

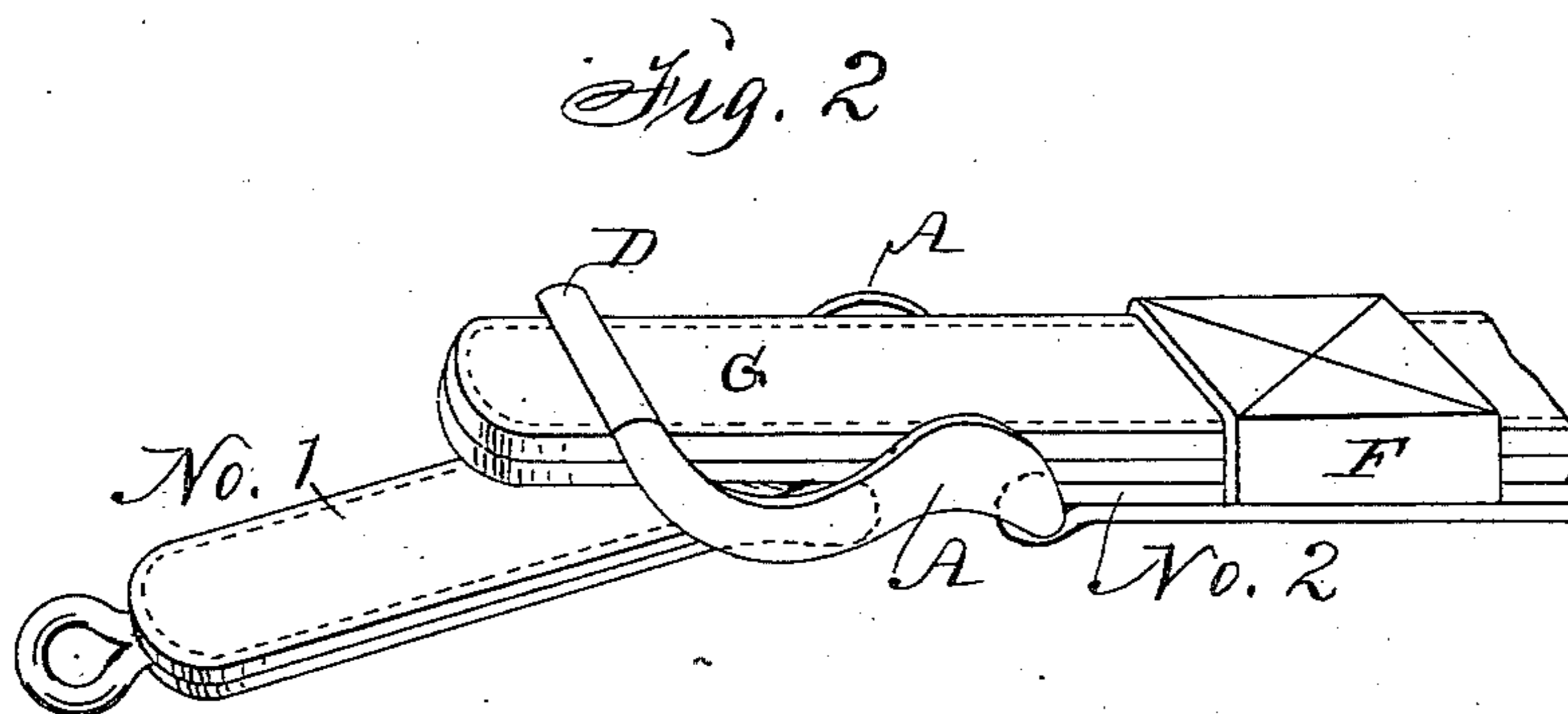
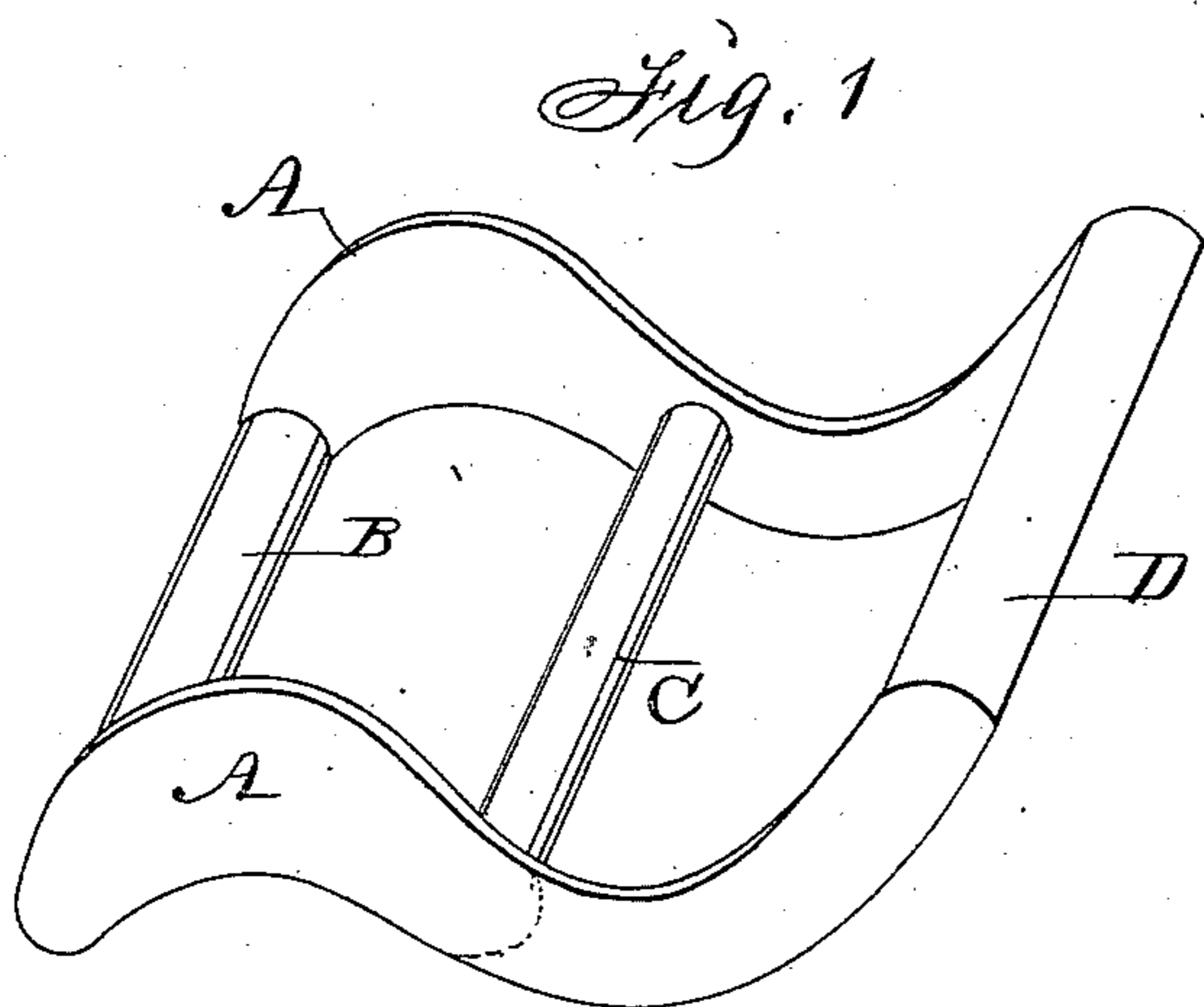
(No Model.)

