(No Model.) 2 Sheets—Sheet 1.

J. H. PARMELEE.

HAME FASTENER.

No. 442,824. Patented Dec. 16. 1890.

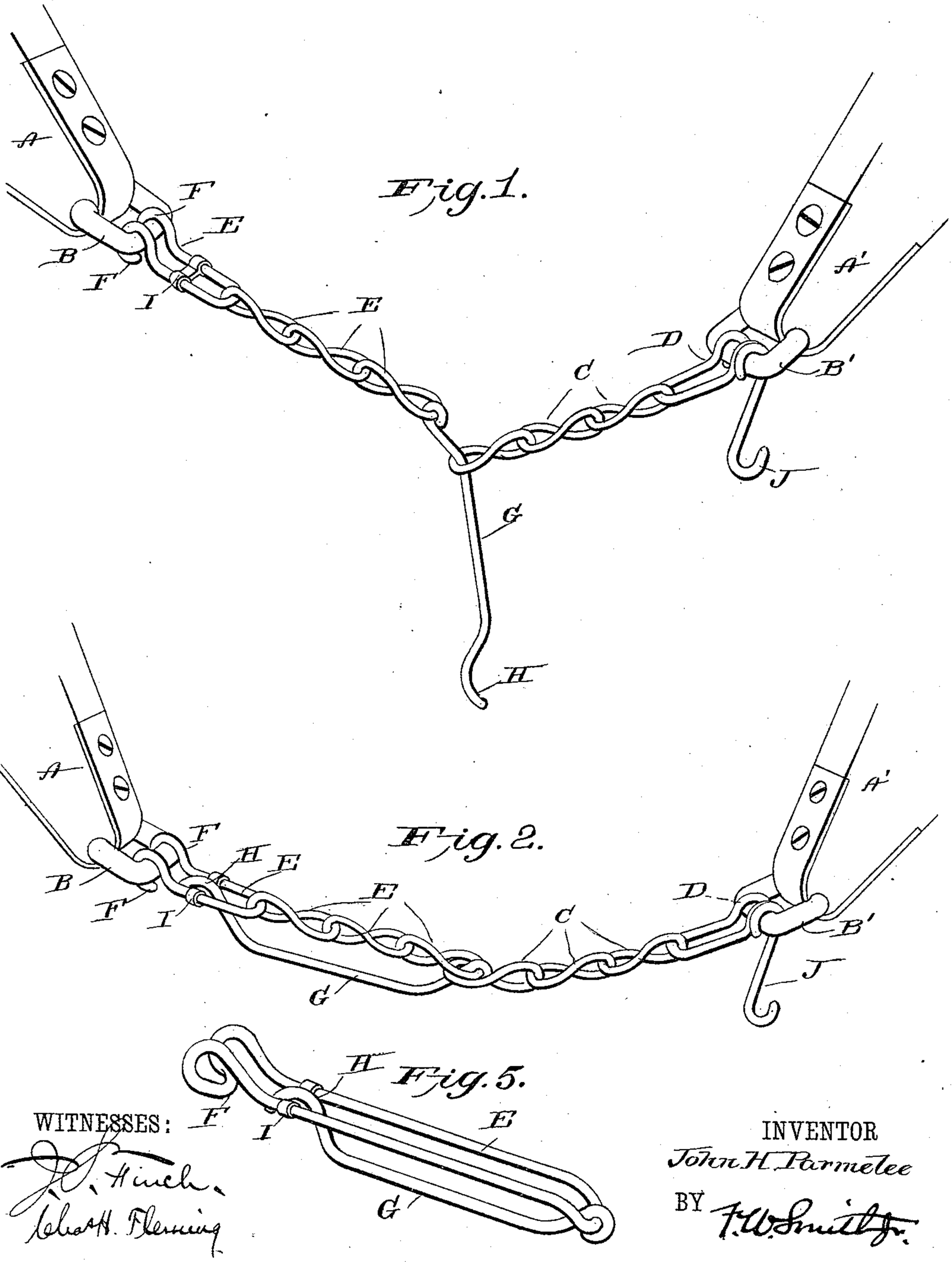

Fig. 1.

