J. A. KINCAID.

Dasher-Flap Fastener.

No. 160,020. Patented Feb. 23, 1875.

Fig. 1.

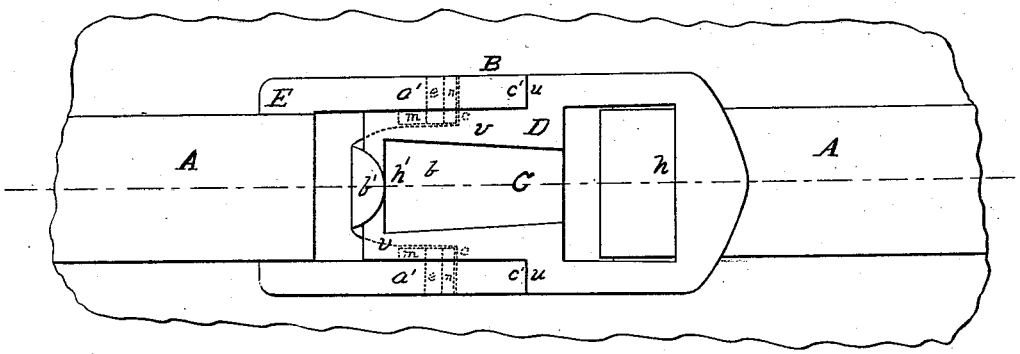


Fig. 2.

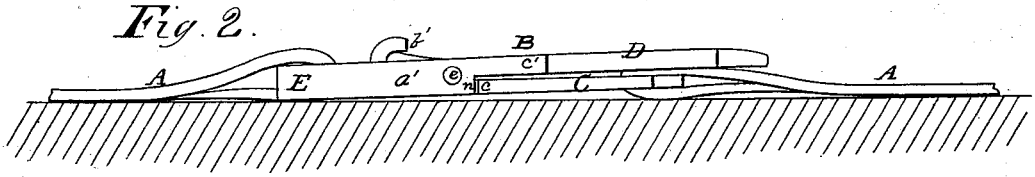


Fig. 3.

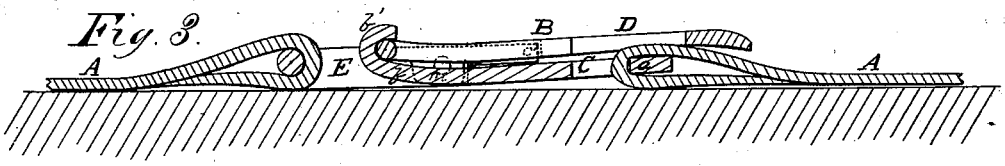
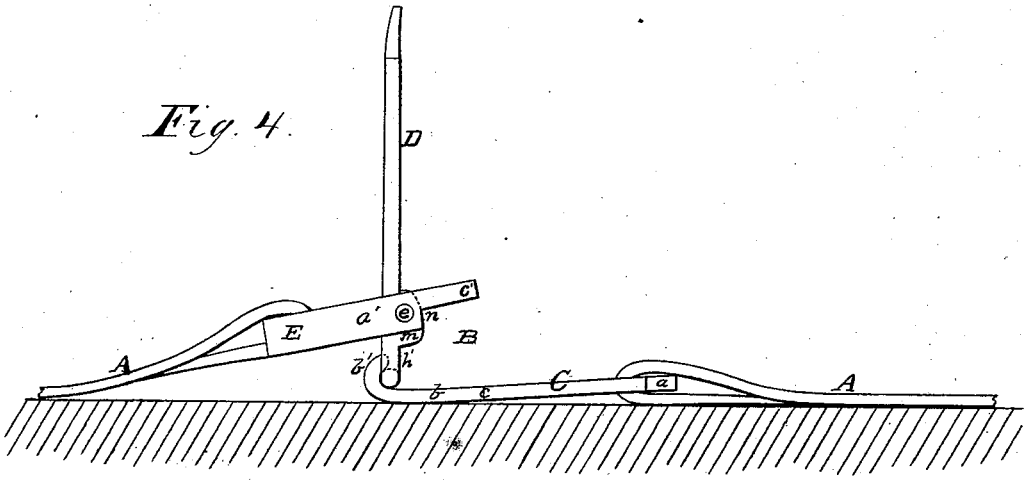


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN A. KINCAID, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN DASHER-FLAP FASTENERS.

