

(No Model.)

S. E. HARSH.
BUCKLE.

No. 428,488.

Patented May 20, 1890.

Fig. 1.

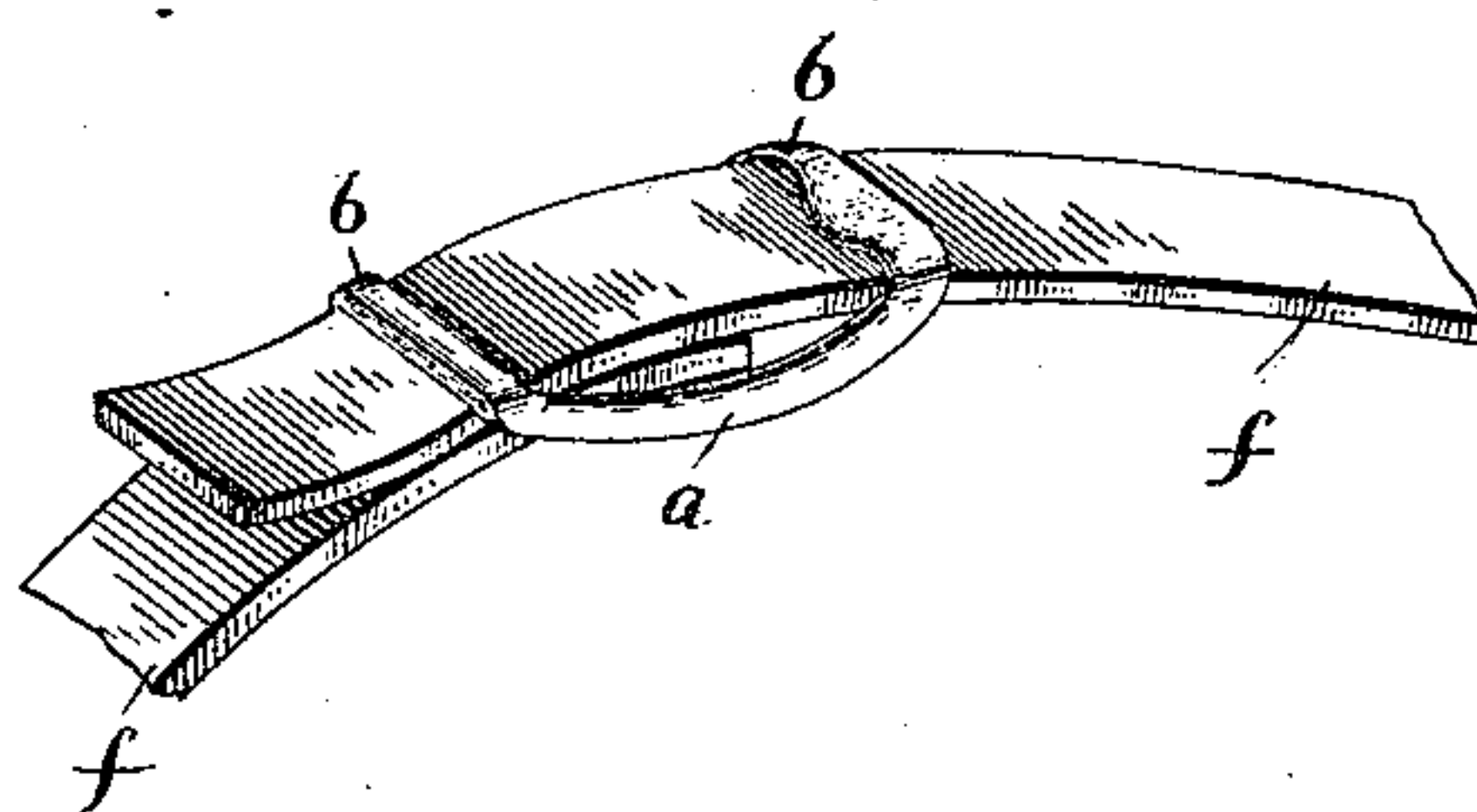


Fig. 2.

