

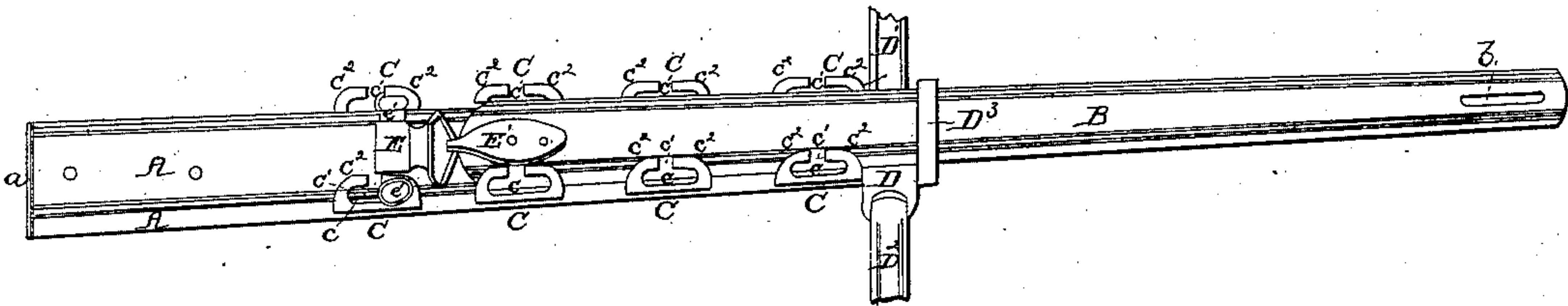
J. M^c Innes,

Buckle,

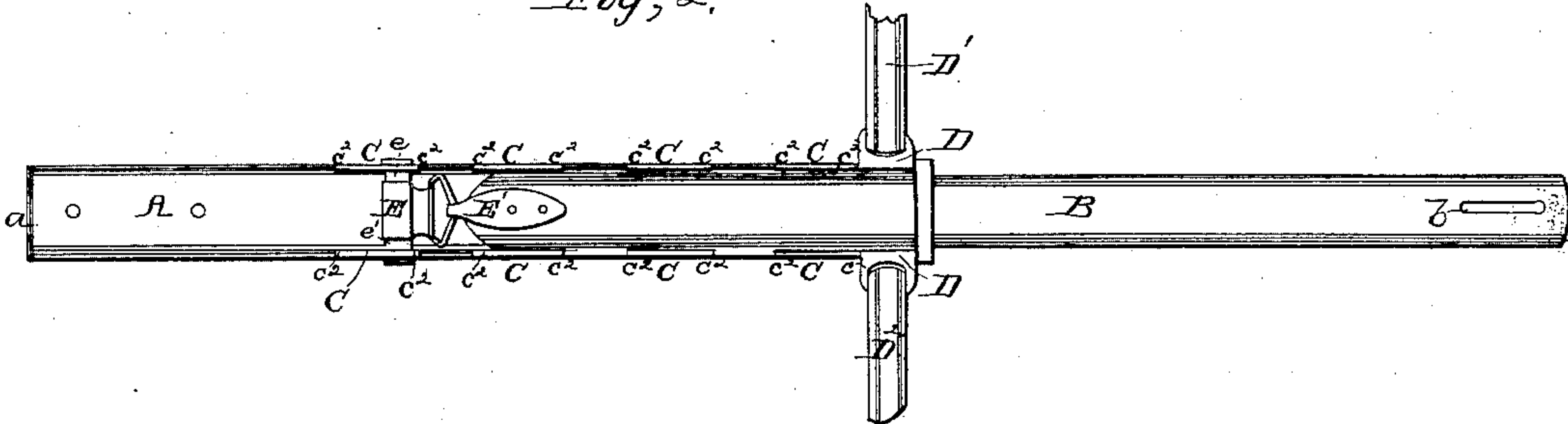
N^o 57,944.

