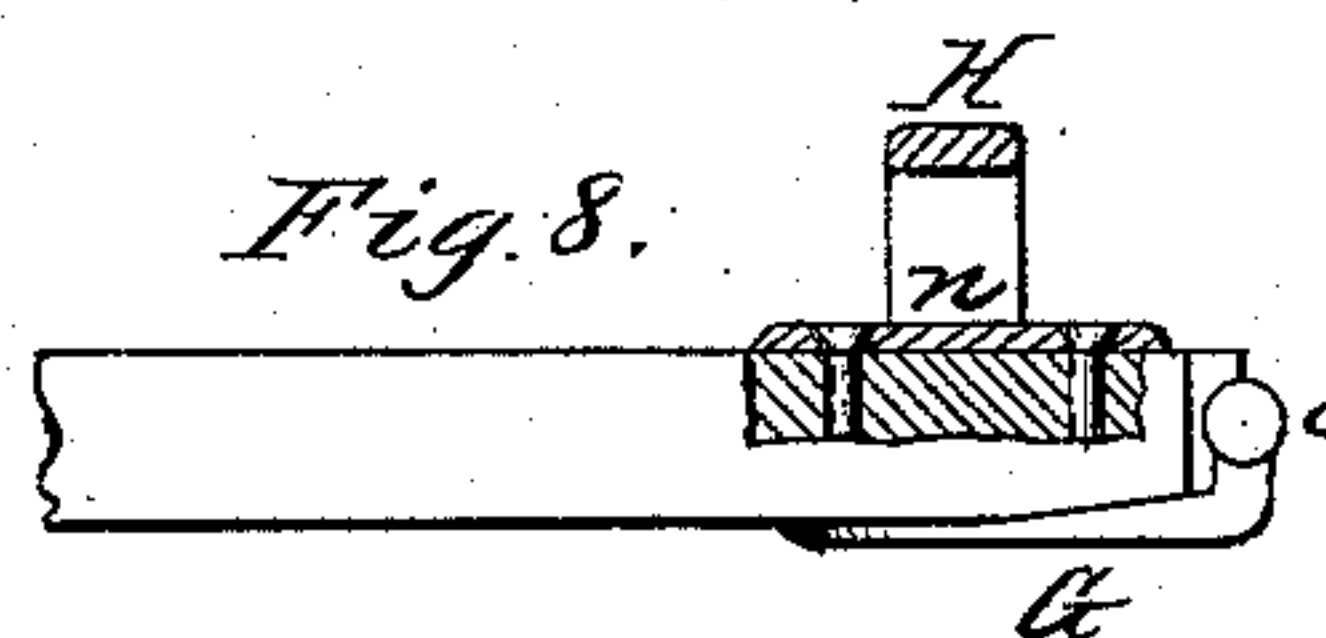
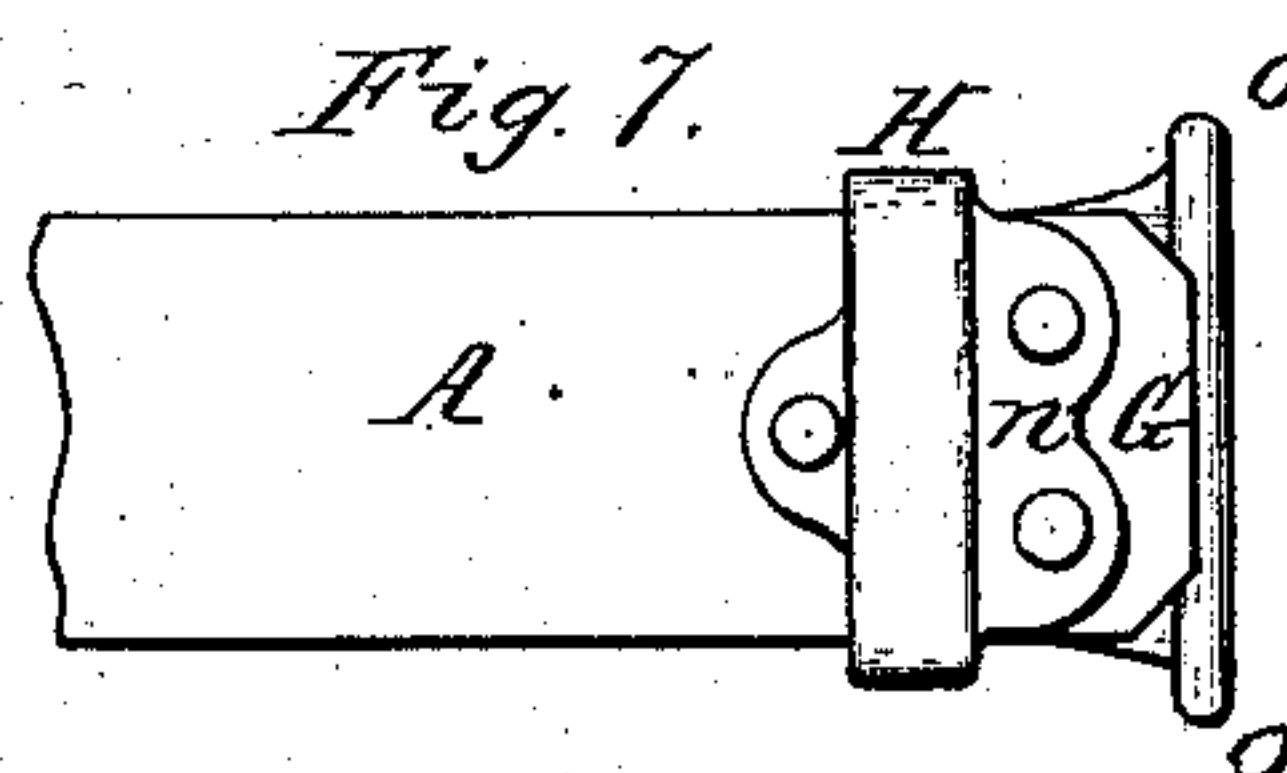
