

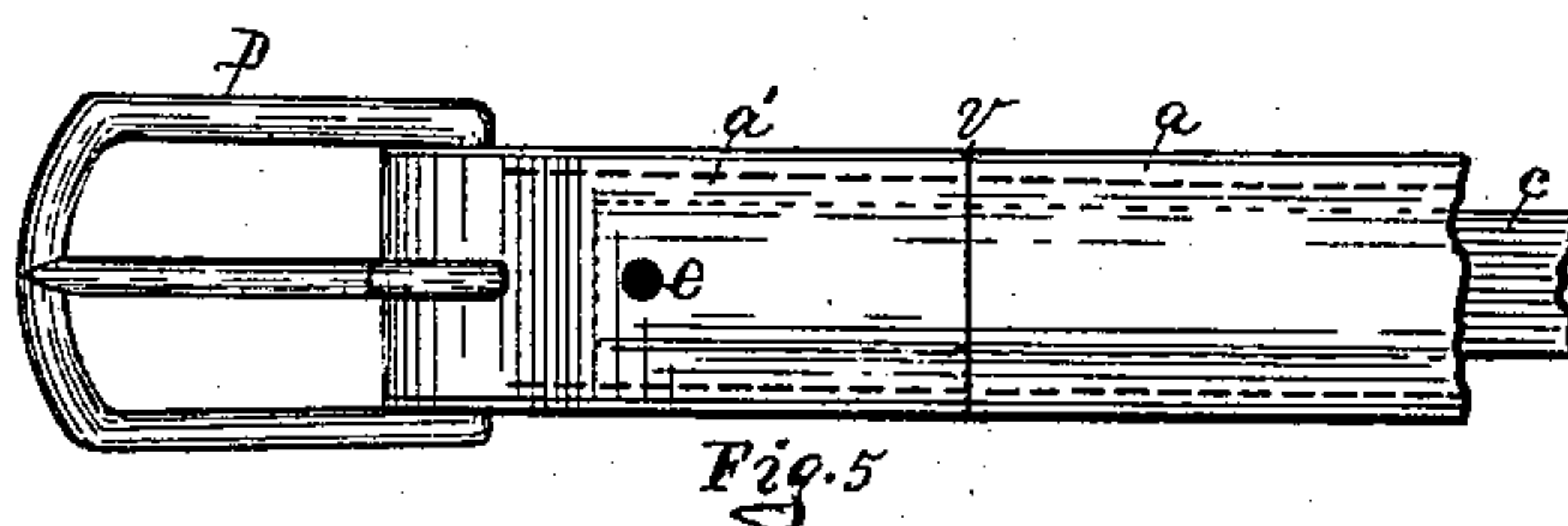
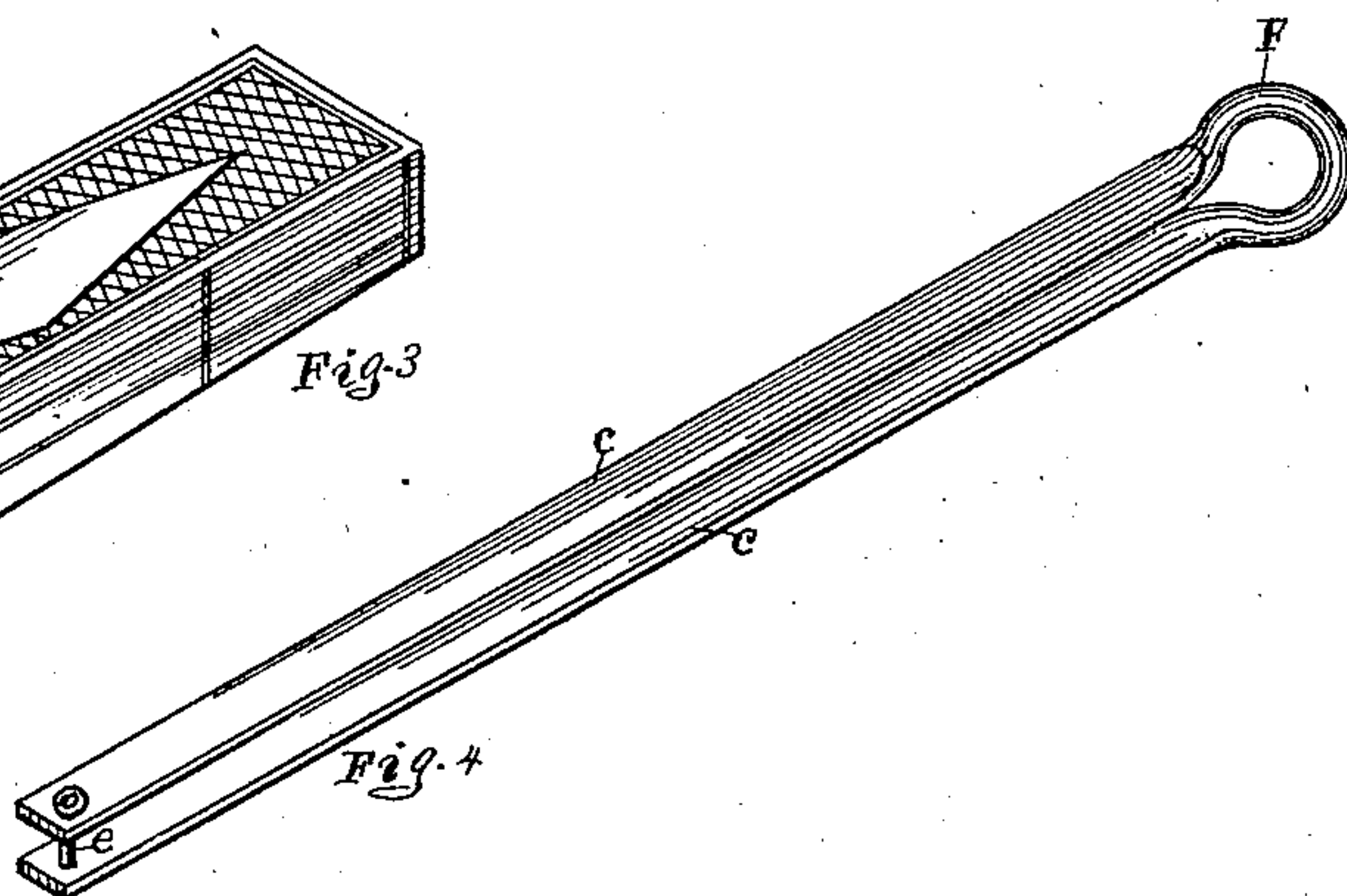
