

(No Model.)

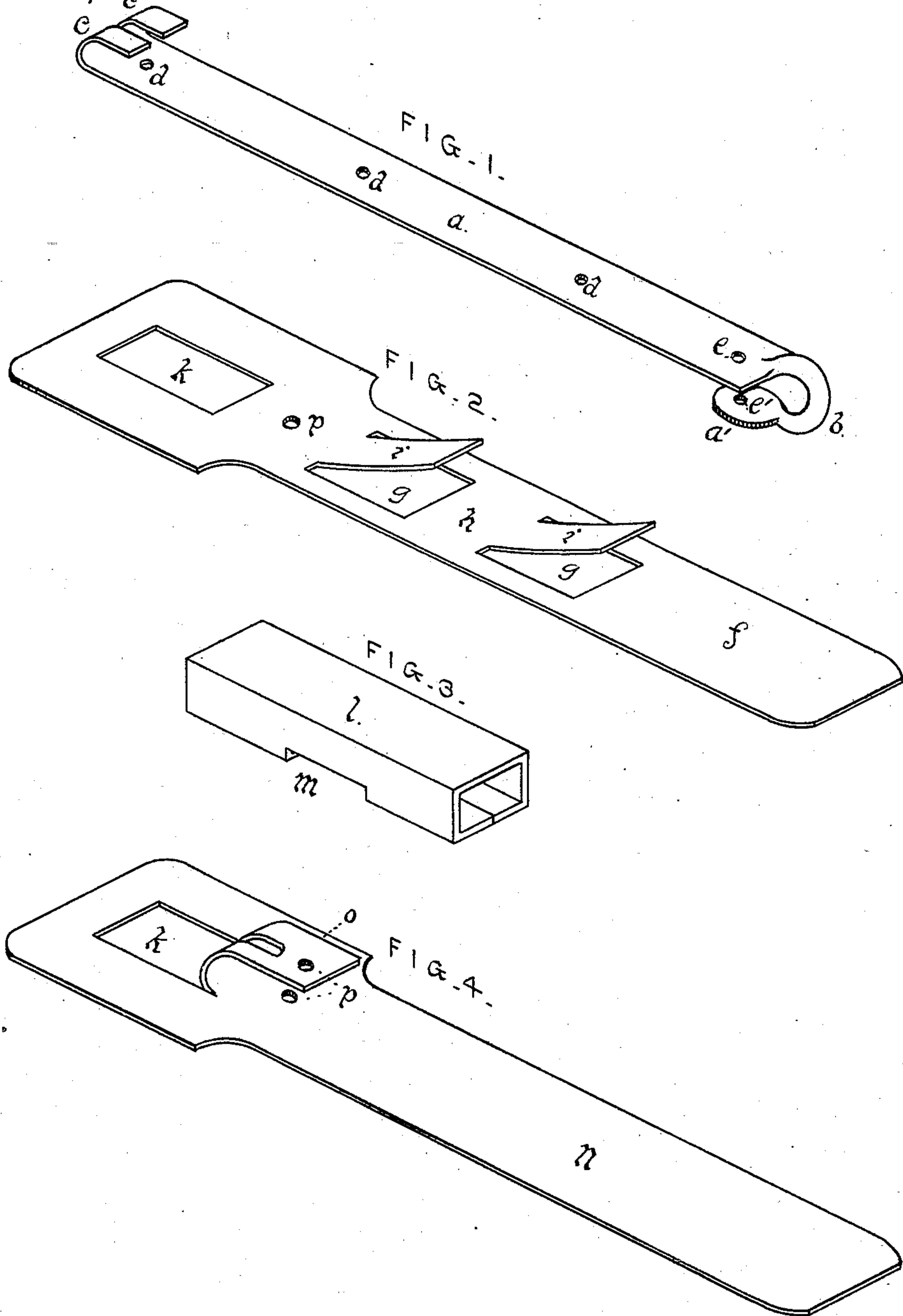
2 Sheets—Sheet 1.

A. L. HILL.

HAME TUG.

No. 279,759.

Patented June 19, 1883.



Witnesses
L. P. Brown
J. D. Walker

Inventor
Andrew L. Hill.
By L. P. Graham atty.

