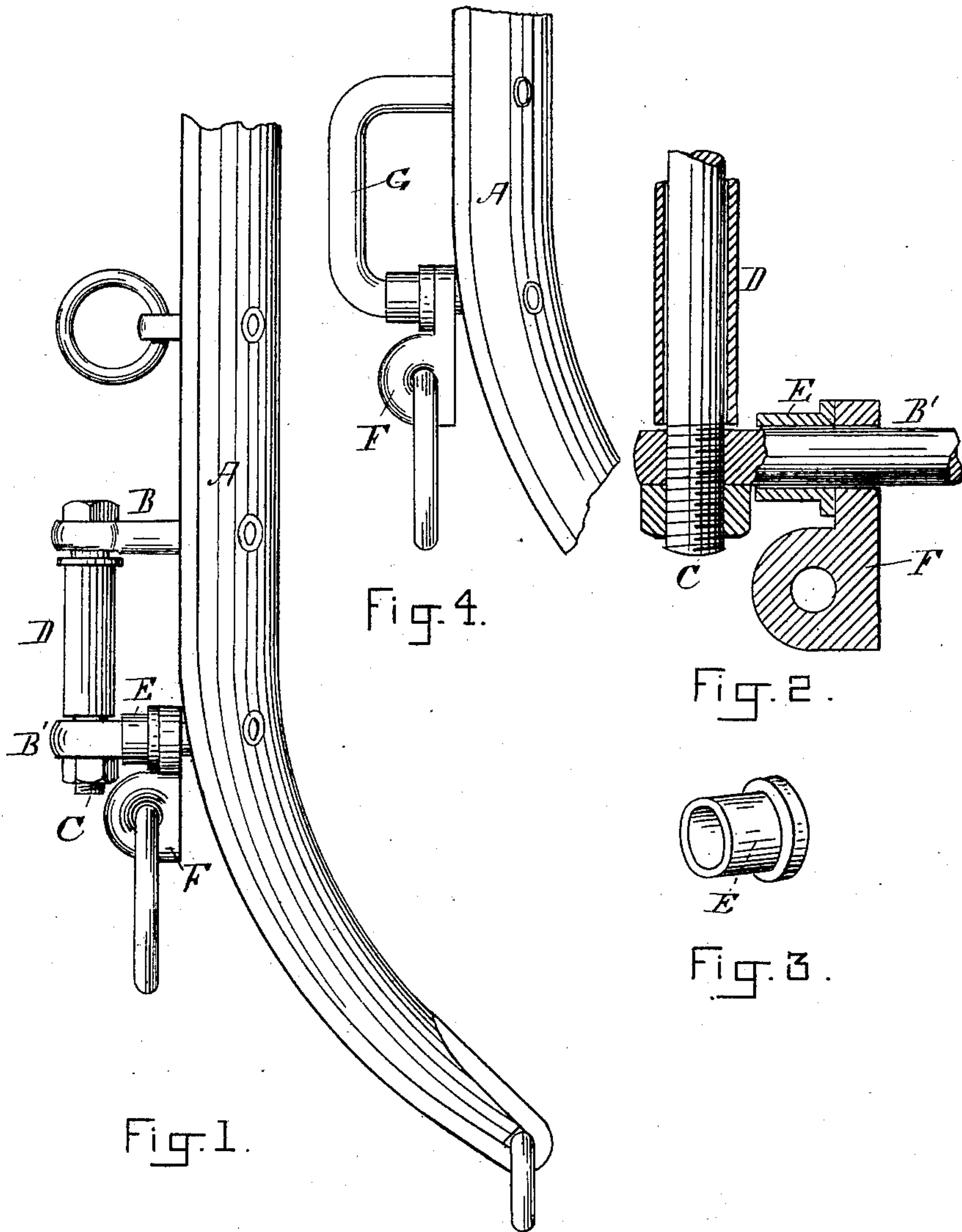


(No Model.)

C. E. CARR.  
HAME ATTACHMENT.

No. 341,404.