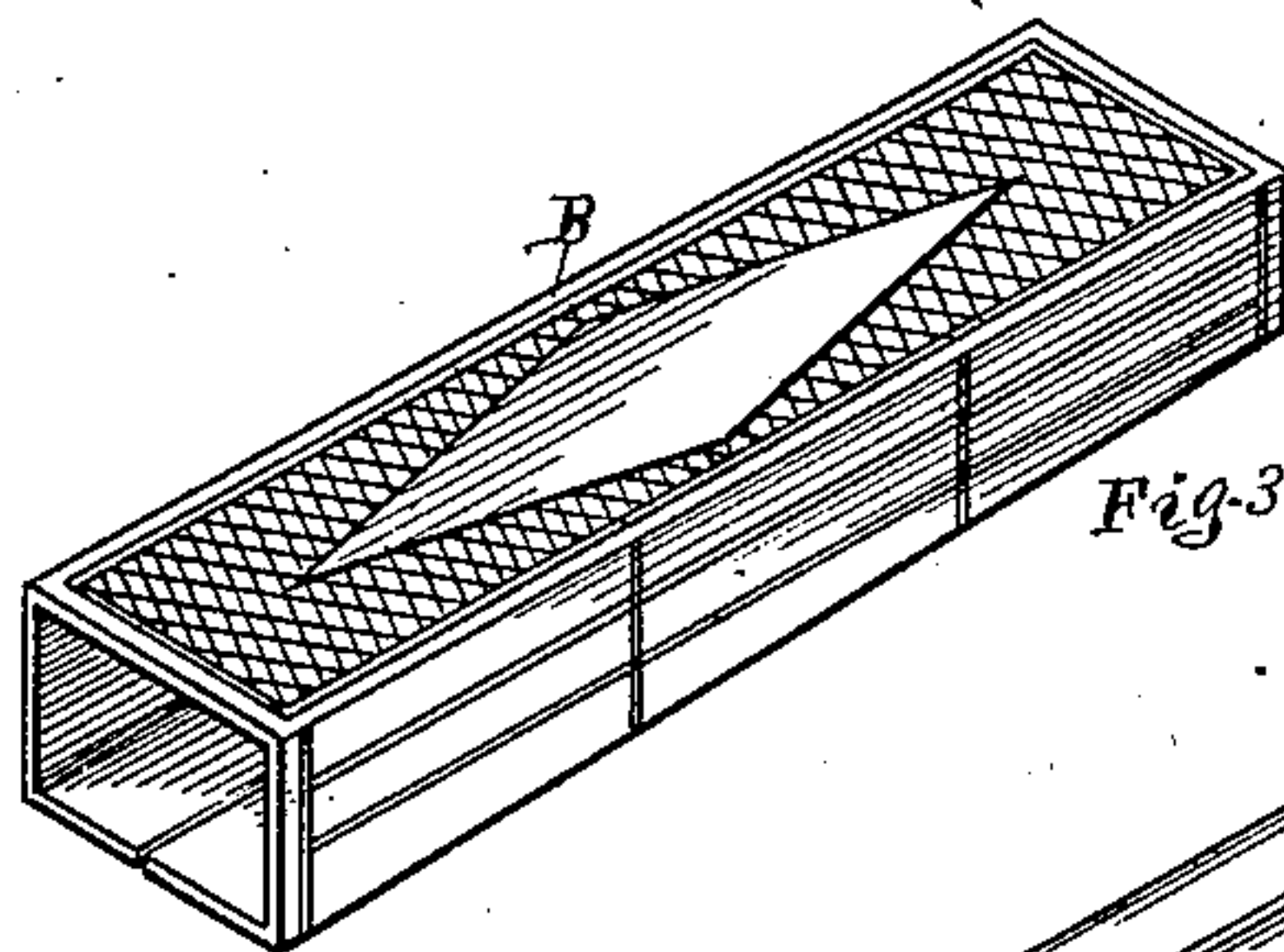