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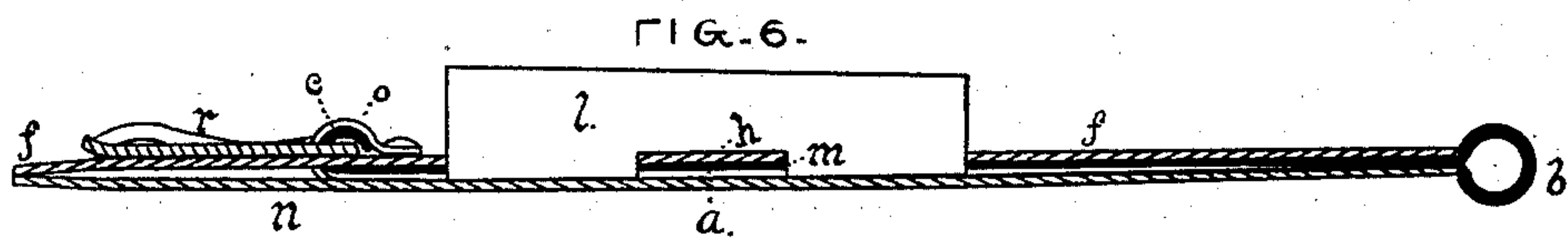
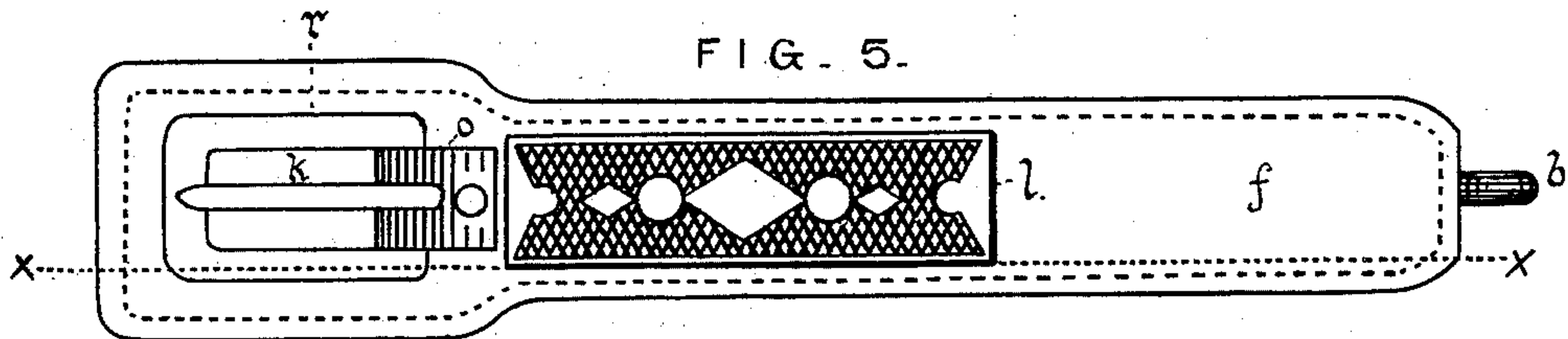
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UNITED STATES PATENT OFFICE.

ANDREW L. HILL, OF DECATUR, ILLINOIS.

HAME-TUG.

SPECIFICATION forming part of Letters Patent No. 279,759, dated June 19, 1883.

Application filed January 9, 1883. (No model.)

To all whom it may concern:

Be it known that I, ANDREW L. HILL, a resident of the city of Decatur, county of Macon and State of Illinois, have invented certain new and useful Improvements in Hame-Tugs, of which the following is a full, clear, and exact description, such as will enable any one skilled in the art to which it relates to manufacture the same.

My invention is designed to supply a demand of harness-makers for a finished hame-tug to which a buckle corresponding to the other trimmings of the harness may be attached without any stitching, riveting, or other special adjustment.

I am aware that hame-tugs have been made to which the buckle might be attached by the harness-maker by stitching or other similar mode; but apart from the inconvenience of such attachment said tugs are too complicated in their construction and require too much labor and material to be of any special utility, when price is taken into consideration, and in every instance the clip extends only partially through the leather fender or covering with which it is provided.

My device relates to hame-tugs in which a clip, leather fender, and box-loop are combined with a buckle attachment; and my invention consists in a leather fender or covering formed of two pieces of leather stitched together at the edges to form a cavity for the reception of my straight, smooth draft-iron, which extends entirely through the same and connects by an eye with the hame-staple, while its opposing end is provided with a bifurcated hook, to which the buckle may be attached by the harness-maker after the tug is otherwise completed.

My box-loop is provided with a transverse recess on its lower surface, that divides said surface into two similar rectangles that correspond in size and position to two recesses in the top layer of the fender, and is attached by being placed in said recesses and secured by the insertion of the draft-iron, as will be hereinafter fully set forth by reference to the accompanying drawings, in which—

Figure 1 represents my combined clip,

buckle attachment, and box-loop lock. Fig. 2 shows the top or front layer of fender. Fig. 3 is the box-loop; Fig. 4, the back layer of fender; Fig. 5, a plan of my hame-tug complete, and Fig. 6 a longitudinal section of the same.

a is the draft-iron and box-loop lock provided with clip *b* and buckle attachment *c c*.

f is the upper layer of fender, provided with openings *g g k* and cross-bar *h*.

n is the lower layer of the fender, provided with opening *k*, and *l* is the box-loop, provided with recess *m*.

In constructing my hame-tug I place the bottom of the loop *l* in openings *g g*, with recess *m* over cross-bar *h*. I then pass the draft-iron through the box-loop under fender *f* and bar *h*, and bring hook *c c* up through opening *k*. The lower layer of fender is then placed in position and the two layers stitched together. The tug is then ready for sale to the harness-maker, who can attach any style of buckle he may prefer by simply placing the bar in the hooks with the tongue in the open space between the same.

Hooks *c c* have sufficient rigidity to sustain the strain of draft; and it is evident that a slotted bar cannot be substituted therefor, as the end must be open to receive the tongue of the buckle.

It will be observed that I use the very smallest quantity of leather with which it is possible to form a complete fender or covering for the draft-iron, and that cutting the recesses and running a single seam around the edges includes all the work thereon.

It will also be observed that my draft-iron, in addition to furnishing a simple and effective attachment for the buckle, also forms a complete metallic connection between the hame and buckle, thereby increasing the strength.

The utility of cross-bar *h* lies in the fact that were it dispensed with the contiguous part of the fender would be liable to sag away from the box-loop.

Flaps *i i* are used to close openings *g g* after the box-loop is inserted, thereby forming a smooth surface through the same.

I claim—

1. The combination, with draft-iron *a*, of box-loop *l*, provided with recess *m*, and fender *f* *n*, provided with openings *g g*, and cross-bar *h*, all arranged substantially as and for the purpose set forth.

2. The combination, with a bar *a*, of box-

loop *l*, provided with recess *m*, and fender, *f* *n*, provided with openings *g g*, cross-bar *h*, and flaps *i i*, as and for the purpose set forth.

ANDREW L. HILL.

Attest:

I. D. WALKER,
T. P. BROWN.