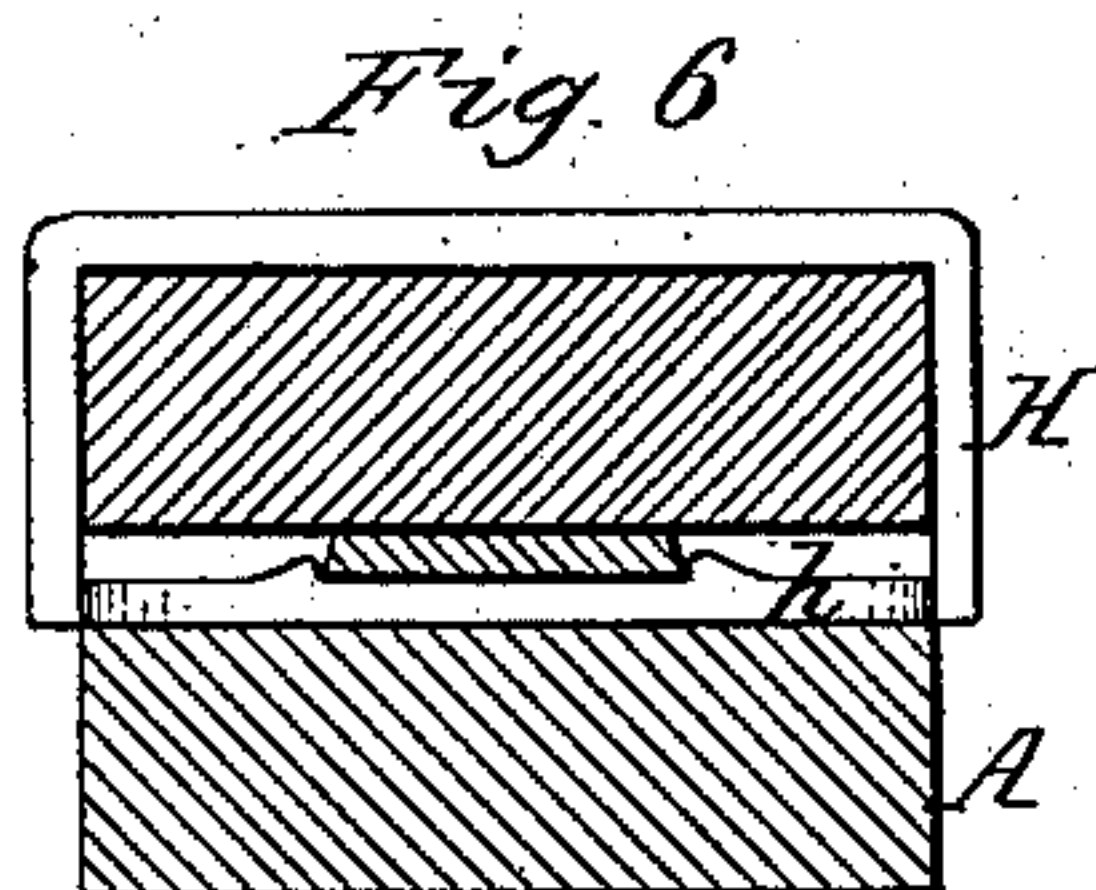
