

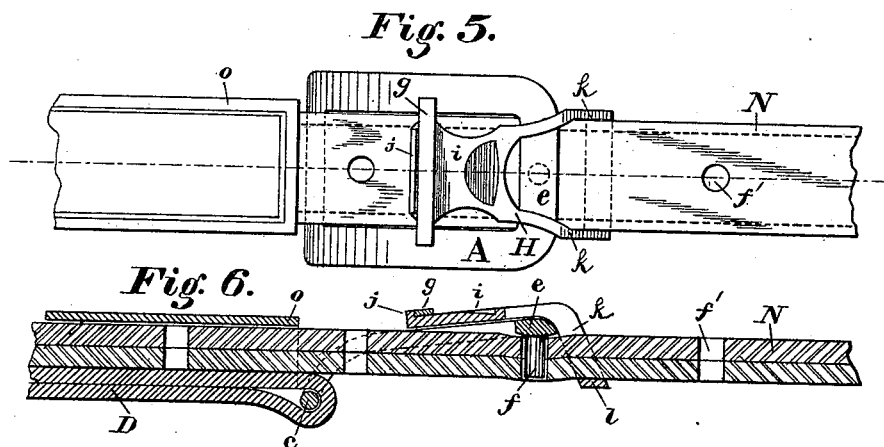
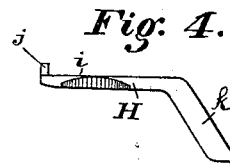
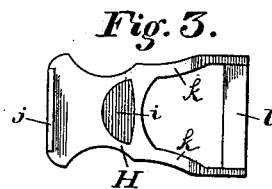
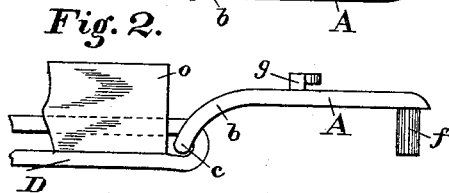
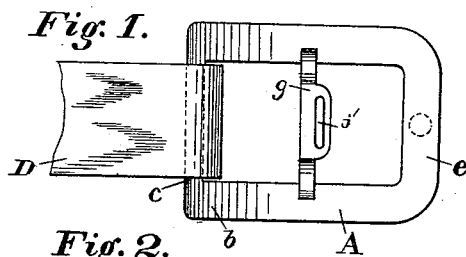
(No Model.)

J. A. HOLLENBERGER.

## HARNESS BUCKLE.

No. 386,070.

Patented July 10, 1888.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN A. HOLLENBERGER, OF WICHITA, KANSAS, ASSIGNOR OF ONE-HALF  
TO JOHN R. MCKEE, OF SAME PLACE.

## HARNESS-BUCKLE.

SPECIFICATION forming part of Letters Patent No. 386,070, dated July 10, 1888.

Application filed November 15, 1887. Serial No. 255,191. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN A. HOLLENBERGER, a citizen of the United States, residing at Wichita, in the county of Sedgwick and State of Kansas, have invented certain new and useful Improvements in Harness-Buckles, of which the following is a specification.

My invention relates to an improved harness-buckle, which is illustrated in the accompanying drawings.

Figure 1 is a top view of the buckle-frame attached to a strap. Fig. 2 is an edge or side view of the same. Fig. 3 is a top view of the metal latchet. Fig. 4 is an edge or side view of the same. Fig. 5 is a top view of the complete buckle, including the frame and the latchet and the straps. This buckle is particularly adapted for traces of fine harness. Fig. 6 is a central longitudinal section of the complete buckle and straps.

The buckle-frame A is rectangular in shape with rounded corners. At one end the two side bars of the frame curve down, as at *b*, and are connected by a cross-bar, *c*, to which a strap or tug, D, is attached. At the other end the two side bars are connected by a front cross-bar, *e*, which is provided on its lower side with a lug-tongue, *f*. Between the two ends of the frame is a central cross-bar, *g*, elevated a little above the two side bars. The metal latchet H has a flat thumb-plate, *i*, provided at its end with an upturned flange, *j*. The opposite end forms a loop which encircles the strap and adapts the latchet to slide on the strap. The two side bars, *k*, of the loop curve down from the flat thumb-plate, and at their ends are connected by a cross-bar, *l*. The trace N has the usual holes, *f'*, to receive the lug-tongue *f* on the frame.

The frame A is attached to the strap-tug D, which is usually connected with the harness. The metal latchet H is placed loosely on the trace N, which latter is then passed through the buckle-frame A, and the lug-tongue *f* thereon enters one of the holes *f'* in the trace. The latchet H is then moved along the trace

N until its thumb-plate *i* crosses over the front cross-bar, *c*. The thumb-plate end is then pressed toward the trace to allow the upturned flange *j* to pass under the central cross-bar, *g*, and between it and the trace. The latchet is then moved a little farther to allow the flange *j* to pass under and engage with the bar *g*, as shown in Figs. 5 and 6. The latchet H holds the cross-bar *c* of the frame close to the trace N and confines the lug-tongue *f* in the hole. This buckle admits of lengthening and shortening the trace without removing its end from the keeper *o*. Thus there is no necessity to bend the trace, and it always maintains a straight-line position, as in Fig. 6.

In Figs. 5 and 6 the latchet-flange *j* is engaged with the back of the cross-bar *g*; but in Figs. 1 and 2 the said cross-bar *g* has a loop or slot, *j'*, into which the latchet-flange *j* may enter. The cross-bar *g* may be made either way.

This buckle may be made with or without the ordinary loops at sides and ends, which receive the back, belly, and holdback straps.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

A harness-buckle having, in combination, a buckle-frame, A, provided at one end with a cross-bar, *c*, and at the other end with a cross-bar, *e*, having a lug-tongue, *f*, and a central cross-bar, *g*, between the said two end cross-bars, and a separate metal latchet, H, provided with a thumb-plate, *i*, which crosses over the lug-tongue bar, and has on its end an upturned flange, *j*, to engage with the central cross-bar, and a loop to encircle the strap having a cross-bar, *l*, which is to take position on the side of the strap opposite that where the said lug-tongue bar is located.

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

JOHN A. HOLLENBERGER.

Witnesses:

W. J. KANE,  
S. N. HAWES.