Fig. 2.

Fig. 5.

WITNESSES:

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Fig. 3.

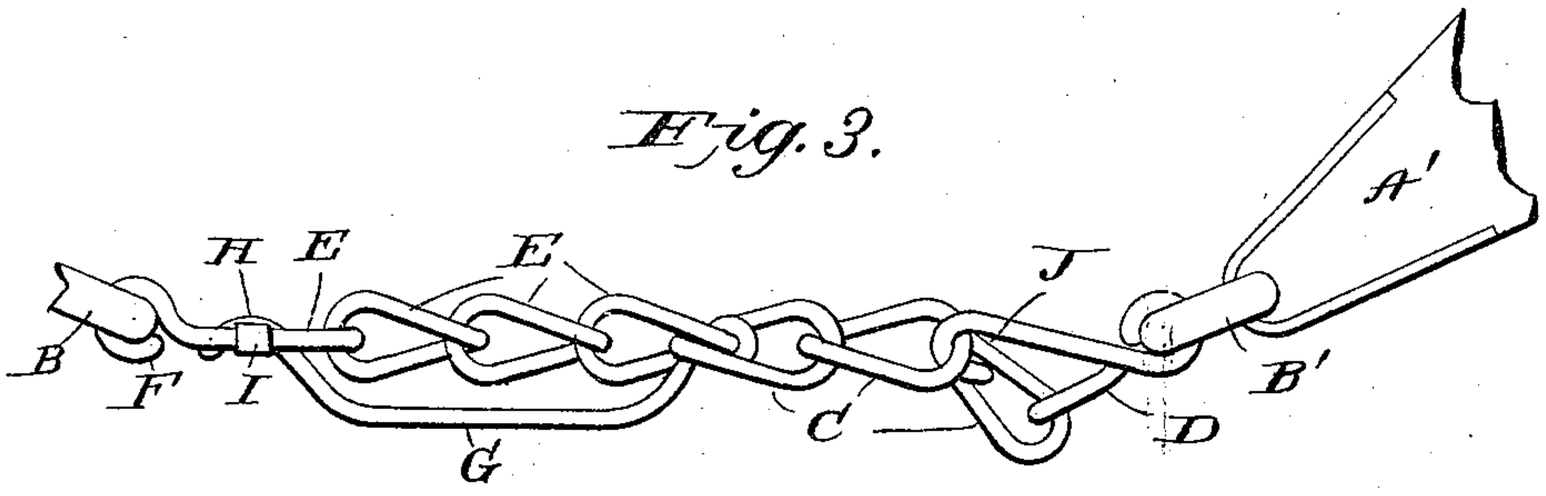
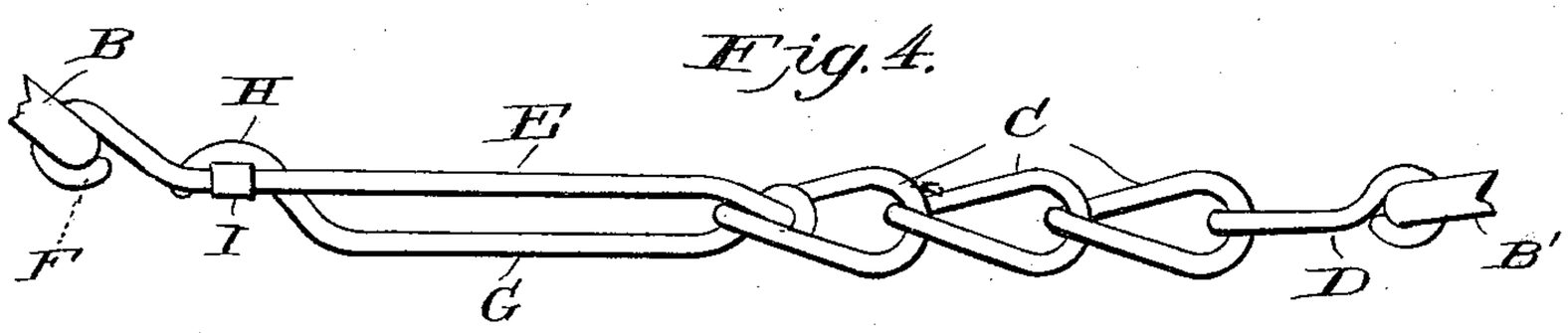


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN H. PARMELEE, OF BRIDGEPORT, CONNECTICUT.

