

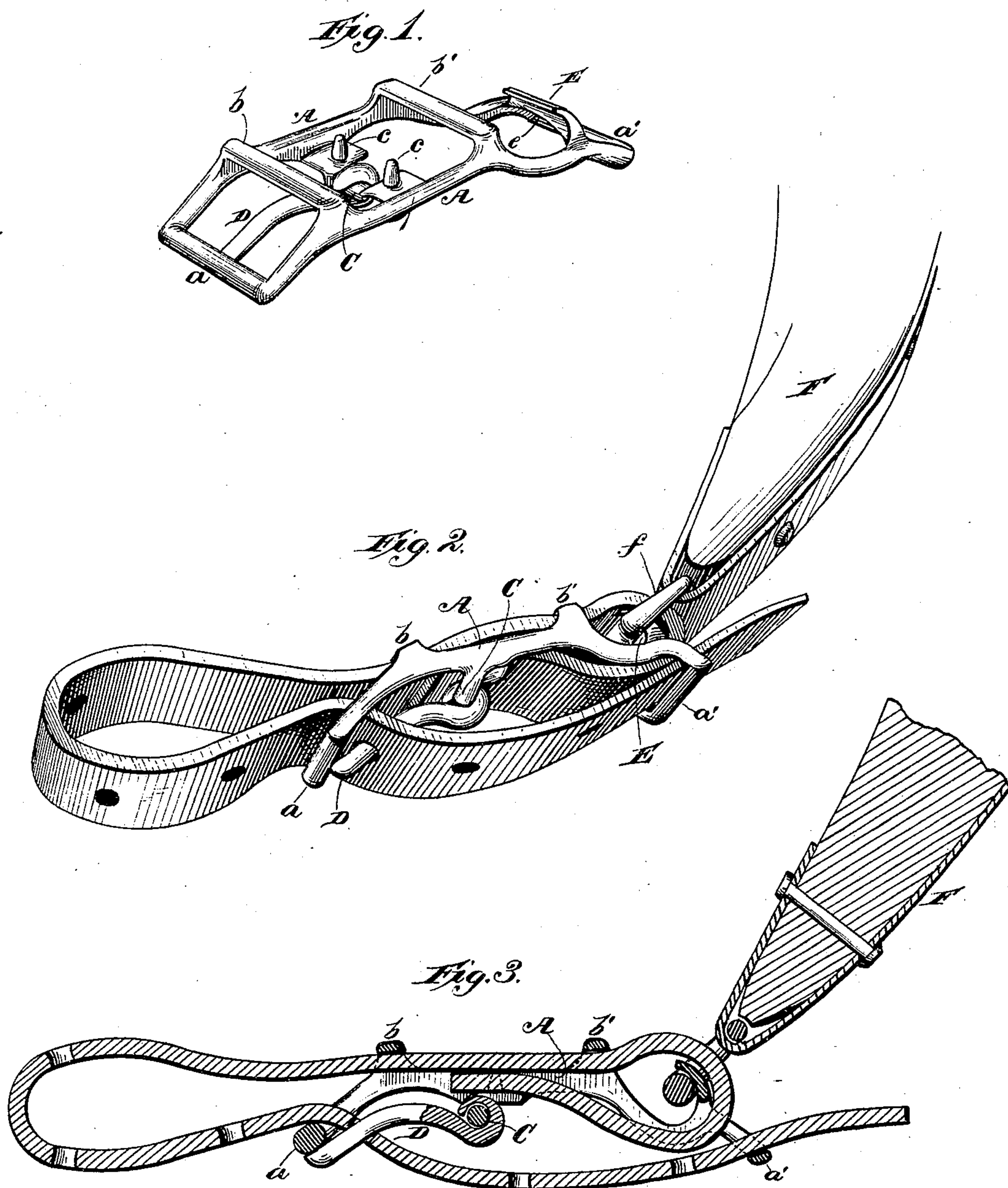
(No Model.)

W. B. HAYDEN.

Combined Hame Strap Attachment and Buckle.

No. 241,009.

Patented May 3, 1881.



Witnesses.

