

(No Model.)

C. H. FIELDS.

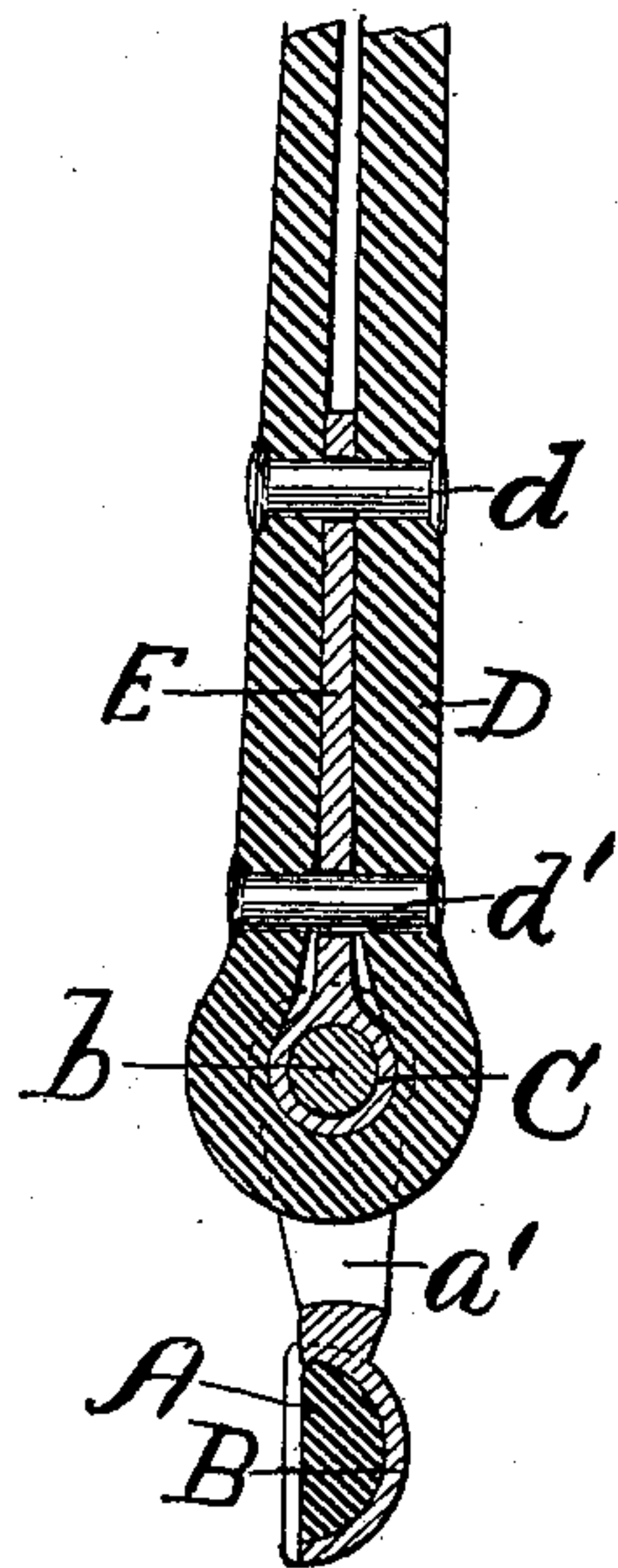
HAME.

No. 326,490.