HAME-FASTENER.

SPECIFICATION forming part of Letters Patent No. 442,824, dated December 16, 1890.

Application filed June 30, 1890. Serial No. 357,276. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. PARMELEE, a citizen of the United States, residing at Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Hame-Fasteners; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to hame-fasteners, and has for its object to provide a device of this description which shall be positive in its action and simple as to its operation and construction.

In the accompanying drawings, Figure 1 is a perspective showing a pair of hames broken away and provided with my improvement, the parts being in a position preparatory to locking; Fig. 2, a similar view showing the hames locked with my improvement; Fig. 3, an elevation, the several parts being in the position shown at Fig. 2, but particularly showing the operation of the take-up hook; Fig. 4, an elevation, also similar to Fig. 2, but showing the safety-catch made in a single piece; and Fig. 5, a detail perspective of the safety-catch shown in Fig. 4.

Similar letters denote like parts in the several figures of the drawings.

A A′ are the hames, having at the lower ends the usual eyes B B′.

C is a chain composed of any suitable number of links, and D is an ordinary hook at the end of the chain, whereby the latter is secured to the hame-eye B′.

My improved safety-catch consists, preferably, of a series of interlooped links E, the upper one of which is formed with a hook F, which is pivoted around the hame-eye B, while around the lower link is pivoted a catch-lever G, having a hook H at its free end.

I is a cross-bar secured on the sides of the upper link so as to slide freely thereon.

To lock the hames, it is only necessary to insert the lever G through one of the chain-links C, force said lever back until the hook H is within and above the sides of the upper link of the safety-catch, and then slide the cross-bar underneath the hook. It will be observed that the rear end of the lever G where it is pivoted is curved regularly with no break or abrupt bend, and the object of this is to insure a constant strain on the lever, whereby the hook H will bear with considerable force against the cross-bar. When the cross-bar is thrown back from underneath the lever, the latter will automatically free itself from the chain and unlock the hames.

J is a take-up hook pivoted around the eye B′, and by means of which the chain may be shortened to a degree less than that effected by the operation of the catch-lever with respect to the links C.

It very frequently would happen that the chain would be slack when the lever was locked, and if it were attempted to remedy this by inserting said lever within the next link to shorten the chain C it might be found that this made the chain so short that the lever could not be locked. Now, any shortening of the chain C by adjusting the lever within the links must necessarily be measured by at least the length of one link. On the other hand, the take-up hook may shorten the chain by only a part of a link, as shown at Fig. 3.

I have shown my safety-catch composed of several links, the upper one of which is provided with the cross-bar, while the lower one has pivoted thereto the catch-lever, and while I prefer this construction, because the links, owing to their flexibility, lie snugly against the horse-collar, still I do not wish to be limited to a safety-catch composed of any particular number of links, and I have therefore shown at Fig. 4 such catch comprising but a single link, similar to the upper link shown at Fig. 1, but somewhat elongated in order to provide for the length of the lever G.

I am aware that it is not new, broadly, to lock hames by a chain and a hook, and I do not wish to be understood as claiming such construction.

I claim—

The improved safety-catch for fastening hames, consisting of an open link having a hook at one end for attachment to the hame-eye, a cross-bar secured around the side wires of said link so as to slide freely, and a catch-lever pivotally swung from the free end of said

link, and having a hook end adapted to be engaged by said cross-bar, in combination with a chain attached to the other hame-eye, said lever adapted to be inserted within the links of the chain and then drawn back and secured over the cross-bar, substantially as set forth.

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

JOHN H. PARMELEE.

Witnesses:
J. S. FINCH,
F. W. SMITH, Jr.