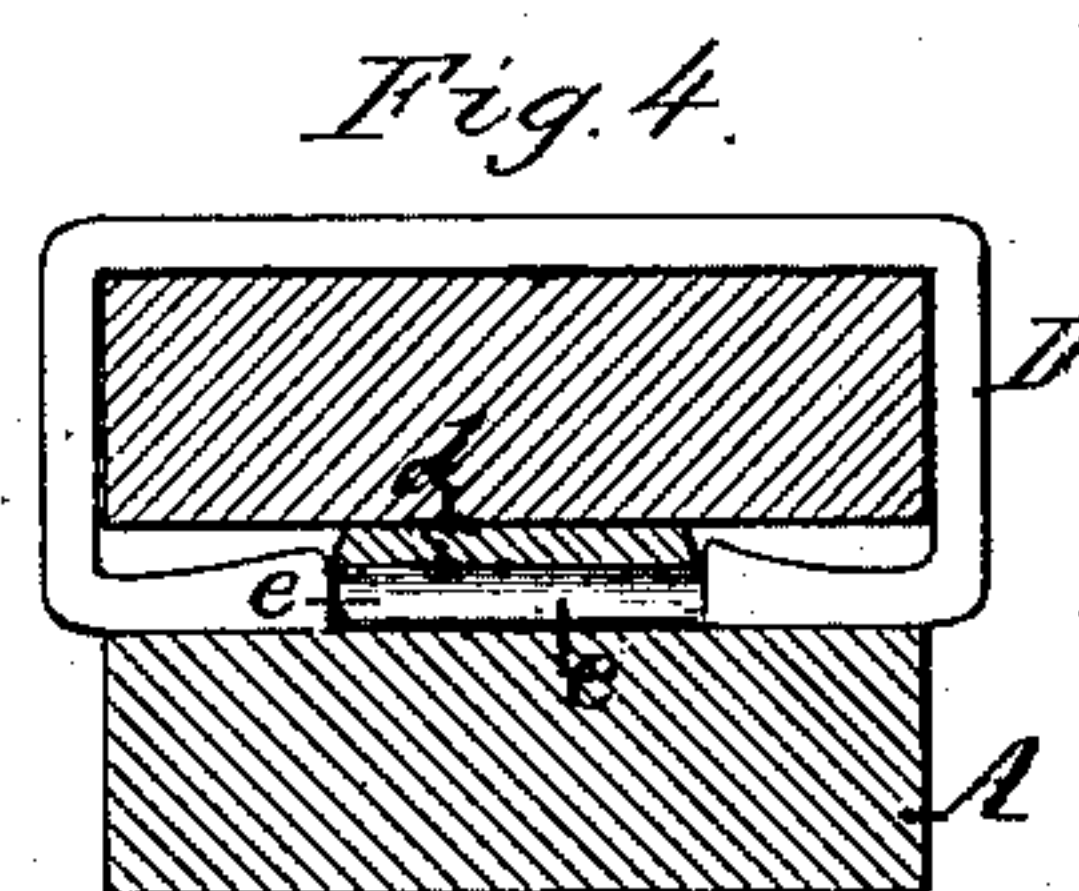
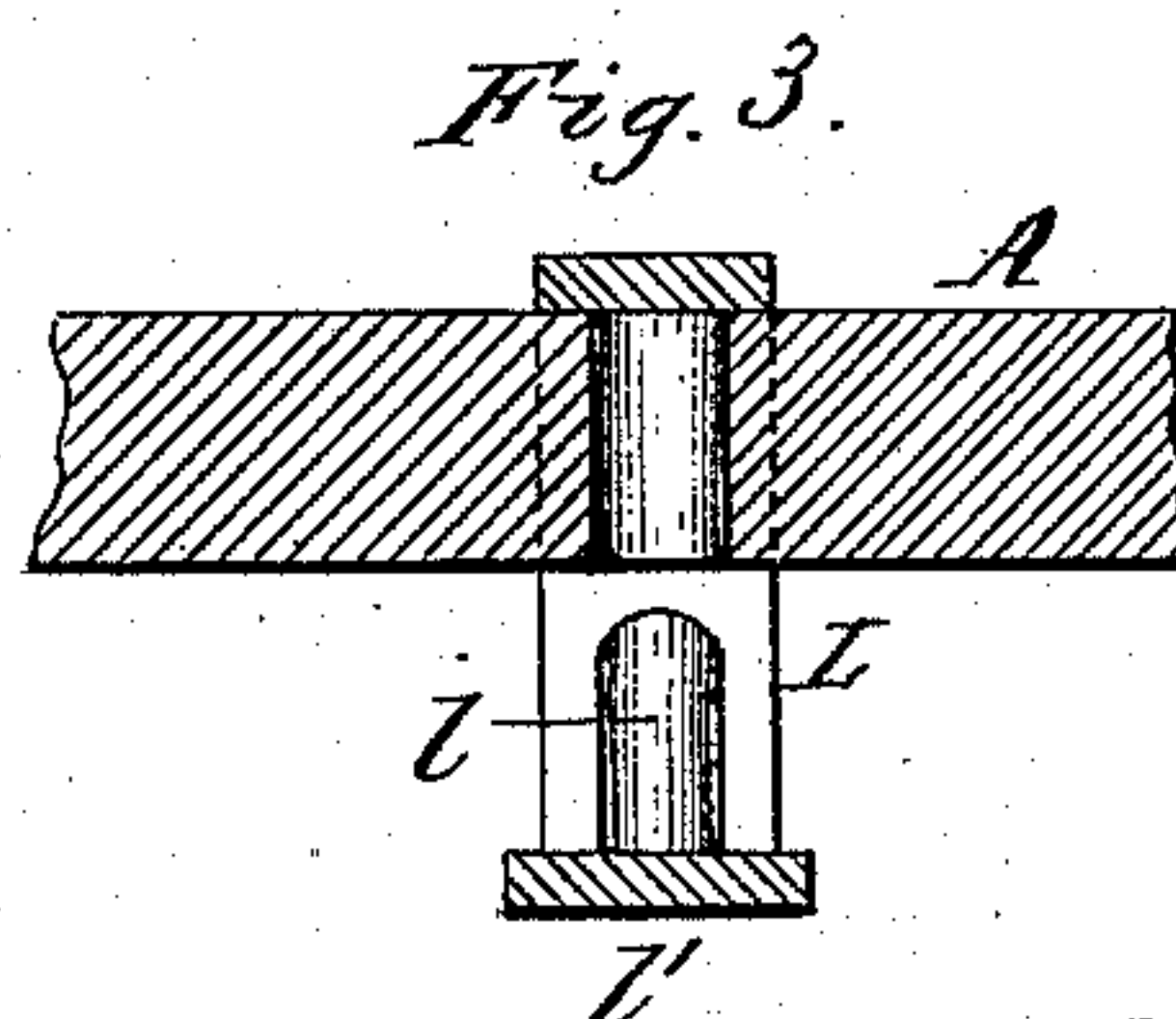
