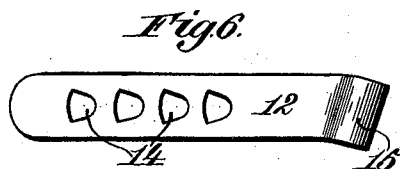
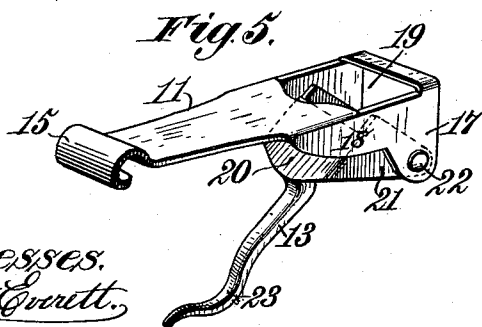
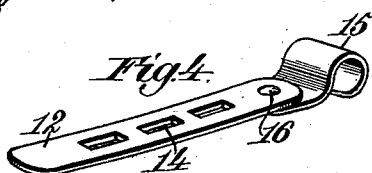
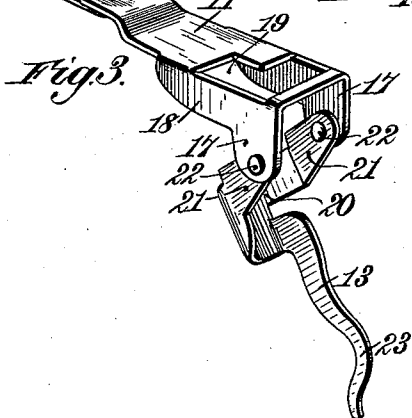
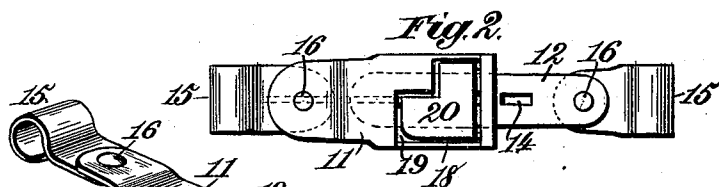
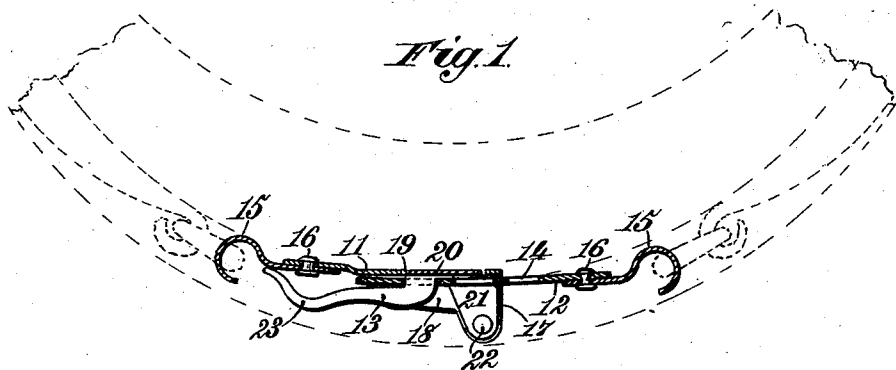


(No Model.)

D. E. COPP.  
HAME FASTENER.

No. 566,142.

Patented Aug. 18, 1896.



Witnesses.  
*Robert Everett,*  
*Thos. A. Brown*

Inventor.  
*David E. Copp.*  
By  
*James L. Norris,*  
*Atty.*

# UNITED STATES PATENT OFFICE.

DAVID E. COPP, OF WOODSTOCK, VIRGINIA.

## HAME-FASTENER.

SPECIFICATION forming part of Letters Patent No. 566,142, dated August 18, 1896.

Application filed May 8, 1896. Serial No. 590,718. (No model.)

*To all whom it may concern:*

Be it known that I, DAVID E. COPP, a citizen of the United States, residing at Woodstock, in the county of Shenandoah and State of Virginia, have invented new and useful Improvements in Hame-Fasteners, of which the following is a specification.

This invention relates to hame-fasteners; and it consists in a novel construction, combination, and relative arrangement of the several parts whereby the two metallic straps and latch-lever comprised in the hame-fastening can be readily brought into a substantially flush and close locking engagement adjustable to the requirements of any collar on which the hames may be placed, as hereinafter more particularly set forth.

In the annexed drawings, illustrating the invention, Figure 1 is a partly-sectional elevation of my improved hame-fastening as attached and adjusted in position for use. Fig. 2 is a plan or top view of the same. Fig. 3 is a perspective of one part of the hame-fastener. Fig. 4 is a similar view of the other part detached. Figs. 5 and 6 show a modified construction of hame-fastener.

Referring to the drawings, it will be seen that this hame-fastener comprises two straps 11 and 12, one of which has pivotally connected therewith a latch-lever 13, adapted to engage in any one of a series of slots 14, formed in the other strap. These straps 11 and 12 and latch-lever 13 are constructed from any suitable metal, as is usual in this class of hame-fasteners. On the other end of each metal strap 11 and 12 is provided a suitable hook 15 to engage in a hame ring or link, as indicated in Fig. 1, this being the usual mode of attaching fasteners of this description to the opposite sides of hames. As shown in Figs. 1 to 4, the hooks 15 are preferably connected with the metal straps 11 and 12 by means of pivots 16, that will afford a suitable play of the interlocked straps to give a proper set when in position on the hames. The hooks 15 may, however, be formed integral with the straps 11 and 12, as shown in Figs. 5 and 6, and in this case they will preferably have a slight lateral inclination or set.