Patented Sep. 11, 1866.

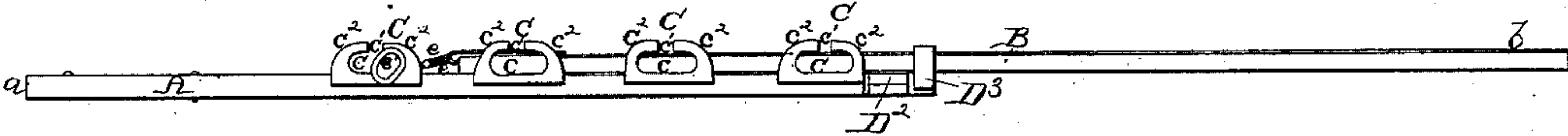
Fig; 1.



Fig; 2.



Fig; 3.



Witnesses;
Henry W. Kraatz
J. H. Berrin

Inventor;
John M^c Innes
By his attorney
M. Randolph

UNITED STATES PATENT OFFICE.

JOHN MCINNES, OF WAVERLY, ILLINOIS.

IMPROVED HAME-TUG.

Specification forming part of Letters Patent No. 57,944, dated September 11, 1866.

To all whom it may concern:

Be it known that I, JOHN MCINNES, of Waverly, in the county of Morgan and State of Illinois, have invented a new Hame-Tug; and I do hereby declare that the following is a full and clear description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

Figure 1 of the accompanying drawings is a perspective view of one of the improved tugs. Fig. 2 is a plan of it; and Fig. 3 is a side elevation.

This invention relates to an improvement in that portion of the harness for horses which is technically called the "tug," or that portion of the trace which is attached to the hame.

The improvement consists in a series of metallic plates, which are securely fastened to the tug-piece, in lieu of the holes which are generally made through it for the reception of the buckle-tongue; also, in the substitution of a T-link, which is fastened to the end of the trace in lieu of the buckle in common use, the arms of the link hooking into slots cut in the ends of the aforementioned plates, which are turned up on both edges of the tug for that purpose.

The tug is furthermore improved by the introduction of a plate of metal having a loop in each of its ends for the attachment of the other portions of the harness, such as the back and belly bands.

To enable those skilled in the art to make and use my improved hame-tug, I will proceed to describe its construction and operation.

A represents the tug-strap, which is to be attached to the hame at its end *a*. B is the trace, which is to be attached to the vehicle by means of its looped end *b*. C C C C are metallic plates, which are placed between the different straps of which the tug is made up,

and there held fast by means of the sewing of the straps. Both ends of the plates C are turned up close to the edges of the tug, as shown clearly in Figs. 1 and 3. A slot, *c*, is also cut in these turned-up ends, and another, *c'*, communicating with it and the outside of the plate, leaves the two hooked ends *c*² arranged as shown clearly in Figs. 1 and 3.

D is a metallic plate fastened into the tug in the same manner as the plate C. There are slots cut in its ends for the reception of the back-band D' and for the belly-band D². The forward portion of it may also be turned up in the form of a loop, D³, for the reception of the trace B.

E is a T-shaped link, fastened to the end of the trace by means of the strap E', E and E' being connected together by means of the link *e*, which permits the arms *e'* of the link E to be turned up edgewise, so they can pass up through the slot *c'* when it is desired to change the link from one to another of the plates C. The arms *e'* should be oval or elliptical in their section, so that when they lie flat, as shown in the drawings, they cannot rise up out of the slots in the plates C. This will be the habitual position of them when in use; but the link *e* will readily permit the arms *a* to be turned over so as to permit them to pass out of the slot *c'*, as already described. A more durable and a cheaper tug will thus be constructed than by the old method of buckling the two parts together.

Having described my invention, what I claim is—

The combination of the metallic plates C and D, also the link E, with the tug A and trace B, substantially as described.

JOHN MCINNES.

Witnesses:

M. RANDOLPH,
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