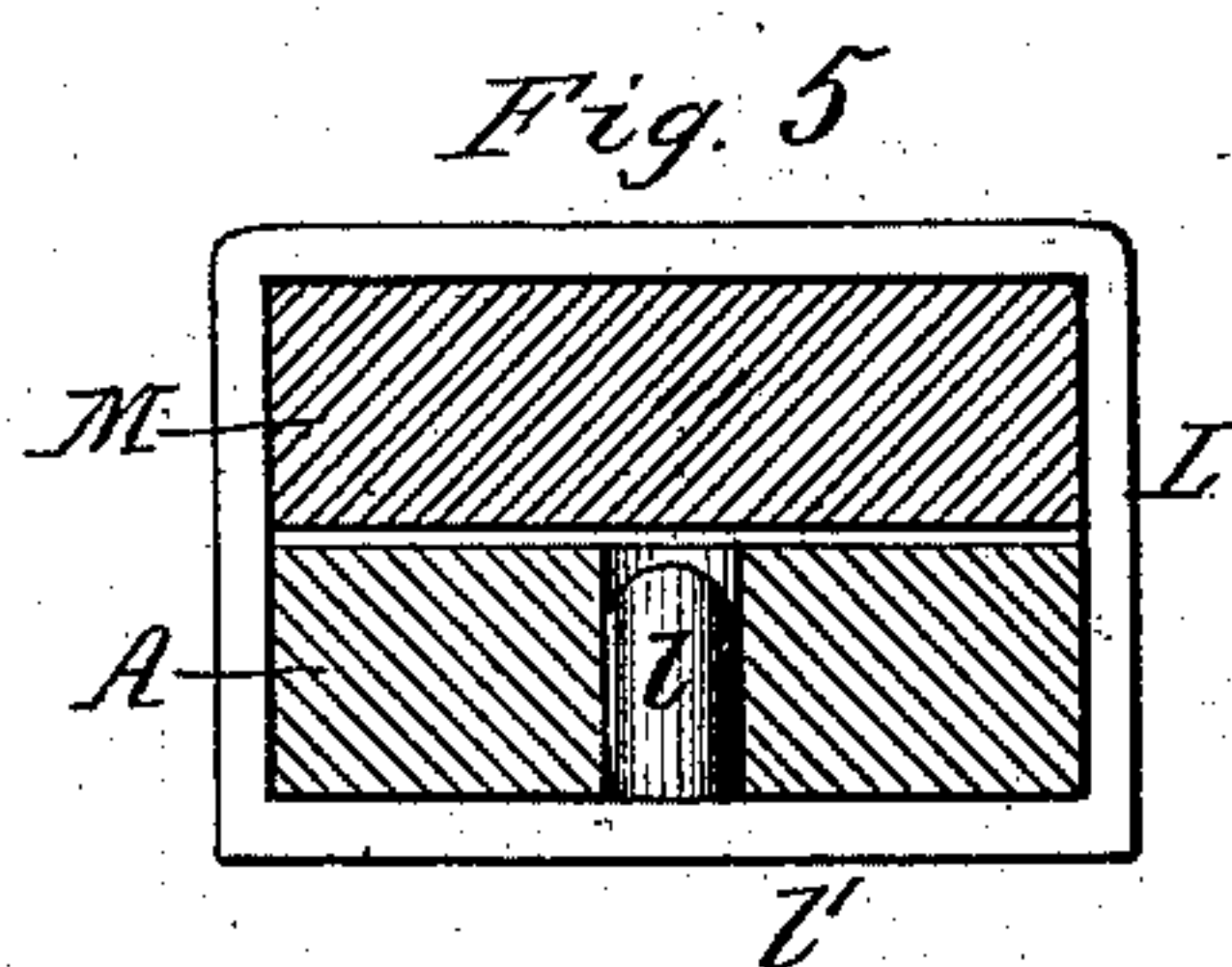