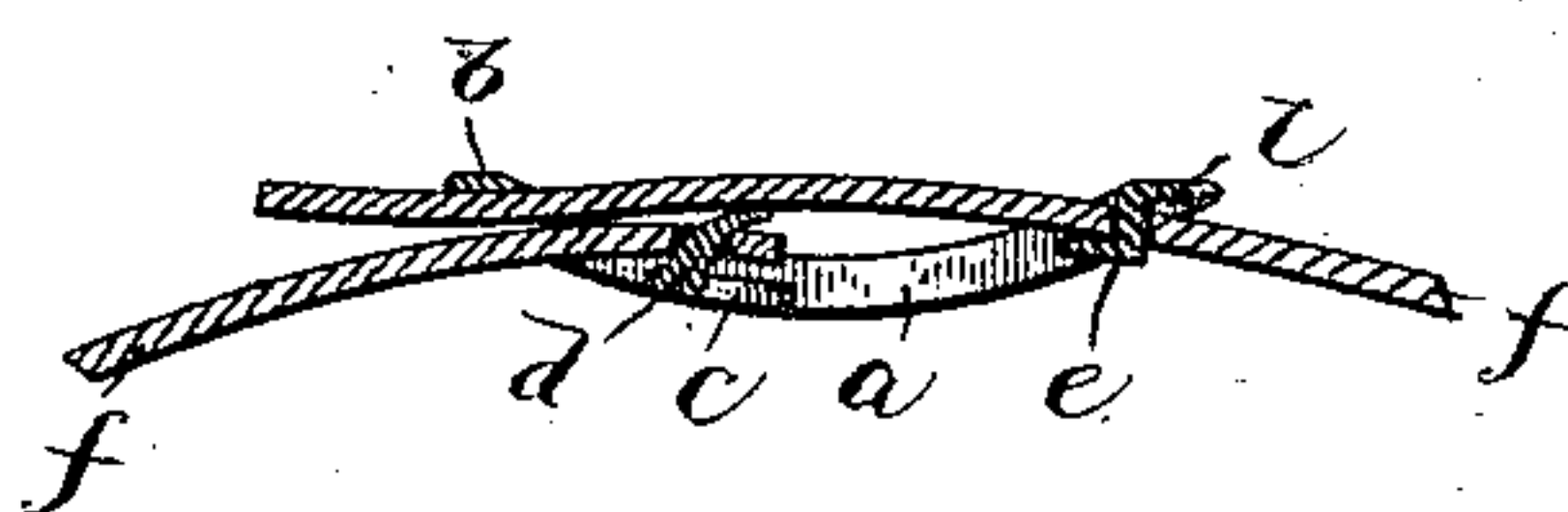
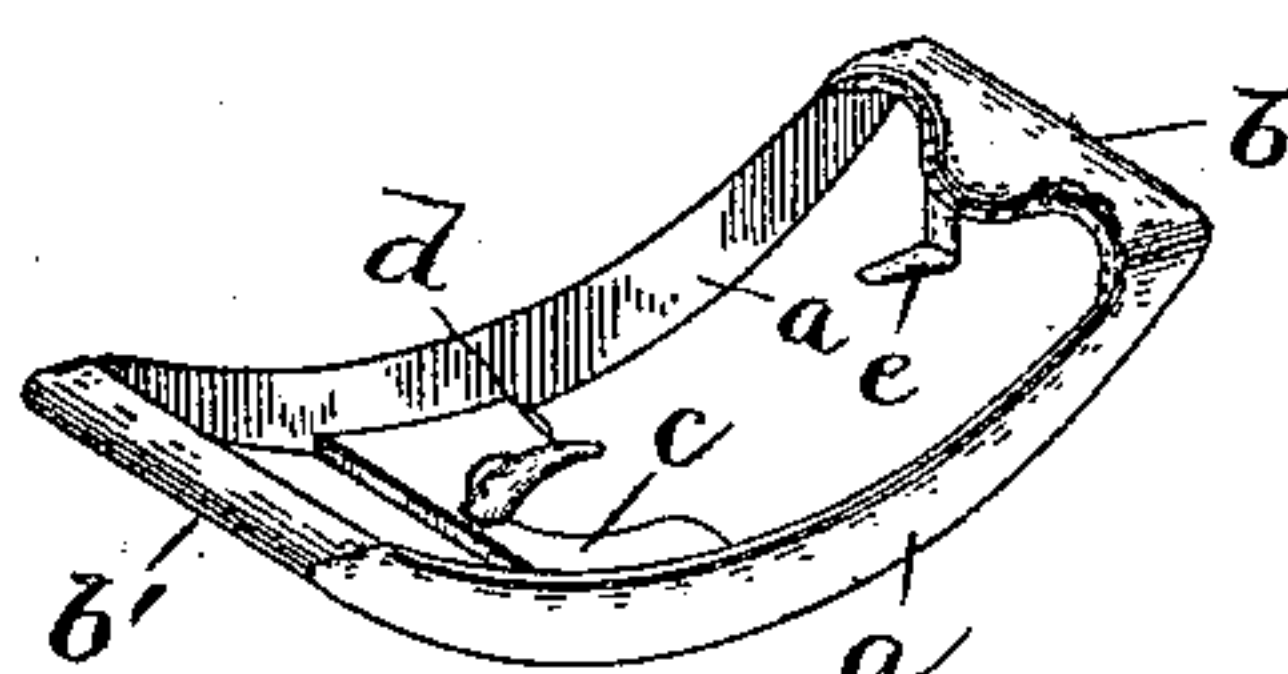