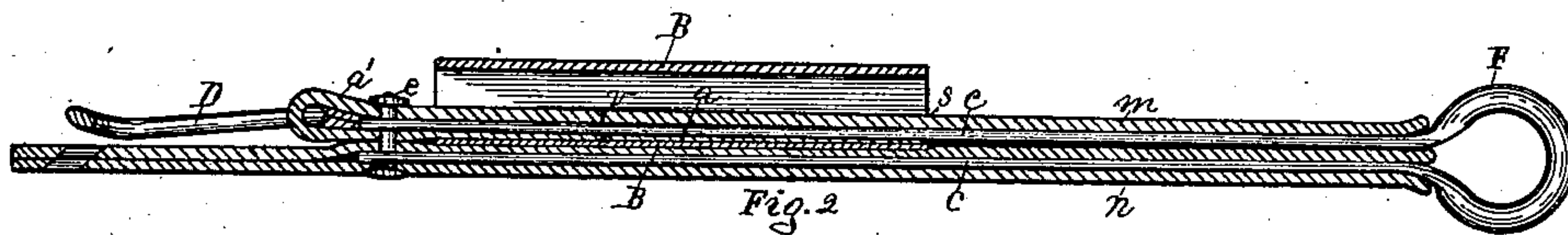
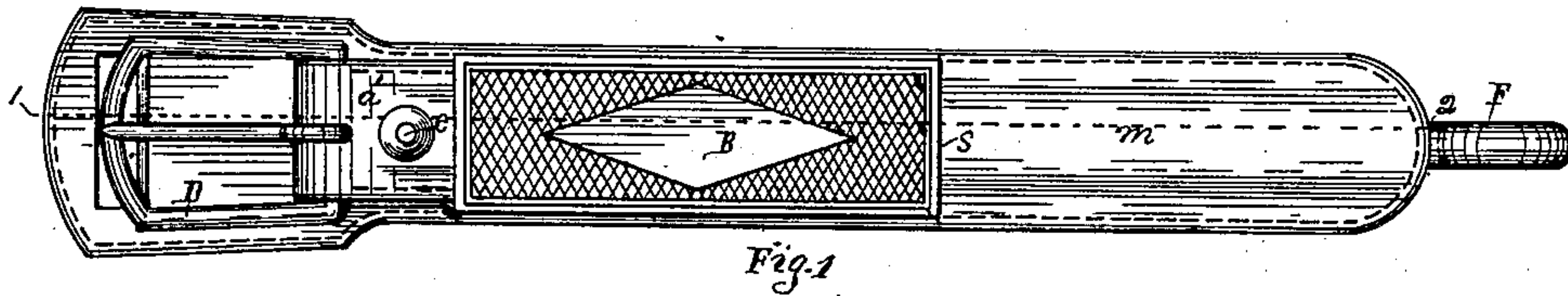
(Model.)