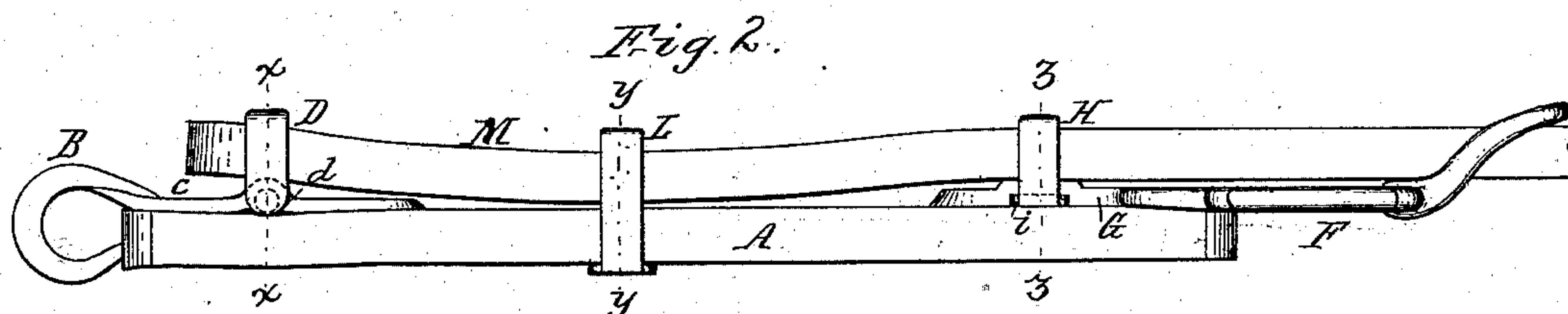
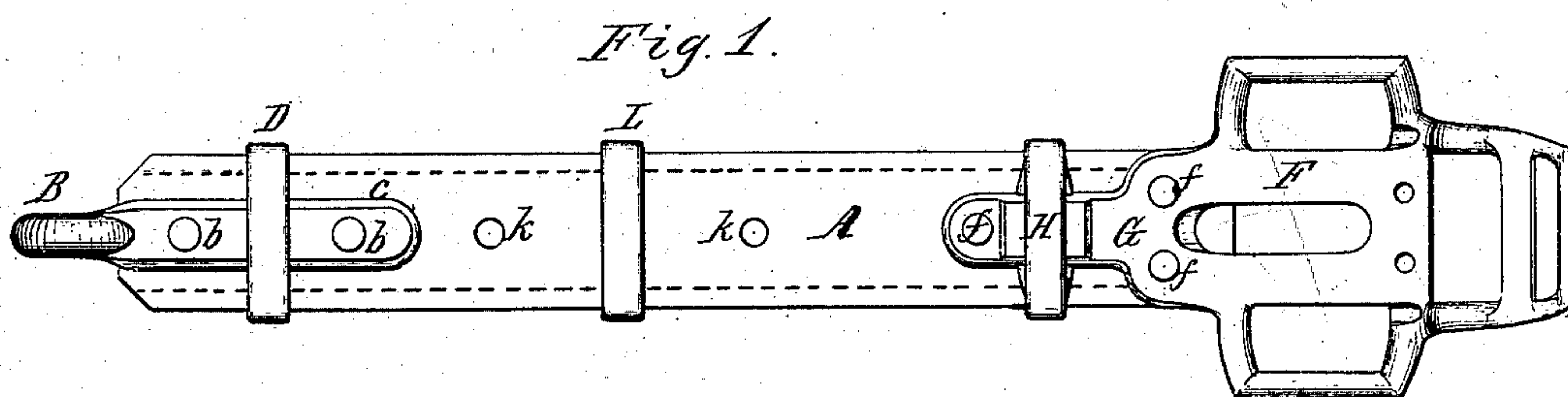


