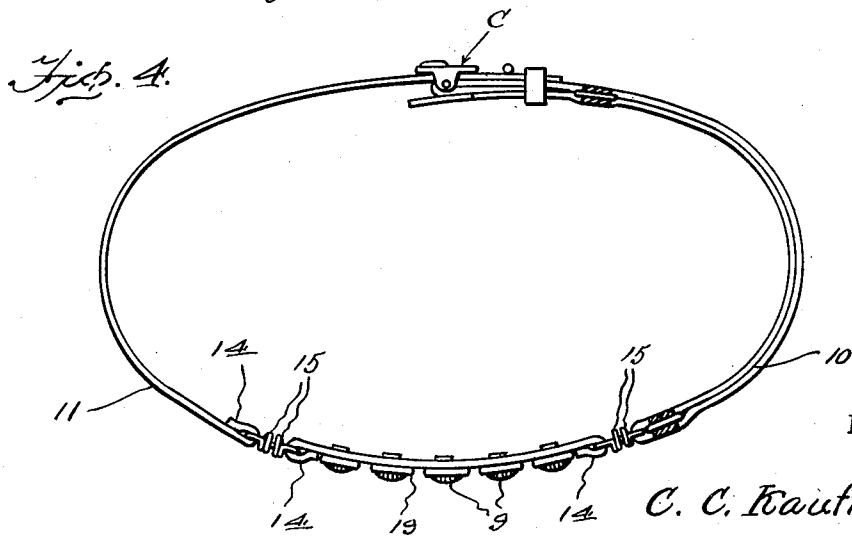
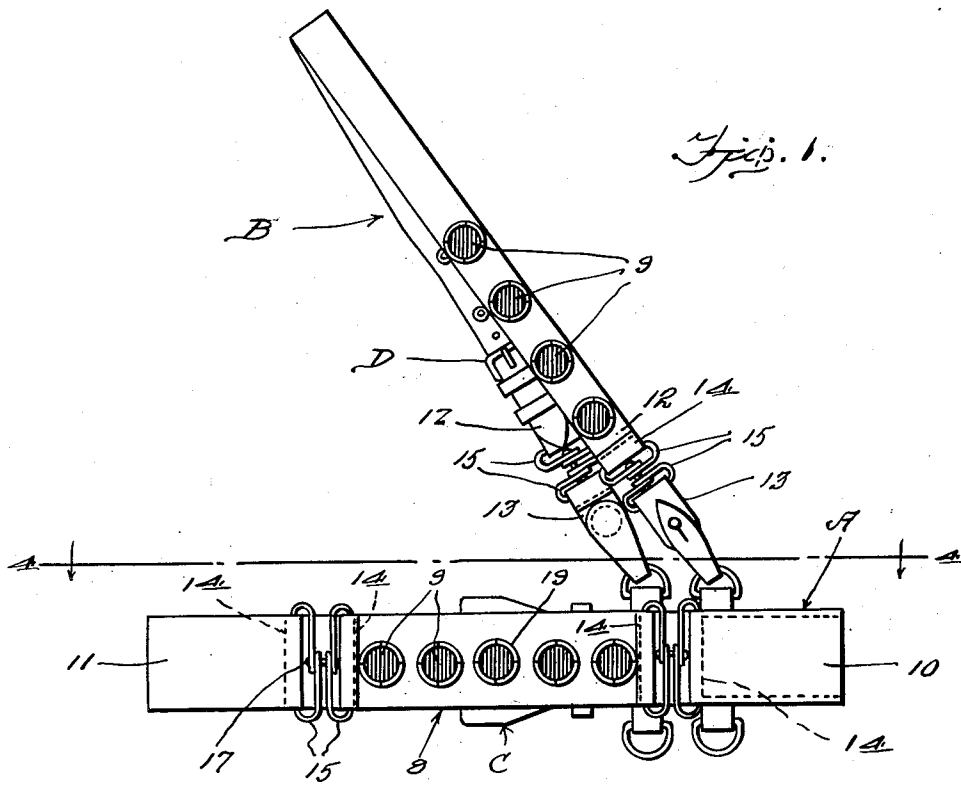
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2,030,172