Specification forming part of Letters Patent No. **160,020**, dated February 23, 1875; application filed March 28, 1874.

To all whom it may concern:

Be it known that I, JOHN A. KINCAID, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and valuable Improvement in Dasher-Flap Fasteners; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a plan view of my device. Fig. 2 is a side view of the same. Fig. 3 is a sectional, and Fig. 4 a side, view of the same.

This invention has relation to means for fastening the dash-flaps of carriages and other articles; and it consists in the construction and novel arrangement of the broad hook, the lever-loop having lateral hook-guards, which also serve to carry the journals or pivots, and the bars to which the lever-loop is pivoted, having offsets at their ends to abut against the shoulders of the lever-loop, and cut away beneath the offsets to receive the lateral shoulders of the hook-body, thereby bracing the entire fastening against lateral strain, and forming an unbroken finish, which is not liable to catch in the clothing or other article.

In the accompanying drawings, the letters A A indicate the straps to which my improved fastening is attached. B indicates the fastening, which is constructed in two portions. C represents the hook, which is formed of plate metal usually, having at one end the loop *a*, to which the strap is fastened, and at the other end extending beyond the lateral shoulders *c*, the tongue *b* terminating in the outwardly-turned broad and short hook *b'*. D represents the lever-loop, which may also be formed of plate metal, and which is pivoted to the jaws *a' a'* of the U-shaped bar E, to which the other strap is fastened. The jaws *a' a'* of the bar E extend forward, and near their ends are halved terminating in offsets *c'* of half the thickness of said bar, which may be of double the thickness of the hook plate above referred to. The pivots *e* of the loop-lever are seated just in rear of the shoulders *n* of the offsets.

The lever-loop D may be of sufficient length to extend beyond the end of the hook-plate, and should be made open at *h*, to admit the leather of the strap, and at *h'* to form a loop for the hook to catch into preparatory to drawing the straps together.

On the under sides of the side bars of the loop-lever are provided small lugs, *m*, to which the pivots *e* are connected. These lugs are at the proper distance from each other to embrace the shank *b* of the hook *b'* when the loop-lever is pressed down, after connection with the hook, and thus serve to keep the hook properly centred and without lateral play.

When the loop-lever is first brought into connection with the hook, the loop *h'* is below, while the loop *h* is above, the pivotal plane; but when the lever is pressed down drawing the strap-ends taut, the loop *h'* is thrown, with the hook, above this plane, and the lever-loop *h*, being in contact with the hook-plate, a secure fastening is the result, which becomes firmer as more strain is put on the straps, when this strain is in the line of the straps. But these fastenings do not easily resist lateral pressure, and the consequence is that when the strap-ends are worn or slip, the fastening becomes disarranged or breaks.

I have designed to obviate this difficulty, and at the same time to produce an article of unbroken and finished appearance, which is without indentations or projections to be caught by such articles as might cause lateral or oblique pressure. Therefore, the ends of the offsets *c'* are abutted against the shoulders *u* of the lever-loop, when the latter is pressed down; at the same time the shoulders *c* of the hook-plate are abutted against the shoulders *n* of the bars *a'*. The tongue *v* of the loop *h'*, with its lugs *m*, are in contact with the inside walls of said bars, and these lugs *m* in turn guard the shank *b* of the hook-plate.

In this manner the parts are, when the lever-loop is down, jointed together, as it were, to resist lateral or oblique strain.

What I claim as new, and desire to secure by Letters Patent, is—

The lever-buckle consisting of the U-shaped bar E, its offsets *c'*, the hook-plate C, its tongue *b*, and lateral shoulders *c*, the open loop-lever D, its guard-lugs *m*, shoulders *u*, and the pivots *e*, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN A. KINCAID.

Witnesses:
JAS. B. BELL,
A. B. WRIGHT.