No. 821,856. PATENTED MAY 29, 1906.

E. L. CARROLL.

COMBINED SNAP HOOK AND BUCKLE.

APPLICATION FILED OCT. 9, 1905.

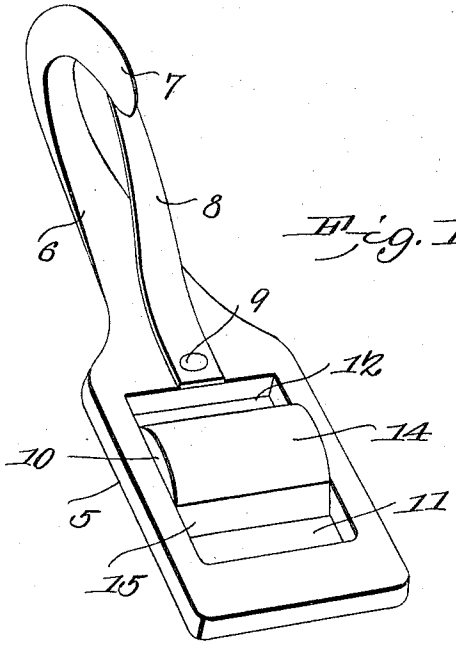


Fig. 1.

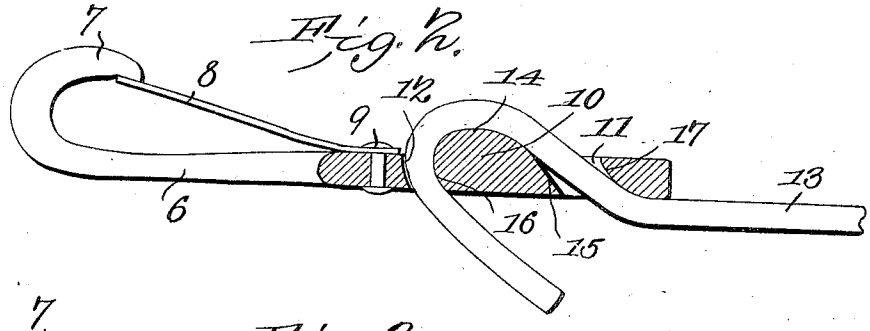


Fig. 2.

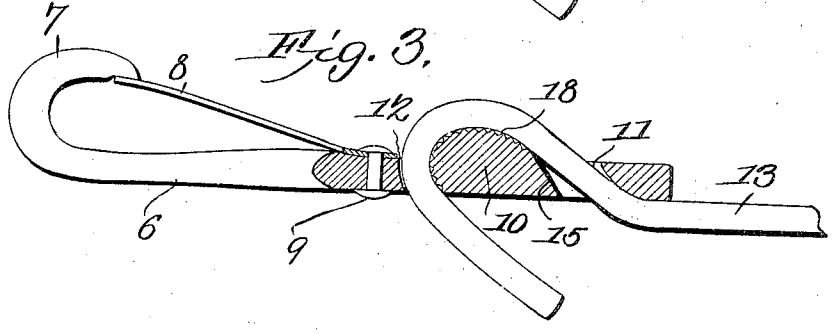


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

ELBERT L. CARROLL, OF CRESTON, IOWA.

COMBINED SNAP-HOOK AND BUCKLE.

No. 821,856. Specification of Letters Patent. Patented May 29, 1906.

Application filed October 9, 1905. Serial No. 282,044.

To all whom it may concern:

Be it known that I, ELBERT L. CARROLL, a citizen of the United States, residing at Creston, in the county of Union and State of Iowa, have invented a new and useful Combined Snap-Hook and Buckle, of which the following is a specification.

This invention relates to a combined snap-hook and buckle for hitching-straps and the like.

The object of the invention is to provide a simple, inexpensive, and efficient device of this character which may be quickly and conveniently adjusted to any position on the hitching-strap and securely clamped in adjusted position without cutting, perforating, or otherwise injuring the strap.

A further object of the invention is to generally improve this class of devices so as to add to their utility and durability as well as to reduce the cost of manufacture.

With these and other objects in view the invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, and pointed out in the claim hereto appended.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of a combined snap-hook and buckle constructed in accordance with my invention. Fig. 2 is a longitudinal sectional view of the same, showing the manner of clamping the buckle on the hitching rein or strap. Fig. 3 is a similar view illustrating a modified form of the invention.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

The improved device comprises a substantially rectangular frame or body portion 5, one end of which is extended longitudinally to form a snap-hook 6, the bill 7 of which engages the free end of a spring-tongue 8, the opposite end of said tongue being riveted or otherwise rigidly secured to the frame, as indicated at 9. Extending transversely across the frame 5 is a cross-bar 10, defining a pair of strap-receiving openings 11 and 12, through which is threaded the hitching strap or rein 13.

The cross-bar 10 extends a short distance above the side bars of the frame and is provided with a curved or rounded surface 14 for engagement with the strap 13, one of the side walls of the cross-bar being inclined or beveled, as indicated at 15, while the opposite side wall is curved downwardly and rearwardly, as shown at 16, so as to deflect the free end of the strap rearwardly beneath the frame or body portion when the snap-hook is fastened to a hitching-post or supported in an inclined position on the harness.

The rear wall of the strap-receiving slot or opening 11 is preferably curved rearwardly at 17, and said slot is preferably made somewhat wider than the thickness of the strap, so as to permit the latter to be readily threaded through said opening when attaching and adjusting the buckle. Attention is called to the fact that the active face of the cross-bar is unobstructed or free from surface projections whereby the strap may be quickly adjusted without the necessity of detaching the latter from locking tongues, pins, and similar fastening devices.

When the buckle is in position on the hitching-strap, as shown in Fig. 2, a longitudinal pull exerted on said strap will cause the latter to frictionally engage the rear wall 17 and the curved surface 14 of the cross-bar, thereby firmly clamping the strap and effectually preventing the buckle from slipping after being adjusted.

In order to adjust the buckle longitudinally of the hitching strap or rein, it is simply necessary to release the pressure on the strap and draw the latter upwardly through the slot 11 and then downwardly through the opening 12 until the proper adjustment is effected.

In Fig. 3 of the drawings there is illustrated a modified form of the invention in which the curved surface of the cross-bar is serrated or roughened, as indicated at 18, so as to increase the friction and assist in preventing accidental slipping of the hitching-strap.

The opening 12 in both forms of the device is preferably of a width approximately equal to the thickness of the strap, whereby a rearward pull on said strap will also cause the latter to bind or grip the buckle at this point.

From the foregoing description it will be seen that there is provided an extremely simple and efficient device admirably adapted for the attainments in view.

Having thus described the invention, what is claimed is—

A device of the class described comprising a flat substantially rectangular frame having one end thereof extended longitudinally to form a snap-hook, a cross-bar extending

transversely across the frame and having a curved unobstructed bearing-surface defining a pair of spaced strap-receiving openings the opposite walls of one of which are curved downwardly and rearwardly, said bar having its curved bearing-surface extended above the sides of the frame and one longitudinal edge thereof curved rearwardly and downwardly in substantially parallel relation with the opposite wall of the adjacent strap-receiving opening.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ELBERT L. CARROLL.

Witnesses:

C. W. CARROLL,

R. BROWN.