SAFETY BELT

Filed March 14, 1935

3 Sheets-Sheet 1



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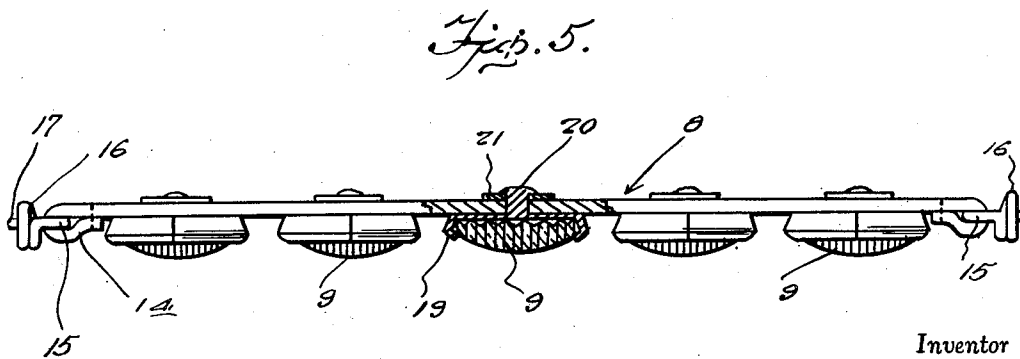
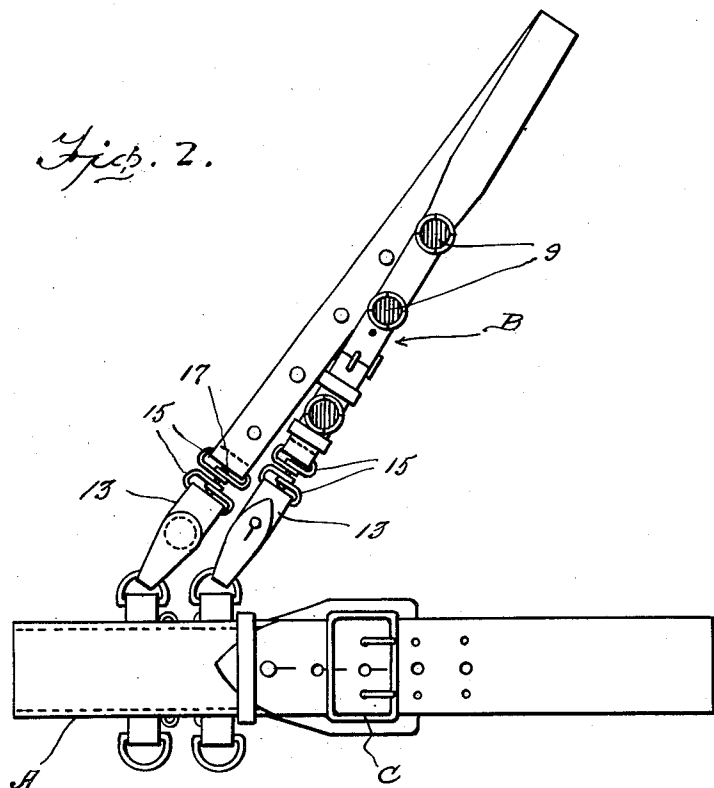
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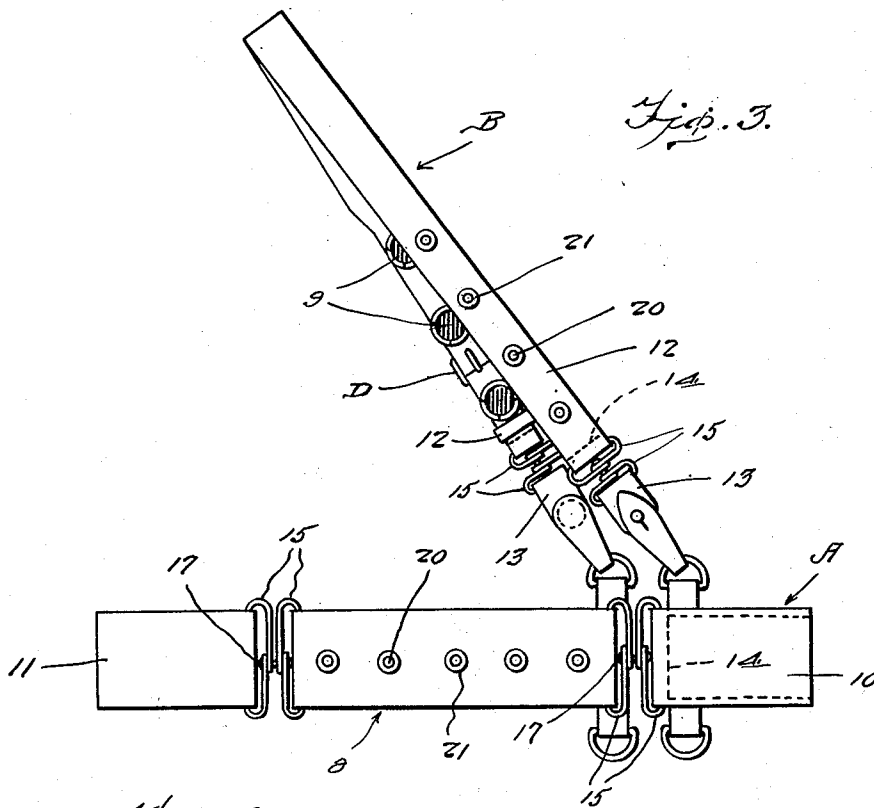
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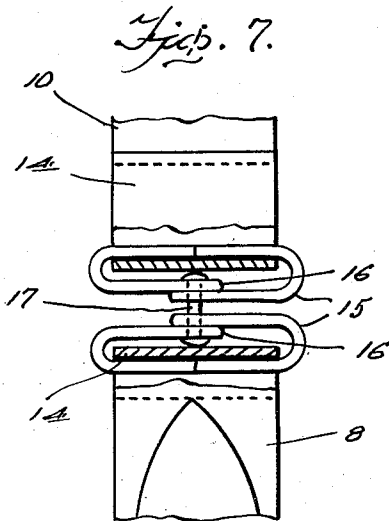
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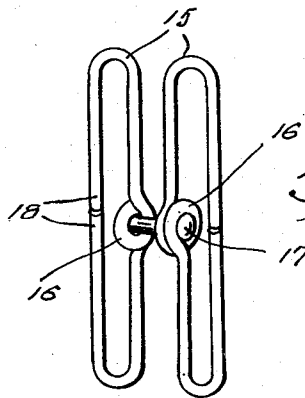
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*Fig. 3.*