(No Model.)

E. G. & A. C. LATTA.  
Hame Tug.

No. 237,191.

Patented Feb. 1, 1881.



Chas. J. Brichmont. }  
Edw. J. Brady. } Witnesses.

E. G. Latta and A. C. Latta Inventors.  
By M. L. Latta & Co. Attorneys.



# UNITED STATES PATENT OFFICE.

EMMIT G. LATTA AND ADRIAN C. LATTA, OF FRIENDSHIP, NEW YORK;  
SAID A. C. LATTA ASSIGNOR OF ONE-HALF OF HIS RIGHT TO JOHN  
M. HAIGHT; SAID HAIGHT ASSIGNOR OF ONE-HALF OF HIS RIGHT TO  
JOHN T. RISING, BOTH OF BUFFALO, NEW YORK.

## HAME-TUG.

SPECIFICATION forming part of Letters Patent No. 237,191, dated February 1, 1881.

Application filed April 27, 1880. (No model.)

*To all whom it may concern:*

Be it known that we, EMMIT G. LATTA and ADRIAN C. LATTA, both of Friendship, in the county of Allegany and State of New York, have invented new and useful Improvements in Hame-Tugs, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to the construction of a hame-tug which is composed of short pieces of leather sewed together and provided with metallic trimmings and loops.

The object of our invention is to simplify and cheapen the construction of the tug and to render the same more convenient in use.

Our invention consists of the particular construction and arrangement of the tug and the metallic parts secured thereto, as will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a side elevation of our improved hame-tug. Fig. 2 is a horizontal sectional view thereof with the end of the trace drawn through the loops. Fig. 3 is a detached sectional view of the adjustable loop. Figs. 4, 5, and 6 are cross-sections in lines *x x*, *y y*, and *z z* of Fig. 2, respectively. Fig. 7 is a side elevation, and Fig. 8 a horizontal section showing a modified construction of the extension by which the trace-buckle is secured to the tug.