The straps 11 and 12 and hooks 15 may be made from any suitable sheet metal and be cut or stamped to the form required. The main

strap 11 is formed on its inner end with depending parallel lugs 17, integral with the side edges of said straps and provided with similarly-formed wings 18, that are extended outward for some distance along the edges of the strap to brace and stiffen the same. In this end of the strap 11 is formed a recess or opening 19, Figs. 3 and 5, to receive the pivotal base portion 20 of the latch-lever 13, the said base 20 being provided with downwardly-extended lugs 21, that connect, by pivots 22, with the strap-lugs 17, between which the latch-lever is thus fulcrumed.

As shown in Figs. 1 and 3, the latch-lever 13, with its pivotal base portion 20 and lugs 21, may be made all in a single piece from sheet metal suitably stamped or cut to the required form and bent into shape. It will be seen that the latch-lever 13, Fig. 3, is formed on an offsetting portion of the base 20 and then bent at a right angle thereto, so that when engaged in a slot 14 of the strap 12 whatever strain to which the said latch-lever may be subjected will come upon its edge and in the direction of its greatest stiffness. The said latch-lever is, therefore, not liable to break or become distorted by any pull exerted thereon in drawing the interlocked straps 11 and 12 together. If desired, the latch-lever and its attaching parts may be drop-forged, and will then have the form shown in Fig. 5. The slots 14 of the straps 12 may have any form, as in Fig. 4 or Fig. 6, to conform with the diameter or configuration of the particular latch-lever employed.

By reference to Fig. 1 it will be observed that the recess or opening 19 in the strap 11 affords space for reception of the lever-base 20 when the latch-lever 13 is turned upward in contact with the under side of the main strap 11, and thereby permits and compels a closely-bearing engagement of the interlocked straps 11 and 12, so that the surfaces of said fastener-straps are practically flush and continuous.

The opening or recess 19 is extended nearly or quite across the horizontal portion of the strap 11, so that the base 20 of the latch-lever may have a corresponding breadth and thereby increase its stiffness under lateral strain. The wing extensions 18 of the strap

lugs 17 will more than compensate for the recessing of the strap and will impart thereto all the requisite stiffness.

The manner of interlocking the straps 11 and 12 will be readily understood. The strap 11 being attached to one side of the hames and the strap 12 to the other, as shown in Fig. 1, the latch-lever 13, Fig. 3 or Fig. 5, will first be thrown down and passed through a selected slot 14 of the strap 12, and then, by forcing the said latch-lever upward into contact with the under side of strap 11, the base portion 20 of said latch-lever will enter the opening or recess 19 and the straps 11 and 12 will be drawn closely and securely together. In the strap 12 there may be formed any required number of slots 14 to provide a suitable range of adjustment for the hames. It will be observed that on forcing the latch-lever 13 upward, after it has been passed into engagement with one of the slots 14, the strap 12 will be drawn upward and inward along the under side of the strap 11 and into close bearing contact therewith, while the lever-base 20 will enter the recess 19 to a position flush with the top of the strap 11, in which said recess is formed. This interlocking of the latch-lever 13 with the two straps will hold the said parts in rigid connection, securely braced against lateral and longitudinal strain, while the pivotal attachment of the hooks 15, Figs. 1 to 4, or the offsetting arrangement of hooks shown in Figs. 5 and 6 will permit the fastener to have a proper set.

On the latch-lever 13, near its free end, is formed a bend 23, that affords a hold for the thumb and fingers in swinging down said lever to permit disengagement of the hame-fastener straps.

This hame-fastening device is simple, compact, and durable, not likely to get out of order, and can be readily and quickly operated. It will be obvious also that when the fastener is applied and its parts properly engaged or interlocked the pull on the straps and upwardly-turned latch-lever will constantly tighten the connection of said parts and serve to hold them more secure, while the engagement of the lever-base 20 in the

recess or opening 19 will take the strain from the lever-pivots 22 and distribute it with practical uniformity throughout the fastener.

What I claim as my invention is—

1. In a hame-fastener, the combination of the strap 11 provided at one end with the recess or opening 19 and with depending parallel lugs 17 having wings 18 extended along the side edges of said strap at the sides of said opening, the latch-lever 13 provided with a base portion 20 adapted to enter said opening 19 flush with the top of said strap 11 and having lugs 21 pivoted to and between the strap-lugs 17, and the strap 12 provided with a series of slots 14 adapted to be engaged with said latch-lever 13 and be thereby drawn into close bearing contact with the strap 11, said straps 11 and 12 being provided at their outer ends with hooks 15 for engagement with opposite sides of the hames, substantially as described.

2. In a hame-fastener, the combination of the strap 11 provided in its inner end with a recess or opening 19 and with depending parallel lugs 17 having wings 18 extended along the side edges of said strap at the sides of said opening, the latch-lever 13 provided with a base portion 20 adapted to enter said opening 19 flush with the top of said strap 11 and having lugs 21 pivoted to and between the strap-lugs 17, the said latch-lever being offset from its pivotal base portion 20 and having its free end turned upward and provided with an adjacent downward bend 23, the strap 12 having a series of slots 14 adapted to be engaged with said latch-lever 13 and be thereby drawn into close bearing contact with the strap 11, and the pivotally-attached hooks 15 on the outer ends of said straps 11 and 12 to engage with opposite sides of the hames, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

DAVID E. COPP.

Witnesses:

E. C. HAAS,  
E. C. GEARY.