*Fig. 7.*



*Fig. 6.*

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# UNITED STATES PATENT OFFICE

2,030,172

## SAFETY BELT

Carl Christian Kauffman, Conshohocken, Pa.

Application March 14, 1935, Serial No. 11,122

4 Claims. (Cl. 88—80)

This invention relates to an ingenious safety signalling accessory for personal use expressly constructed to be worn by persons in all walks of life who are continuously subjected to the dangers and hazards of traffic accidents, though it is specifically constructed for use by traffic officers and others employed in similar lines of endeavor on highways, city streets and the like.

Although the invention may be reduced to practice and utilized in some other structural form than that hereinafter described, the preferred embodiment thereof is in the nature of a belt, such as for example, one of the so-called "Sam Browne" style.

As reflected from and implied in the preceding paragraph, it is my primary aim to embody the features of the invention in a conventional type of belt structure, whereby to permit it to be worn for regular adornment and utility by day and then converted, through the instrumentality of certain reversible features into a safety signalling belt during periods of darkness.

I have found it expedient and practicable to accomplish what I desire through the adoption and use of a plurality of prismatic reflectors or buttons, these being employed in groups and so constructed and arranged as to permit them to be positioned at night to reflect traffic lights as a safety and precautionary measure, and readily reversed and concealed during ordinary daytime duty.

The preferred embodiment of the invention whereby these results are capable of satisfactory accomplishment will become more readily apparent from the following drawings and complementary explanation.

In the drawings wherein like numerals are employed to designate like details throughout the views:

Figure 1 is what may be designated as a rear elevational view showing a belt of the aforementioned type and illustrating the plurality of safety reflectors in position for use.

Figure 2 is a front elevational view, that is observing Figure 1 from the side diametrically opposite to that depicted in said Figure 1.

Figure 3 is a view like Figure 1 showing how the reversible portions or sections of the belt may be turned or reversed so that the light ray reflectors are turned to an out of the way and concealed position.

Figure 4 is a section on the horizontal line 4—4 of Figure 1.

Figure 5 is an enlarged view partly in section and partly in plan disclosing the rear reversible

section and emphasizing the specific construction and mounting of the glass or other type reflectors.

Figure 6 is a detailed perspective of the swivel coupling means utilized between the relatively turnable portions or sections of the belt.

Figure 7 is a view detailing the swivel joint or connection.

By way of introduction it is to be pointed out that the invention, is, broadly in the nature of a strap or other device of corresponding characteristics, since it would be possible to use it in the form of arm bands, wristlets, collar, belt or the like. For purpose of demonstration and illustration, the invention will be described as a belt of the now used "Sam Browne" type, which is being generally employed by traffic officers, patrol boys, boy scouts and the like.

Belts of the aforementioned type are of course provided with various accessories and adjuncts. In the drawings, however, I have merely shown the broad conception and here the body encircling belt, as a unit, is denoted by the letter A. The shoulder strap is distinguished by the character B. At its front, the belt A is provided with a buckle or equivalent fastener C for adjustment purposes. In addition, an equivalent buckle or the like is indicated at D, this forming a part of the shoulder strap B. In accordance with the present conception, a predetermined section of the rear portion of the belt A is made as a separable turnable unit 8. This is provided with longitudinally spaced reflector buttons 9. At its ends it is so connected with the adjacent end portions 10 and 11 of the belt proper as to permit it to be turned from the operative position shown in Figure 1 to the reversed non-operating position shown in Figure 3. Utilizing the same principle of construction, the relatively movable part of the shoulder strap B has its end portions 12 joined to the attaching tabs or straps 13 in such a way as to permit this part to be reversed from the arrangement shown in Figure 1 to that illustrated in Figure 3. That is to say, it is also reversible. Specifically, it is desired that these reversible connections be in the form of swivel joints. Each joint is the same in construction and a description of one will suffice for all. Under the circumstances, I will simply refer to Figure 7, where it will be seen that the strap ends which are joined together merely have the terminals folded over and stitched down to provide retaining pockets or so-called keepers 14. These are disposed in spaced parallelism and are designed to accommodate the special adapter loops or frames 15. There are two of these in each jointing unit as

shown in Figure 6. They are duplicates and each is formed from a single length of wire. The wire is bent between its ends into loop formation and is also bent as at 16 to form an eye. The complementary eyes serve to accommodate a headed jointing pin 17. The free ends of the wire are brought together as indicated at 18 so that they may be readily assembled and fastened in the keeper pockets 14. This provides a simple and effective swivel connection between those parts of the strap or belt which are susceptible of being relatively turned or reversed as traffic conditions dictate. As far as the back section 8 is concerned, it is obvious that this can be turned without removing the belt by simply grasping the opposite ends thereof and at the same time contracting the waist line sufficiently to give clearance to allow it to be easily turned with the fingers. By the same token, it is not necessary to unbuckle the shoulder strap B. By taking the fingers of one hand and running them from end to end and at the same time twisting the belt, it can be turned from the position shown in Figure 3 to that shown in Figure 1 or vice versa. This is an unusual adaptation which makes for practical and up to date usage. In fact, it is a feature indispensable in a belt of this type whether it is worn merely as a safety belt or as a double acting accessory carrying and safety belt. In other words, the invention is adaptable to belts worn primarily for decorative purposes or solely for utilitarian purposes.