T. A. SIMMONS.

HAME TUG.

No. 260,905.

Patented July 11, 1882.



Attest.

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UNITED STATES PATENT OFFICE.

THOMAS A. SIMMONS, OF KALAMAZOO, MICHIGAN, ASSIGNOR OF ONE-HALF
TO WILLIAM WAGNER, OF SAME PLACE.

HAME-TUG.

SPECIFICATION forming part of Letters Patent No. 260,905, dated July 11, 1882.

Application filed March 11, 1882. (Model.)

To all whom it may concern:

Be it known that I, THOMAS A. SIMMONS, a subject of Canada, residing at Kalamazoo, county of Kalamazoo, State of Michigan, United States of America, have invented a new and useful Hame-Tug, of which the following is a specification.

My invention relates to that part of a harness which connects the hame with the trace, consisting of a draft-iron with an eye-coupling with the hame, a leather covering to said iron, and a buckle and loop to receive and hold the end of the trace connected with it.

The object of my invention is to effect greater convenience and economy in the construction of such devices than heretofore, and also to improve the appearance, durability, &c.

In the drawings forming a part of this specification, Figure 1 is a front side view of the hame-tug complete; Fig. 2, a longitudinal section and edge view near line 1 2 in Fig. 1; Fig. 3, perspective of the loop; Fig. 4, perspective of the draft-iron, and Fig. 5 broken portion of Fig. 1 with the loop removed.

The draft-iron *c c* is made by bending a strip of metal back upon itself and forming in the bend the eye *F*, which couples with the hame. (Not here shown.) Heretofore this iron *c* has been made of about the length from *F* to *c c* in Fig. 2, and has been secured in the leather portion of the tug by a number of rivets inserted through the metal and leather in portion *m*. In my device the arms of the draft-iron are extended to the end of the tug, where they are secured to the leather by a rivet, *e*. This stiffens the tug, causing it to better retain its proper form, and as the head of the rivet *e* is covered by the end of the trace passed through buckle *D* and into loop *B* the tug presents a better appearance.

The trace is not here shown, but its office will be readily understood in relation to the hame-tug.

The leather portion of the tug consists of straps *m* and *n*, the former having a narrow extension, *a a'*, from *s* to the buckle *D*. This portion is made hollow, and is severed at *v*, said severed portion *a'* being thus detachably

located on the end of the upper iron. It also bears the trace-buckle *D*, connected with the end. The latter portion, *n*, consists of a double strap, as in Fig. 2. The leather portions are all sewed, as indicated in the drawings, in a manner to form two recesses to receive the arms of the draft-iron, and to form portion *a a'* detached from portion *n*.

The loop *B* has heretofore been sewed between the straps of the tug in position shown in Fig. 1. As the loops are manufactured in the form shown in Fig. 3 and purchased by the harness-maker, it is a very difficult undertaking to sew them as above stated. I obviate this by detachably locating said loop over portion *a a'*, as in Figs. 1 and 2.

The parts all made thus separate are connected together by inserting draft-iron *c c* in its recesses, entering it at the end near eye *F*. The loop *B* is then inserted over portion *a*, connected with *m*, and the severed part bearing the buckle *D* placed over the end of the upper arm of the draft-iron afterward. The rivet *e* is then inserted through perforations made in the leather and iron, as before stated, all as shown in Fig. 2.

Such a construction is very desirable in case any part needs replacing with new, as all the parts are readily detached by removing rivet *e*, without necessitating the ripping of any seams or the removal of numerous screws or rivets, as will appear obvious by a reference to the drawings.

Having thus described my invention, what I claim as new is—

In a hame-tug, the body having suitable recesses for the reception of the extended arms of the detachable draft-iron, the detachable buckle and its connecting-strap, provided with a recess to receive the end of the draft-iron arm, and the detachable loop, all secured in proper position by the rivet, substantially as described and shown.

THOMAS A. SIMMONS.

Witnesses:

JULIUS C. GOODWIN,
WILL W. WAGNER.