Fig. 3.



Witnesses

E. C. Duffey
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Inventor
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By his Attorney *A. C. Duffey*

UNITED STATES PATENT OFFICE.

SAMUEL E. HARSH, OF WABASH, INDIANA, ASSIGNOR OF ONE-HALF TO JOHN M. HARTER, OF SAME PLACE.

BUCKLE.

SPECIFICATION forming part of Letters Patent No. 428,488, dated May 20, 1890.

Application filed November 13, 1889. Serial No. 330,212. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL E. HARSH, of the city of Wabash, in the county of Wabash and State of Indiana, have invented certain new and useful Improvements in Double-Hook Buckles for Return-Straps; and I do hereby declare that the following is a full, clear, and exact description of the invention, which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to certain improvements in harness-buckles for return-straps; and the object and nature of the invention will be more fully and particularly set forth hereinafter.

Referring to the accompanying drawings, Figure 1 is a perspective of the buckle, showing a strap therein. Fig. 2 is a longitudinal section through the strap and buckle. Fig. 3 is a detail perspective view of the buckle.

The buckle is formed integral of suitable strong and durable metal, and consists of the two parallel side bars *a a*, curving or extending upwardly at their ends, and the end bars *b b'*, connecting the ends of said side bars and formed integral with the same, and said side bars are again connected within their lengths by a cross-bar or bridge-piece *c*, formed integral therewith and preferably located to one side of the longitudinal centers of the side bars. The bridge *c*, as will be readily observed, is in a different plane from the two end cross-bars. A hook *d* is preferably formed integral with the bridge-piece *c*, and extends upwardly from the same with its free end projecting, preferably, in the direction of the farther end cross-piece. A corresponding hook *e* is formed integral with and projects downwardly from the under side of the end cross-piece *b*, toward which the hook *d* is pointed, and the free end of this hook projects in a direction opposite to the direction in which the other hook extends. A perforation is formed in the extreme end of the return-strap *f*, which is not to be ad-

justed, and the hook *d* of the bridge *c* is passed through the perforation in this end of the strap, and the strap is then passed around the body it is to embrace and its opposite end passed beneath the end bar *b* and drawn tight and the hook *e* slipped into a perforation in said portion of the strap, and the free end of the strap is then slipped beneath the opposite end of the buckle, thereby holding the inner end of the strap on the hook *d* and the free end of the strap on the hook *e*. The shoulders of the hooks are preferably formed square or abrupt, in order to firmly hold the strap thereon and in place, as shown by the hook *e*. The bridge is also formed to support the lower end of the strap.

These buckles are made of various sizes, and the large buckles are usually made with a pair of hooks for each cross-bar.

This buckle is exceedingly simple, cheap, and durable. It can be made integral. When in use, there are no projections or tongues to catch or wear the other parts of the harness, as everything is covered by the upper end of the strap. Straps of any thickness can be used, and the strap can be easily adjusted or tightened by simply raising the upper end of the strap into an upright position, so as to disengage it from hook *e*, and then changing its length and then recatching it without disturbing the inner or lower end of the strap.

What I claim is—

A buckle consisting of two side bars, the two end bars, the bridge or cross-bar in a lower plane than the end bars, a hook projecting down from the under side of an end bar with its end extending toward said bridge, and another hook projecting up from the upper face of said bridge with its end extending toward said end bar provided with a hook, for the purpose set forth.

In testimony that I claim the foregoing as my own invention I affix my signature in presence of two witnesses.

SAMUEL E. HARSH.

Witnesses:

JOHN H. DICKEN,
ALFRED HARTER.