The reflectors 9 may be of varied types. It might be possible to use mirrors but it has been found more practical to use either laminated or prismatic red glass convex disks. Referring to Figure 5 for example, the disk or button proper indicated at 9 is mounted in a metal cup 19 and the cup has a headed shank 20 which passes through the strap and is securely anchored in place by way of a washer or the like 21. The headed washer equipped end gives the appearance of a rivet when turned to the position disclosed, for example, in Figure 3. In keeping with a desire to provide a safety traffic signalling device for personal use to warn motorists of the presence on poorly lighted streets of traffic officers and the like, it is believed that the invention herein described and perfected for the purpose is an unequalled achievement in this line of endeavor. I am particularly enthusiastic about the idea of being able to keep the belt in place when it is once adjusted during the daytime for example, and thereafter simply reversing one of the parts thereof to bring into play the ever-present traffic directing buttons. In congested traffic areas, especially in the larger cities during fires and other emergency conditions, it is necessary for traffic policemen to appear on the streets at unexpected spots. Frequently, this not only imperils the life of the officer, but promotes perplexity and confusion to drivers of automobiles thus caught unawares. It is submitted, therefore, that the discovery is in the nature of an innovation, will fulfill the requirements of the invention and is some-

thing which measures up to the merit expected in a safety accessory of this type.

It is thought that persons skilled in the art to which the invention relates will be able to obtain a clear understanding of the invention after considering the description in connection with the drawings. Therefore, a more lengthy description is regarded as unnecessary.

Minor changes in shape, size and rearrangement of details coming within the field of invention claimed may be resorted to in actual practice, if desired.

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

1. In a construction of the class described, a body encircling belt provided with an adjusting and retaining buckle, a predetermined section of said belt being separated from the adjacent end portions of the body of the belt, swivel coupling means joining the ends of said section to the adjacent ends of the body portion to render said section turnable, said section being provided on one face with a row of safety reflectors.

2. In a belt assemblage of the class described, in combination, a body encircling belt including a swivelly mounted turnable section provided on one side with a plurality of light reflectors, and a complementary shoulder strap, the end portions of said shoulder strap being swivelly connected with said body encircling belt, and a plurality of reflectors mounted on one face of the shoulder strap at predetermined points, whereby to permit the reflectors on the shoulder strap and reflectors on the turnable section of the body encircling belt to be adjusted for use, or turned inwardly against the body of the wearer when not in use.

3. A safety promotion accessory of the type described primarily adapted for personal wear and embodying a body encircling belt fashioned to embrace a predetermined portion of the body of the wearer, the connectible ends of said belt being provided with quickly separable fastening means, the intermediate portion of said belt embodying a pivotally mounted rotatable section susceptible of being rotated without removing the belt from the body of the wearer, and a plurality of light ray reflecting elements mounted on one face of said rotatable section.

4. A safety belt of the class described comprising a relatively stationary main section including complementary body encircling portions separably connected together at adjacent corresponding ends, the opposite ends of said portions being spaced longitudinally apart, wire loops connected to said last-named ends, a supplementary relatively rotatable belt section interposed between said loops, additional wire loops connected to the opposite ends of said rotatable section and disposed in spaced parallelism with said first-named loops, means pivotally connecting the adjacent pairs of loops together, and a plurality of light ray reflecting elements mounted on one face of said rotatable section in the manner and for the purposes described.

CARL CHRISTIAN KAUFFMAN.