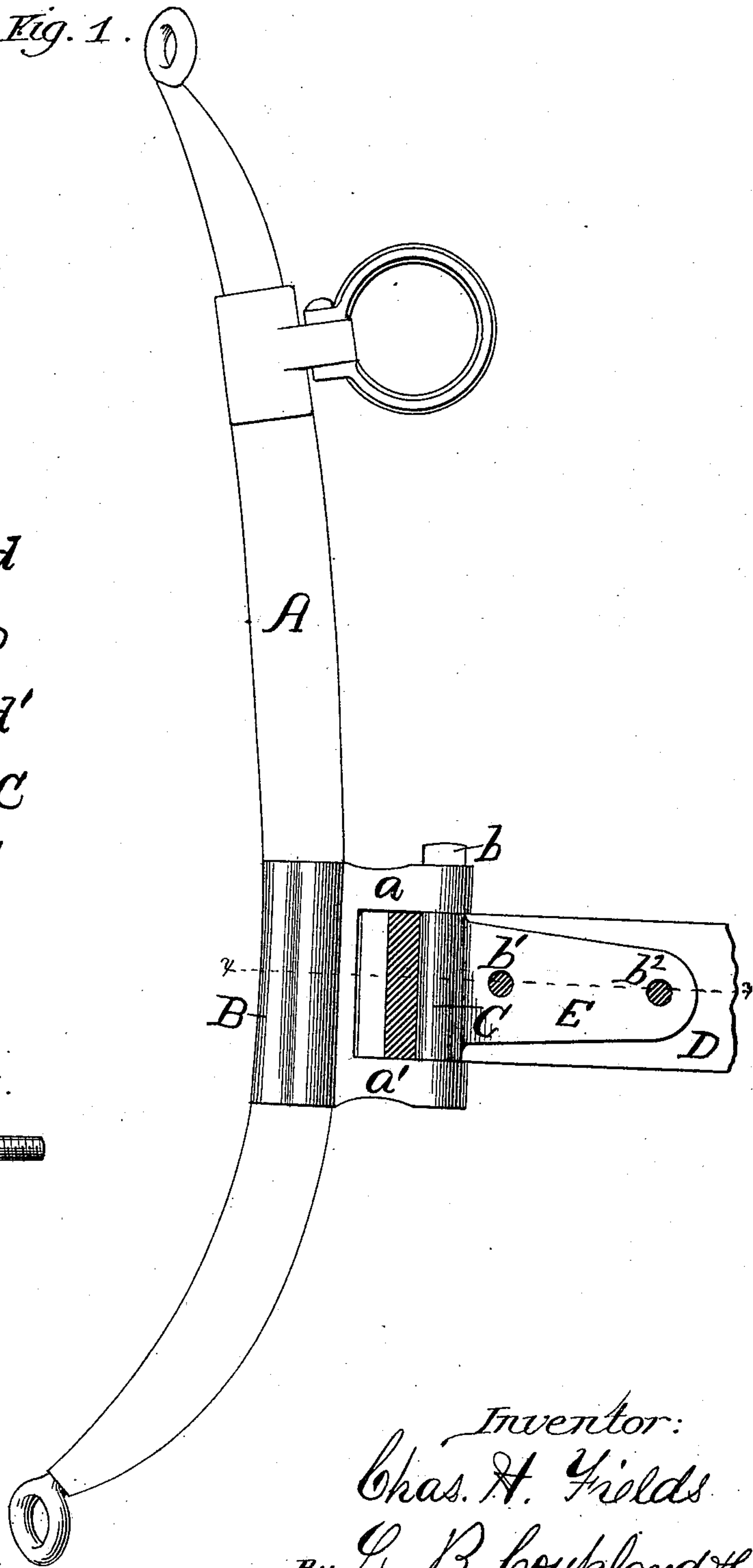
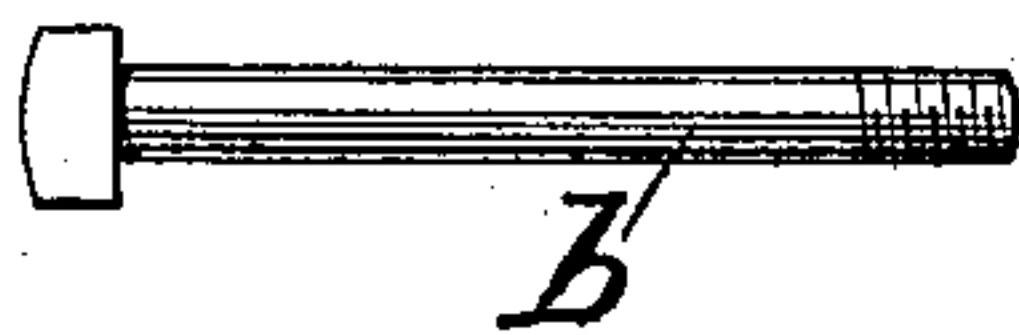
Patented Sept. 15, 1885.

*Fig. 1.*

*Fig. 2.*



*Fig. 3.*



Witnesses:  
Frank Blanchard  
L. M. Freeman.

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# UNITED STATES PATENT OFFICE.

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EDWARD S. TURNER, OF SAME PLACE.

## HAME.

SPECIFICATION forming part of Letters Patent No. 326,490, dated September 15, 1885.

Application filed July 22, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES H. FIELDS, of Chicago, county of Cook, and State of Illinois, have invented certain new and useful  
5 Improvements in Hames, of which the following is a full, clear, and exact description that will enable others to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

10 This invention relates to an improved means of securing the hame-tug to the hame-bar; and it consists of certain novel features in the construction and combination of parts, as will be hereinafter more fully set forth.

15 Figure 1 is a side elevation of a hame-bar embodying my improved feature; Fig. 2, a transverse section in the plane  $xx$ , Fig. 1, and Fig. 3 a detached detail.

Referring to the drawings, A represents a  
20 hame-bar, to which the clip-iron B is rigidly secured. This clip-iron is provided with the lateral projecting arms  $a a'$ , the outer ends of which are perforated for the insertion of the bolt  $b$ , having the lower end threaded so as to  
25 adapt the same to engage with the correspondingly-threaded aperture in the end of the arm  $a'$ . The sleeve C is placed between the arms  $a a'$ , and is loosely mounted on the bolt  $b$  and adapted to have a free pivotal action thereon,  
30 in order to impart a free movement to the connections between the hame-tug or draft-strap D and the hame-bar A. By this form of connection all the wear is confined to the metallic bearing, thus increasing the durability of the  
35 leather draft-strap.

The friction-sleeve C has the flap or elongation E formed integral therewith, which is adapted to be inserted between the lapping  
40 parts of the hame-tug, as shown in Fig. 2. It will be noticed that this flap is a little thicker at the junction with the sleeve than at the ex-

treme end, and diminishes gradually. The object in having the flap thicker at the point where it joins the sleeve is to prevent too short a turn in rounding down and stitching the  
45 leather parts of the hame-tug together, thus keeping the leather from breaking or cracking, and imparting a symmetrical contour and finish.

The flap E is provided with the perforations  
50  $b' b^2$  for the insertion of the fastening-rivets  $d d'$ , which extend clear through from side to side, as shown in Fig. 2. This arrangement gives additional strength to the structure and prevents the parts from separating should the  
55 stitching give out.

Instead of rivets, bolts may be used by forming suitable threaded bearings in the hame-tug, thus enabling the parts to be dis-  
60 connected with facility.

This form of construction confines the wear to the sleeve and bolt, either of which may be readily removed when worn so much as to become unserviceable. The hame-tug is conveniently detached from the hame-bar by simply removing the bolt  $b$ .  
65

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a hame-tug, the combination of the following elements, consisting of the hame-bar A,  
70 the clip B, provided with the projecting arms  $a a'$ , the removable screw-threaded bolt  $b$ , the friction-sleeve C, provided with the flap E, the draft-strap D, and means for securing said flap  
75 and draft-strap together, substantially as and for the purpose set forth.

CHARLES H. FIELDS.

Witnesses:

EDWARD S. TURNER,  
L. M. FREEMAN.