Patented May 4, 1886.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

CLARENCE E. CARR, OF ANDOVER, NEW HAMPSHIRE.

## HAME ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 341,404, dated May 4, 1886.

Application filed March 13, 1886. Serial No. 195,063. (No model.)

*To all whom it may concern:*

Be it known that I, CLARENCE E. CARR, of Andover, in the county of Merrimac and State of New Hampshire, a citizen of the United States, have invented certain new and useful Improvements in Hame Attachments, of which the following is a specification.

My invention relates particularly to an improvement in that class of hame attachments by means of which the tug is connected with the hame by means of a staple or a bolt and starts.

The object of my invention is to decrease the friction which is now likely to occur between the edges of the tug and the lower start or the lower leg of the bolt or the eye ordinarily mounted thereon to which the holdback is in practice attached, thereby producing a more convenient and desirable device for this purpose than those now in use.

In the accompanying drawings I have represented at Figure 1, in side elevation, the lower portion of a hame having an attachment of the kind described, and provided with my improvement in the form now best known to me. In Fig. 2 is represented in section a portion of the structure shown in Fig. 1, upon an enlarged scale; and Fig. 3 is a view in perspective of the anti-friction thimble, hereinafter described. In Fig. 4 I have shown my invention as applied to a hame-staple.

In the drawings, A represents the hame; B, the upper start; B', the lower start; C, the bolt, and D the loose sleeve upon the bolt, to which the end of the tug is attached. All these parts are well known and in common use.

In Fig. 4, G represents the staple, which for the purposes of this invention I regard as the equivalent of the bolt and starts.

Upon the lower start, B, I mount a loose or anti-friction thimble or sleeve, E, interposed between the outer end of the start, or that part through which the bolt C passes, and the eye F, also loosely mounted on the lower start, B, which I first adapt to receive the pole-strap or holdback-ring. The anti-friction thimble E, I preferably form with a thickened por-

tion at its inner end, as shown. This thimble comes under the edge of the tug when the latter is folded around the sleeve D (commonly employed in connection with start and bolt attachments of this sort) or around the staple G, and at such a height as to furnish an anti-friction or rotating bearing for this edge of the tug. In this way the thimble E serves to keep the edge of the tug away from frictional contact with any fixed part of the device, or with any part contact with which would be likely to injuriously wear and thus deface and weaken the tug.

In connection with the anti-friction thimble, and to receive the pole-strap ring, I prefer to employ an eye, F, of peculiar construction, as shown. This eye consists of a sleeve adapted to surround and turn freely upon the lower start at its inner end, or at that part next the hame, and in connection with this is formed the dependent and offset lug, as shown, suitably formed to receive the pole-strap ring. This offset I make outwardly, or so as to bring the line of draft of the pole-strap ring substantially midway of the length of the lower start, the inner face of the eye F, or that next the hame, being made plane. It is obvious, however, that other well-known forms of eye might be used in place of that specially described in connection with the rotating thimble.

Heretofore, in some cases, a holdback-eye formed in one piece with a loose sleeve has been used on the lower start or the lower leg of the bolt-staple in hames. This device, however, is objectionable, in that the eye, being held rigid when in use and when there is a strain on the holdback, is apt to wear the lower edge of the trace badly. The rotating thimble, however, shown by me herein, is always loose to move with the trace and diminish friction, while at the same time it serves to keep the hook away from any contact with the trace.

I claim—

1. In a hame attachment, the combination, with the upper and lower starts, B B', and the bolt C, of the loose or anti-friction thimble E, for the purpose set forth.



2. The combination of the starts B B', the  
bolt C, the sleeve D, the anti-friction thimble  
E, and the pole-strap eye F, the said thimble  
E and eye F being mounted upon the lower  
5 start, B', and the thimble E being interposed  
between the eye F and the outer end of the  
start, all substantially as set forth.

In testimony whereof I have hereunto sub-  
scribed my name this 4th day of March, A. D.  
1886.

CLARENCE E. CARR.

Witnesses:

JOHN M. SHIRLEY,  
GEORGE W. STONE.