Like letters of reference refer to like parts in the several figures.

A represents the body of the tug, composed of pieces of leather of the proper length and thickness to form a tug of the desired strength. The piece of leather which is to form the back of the tug is channeled near each edge, and the pieces are sewed together upon a suitable machine, burying the chain or under side of the seam in the channels, which latter are then cemented and smoothed down. The tug is then drawn through a trace-trimmer and the edges are blocked, when the tug proper, A, is ready to receive the trimmings.

B represents the hame-clip, which is secured to the front end of the tug by rivets *b* after the clip is passed through the hame-staple. One leg, *c*, of the clip is arranged on the front

side of the tug and provided between the rivets with a semicircular recess or socket, *d*.

D represents a flat rectangular loop of the proper size to receive and hold the end of the trace, and having its inner bar, *e*, made round and arranged in the recess *d* of the clip B and between the latter and the hame-tug. The round bar *e* of the loop D is somewhat enlarged on each side of the leg *c* of the clip to form collars which prevent the lateral displacement of the loop, while the latter is permitted to swing on its bar *e* as a fulcrum when striking an obstruction, thereby avoiding the breaking of the loop under these circumstances.

F represents the frame of a suitable trace-buckle, secured to the rear end of the tug A by means of a forward extension, G, which is cast with or otherwise secured to the frame of the trace-buckle and secured to the rear end of the tug by rivets *f*.

H represents a flat rectangular loop, similar in form to the loop D, except that the lower bar, *h*, of the loop H is flat.

*i* represents a flat recess or depression formed in the forward extension, G, of the trace-buckle, for the reception of the flat lower bar, *h*, of the loop H, which rests in the recess *i* and against the front side of the tug, whereby the loop H is held in its proper position on the tug.

*k* represents holes punched in the body A of the tug at suitable distances apart between the metallic trimmings which are secured to the ends of the tug.

L represents a rectangular loop, which is loosely slipped on the body A of the tug, and which is made of sufficient size to surround both the tug and the trace at the same time.

*l* is a fixed tongue projecting upwardly or inwardly into the loop L from its lower flat bar, *l'*, and made of such size that it can be readily engaged in one of the holes *k*, when desired, and that the loop can be adjusted on the body of the tug from one hole to another when the tongue *l* is disengaged from said holes. When the tongue *l* is engaged in one of the holes *k* and the end of the trace is drawn through the loop L, the latter is immovable on the tug and supports the end of the trace like



a stationary loop. The loop L is designed to receive and hold the end M of the trace when the latter is not long enough to reach the loop D at the front end of the tug; and by making  
5 the loop L adjustable on the tug, as described, its position is readily adjusted to the length of the trace, so as to hold the latter near its extreme end.

As represented in Figs. 7 and 8, the forward  
10 extension, G, of the trace-buckle may be constructed as a separate piece and be secured to the rear side of the tug by means of rivets, which pass through the tug and through a plate, n, formed with the loop H, which is ar-  
15 ranged on the front side of the tug. The extension G, when constructed as shown in Figs. 7 and 8, is connected with the trace-buckle by two ears or pins, o, which engage in corresponding recesses or sockets formed in the  
20 frame of the trace-buckle.

When the body A of the tug is completed ready for the reception of the metallic trimmings, as hereinbefore described, the extension G of the trace-buckle and the loop H are

first secured to the rear end of the tug. The  
25 adjustable loop L is then placed on the body of the tug, and the clip B, after being slipped through the hame-staple, is provided with the loop D and then riveted to the front end of the tug, whereby the latter is completed. 30

We are aware that tugs have been provided with metallic trimmings in various ways, and this we do not broadly claim; but

We claim as our invention—

A hame-tug composed of a body, A, con-  
35 structed of strips of leather sewed together, a hame-clip, B, provided with a metallic loop, D, and riveted to the front end of the body A, a trace-buckle attachment, G, provided with a metallic loop, H, and riveted to the rear end  
40 of the body A, and a metallic loop, L, arranged on the body of the tug, substantially as set forth.

EMMIT G. LATTA.  
ADRIAN C. LATTA.

Witnesses:

S. S. LATTA,  
WM. B. RIDLEY.