Robert Everett.

J. A. Rutherford,

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UNITED STATES PATENT OFFICE.

WILLIAM B. HAYDEN, OF COLUMBUS, OHIO.

COMBINED HAME-STRAP ATTACHMENT AND BUCKLE.

SPECIFICATION forming part of Letters Patent No. 241,009, dated May 3, 1881.

Application filed April 4, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. HAYDEN, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented new and useful Improvements in Combined Hame-Strap Attachment and Buckle, of which the following is a specification.

The object of this invention is to produce a neat, compact, and handy device for attaching and adjusting hame-straps which will protect the hame-strap from wear at the point where it passes through the metal hame-loop, facilitate hitching up, unhitching, and adjustment of the hame-strap, and enable a new hame-strap to be applied to the hames by a teamster without riveting or sewing, the entire frame of said device being formed in one piece, as hereinafter particularly described with reference to the accompanying drawings, in which—

Figure 1 is a perspective view of a combined hame-strap attachment and buckle constructed according to my invention. Fig. 2 is a similar view of the same applied to a hame and hame-strap. Fig. 3 is a longitudinal section of the same applied to a hame and strap.

The side bars, A A, are curved and connected at their ends by end bars, *a* and *a'*, and intermediately connected at their convex edges by bridge-loops *b b'*. Between these bridge-loops the concave edges of the side bars are connected by a cross-bar, C, to which the buckle-tongue D is pivoted, the tip of said tongue resting upon the end bar *a*. From the back of this bar C project two studs, *c c*. Between the bridge *b'* and the end bar *a'* the side bars are connected by a curved cross-bar, *e*, from which flat hook E curves toward said bridge and forms a wear-iron, which engages with the end loop, *f*, of the hame F.

In applying the invention to use the hook or wear-arm E is first engaged with the loop *f* of the hame, as shown in Figs. 2 and 3. The strap, having two holes formed near its end to engage with the studs *c c*, is then passed in under the bridges *b b'*, through the hame-loop, over the wear-iron, and through the loop formed by the end bar *a'* and the portions of the side bars which extend beyond said wear-iron, and is then bent back and its end passed back of the tongue-bar C, between it and the strap, and the holes in the end engaged with the studs *c c*. The strap is thus firmly secured to the attachment and the hame, and that portion

which passes under and between the bridges *b b'* bears upon the tips of the studs *c c* and prevents the end of the strap from becoming disengaged therefrom. The perforated free or adjustable end of the strap is then passed behind the end bar *a* or through that portion of the frame which forms the buckle-loop in front of the bridge *b* and bar C, and either of its perforations may be engaged with the tongue D, as shown, and its tip passed under the end bar *a'*. That portion of the frame, the tongue-bar C to the end bar, *a*, inclusive, and including the tongue D, forms the buckle, while that portion from the wear-iron to the bar *a'* forms a strap-tip loop, the intermediate portion of the frame, including the tongue-bar, its studs, and the bridge-loops *b b'*, forming the strap-fastener, the strap being secured without either riveting or sewing, so that in case of accident a new strap may be cut from a piece of line or other leather and easily and quickly put in place.

That portion of the strap passing through the hame-loop is protected from wear by the wear-iron E, which bears all the friction of the hame-loop in lieu of the strap, as heretofore. In the old way of attaching hame-straps this is the first part that wears out.

By making the hame-strap attaching devices and buckle in one piece the cost of the complete hames is reduced, as is also the work of hitching up and unhitching.

What I claim is—

1. The herein-described combined hame-strap attachment and buckle, consisting of the frame having the buckle with loose tongue at one end, the strap-tip loop at the other end, and the wear-iron and strap-fastening devices located between said buckle and tip-loop, the said frame being formed in one piece, substantially as described.

2. The combined hame-strap attachment and buckle, composed of the curved side bars, A A, and bars *a a'*, bridge-loops *b b'*, tongue-bar and tongue, and the hooked wear-iron E, all arranged with relation to each other substantially as described.

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

WILLIAM B. HAYDEN.

Witnesses:

CHAS. BAKER,
HENRY M. BUTLER,