W. DIPPERT.

BUCKLE AND HAME TUG ATTACHMENT.

No. 379,530.

Patented Mar. 13, 1888.



Witnesses:

O. M. Stiles.

R. H. Orwig.

Inventor:

William Dippert,

By Thomas G. Orwig, Atty.

UNITED STATES PATENT OFFICE.

WILLIAM DIPPERT, OF DES MOINES, IOWA, ASSIGNOR, BY MESNE ASSIGNMENTS, OF ONE-HALF TO THE DES MOINES SADDLERY HARDWARE AND MANUFACTURING COMPANY.

BUCKLE AND HAME-TUG ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 379,530, dated March 13, 1888.

Application filed June 11, 1886. Serial No. 204,892. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DIPPERT, a citizen of the United States of America, and a resident of Des Moines, in the county of Polk and State of Iowa, have invented a new and useful Improvement in Harness Hame-Tugs, of which the following is a specification.

Heretofore a metal hame-tug section and loop has had sections of a leather tug combined with the cross-bars at the ends of the metal section in such a manner as to produce hinge-joints that were overlapped by the front end of a trace that extended forward under the top bar or loop of the metal tug-section; but the flexibility produced by the joints is made unavailable to a great extent by the loop that holds down the overlapping trace midway between the two joints and stiffens the tug, so that it requires force to bend it and to adjust the trace relative to the hame-tug, and when the tug is bent there is undue friction and wear on the trace at the point where it comes in contact with the loop or top bar of such a metal hame-tug section.

A buckle having S-shaped side bars, a round cross-bar at one end, a flat bar provided with a tongue on its under side at the other end, and a flat-faced bar in the center, has had a leather strap doubled around the round cross-bar and stitched fast thereto, and loops fixed to the doubled strap in such a manner that the free end of a perforated strap could be passed under the flat bar at the opposite end of the buckle and hooked fast to the tongue on that bar and extended over the flat face of the cross-bar at the center of the buckle and slipped in the loops fixed to the strap attached to the round bar; but such a buckle is not adapted to permanently connect two leather hame-tug sections and an adjustable and detachable trace, as contemplated by my invention, because the cross-bar that has a tongue is in the same plane occupied by the other two cross-bars.

My object is to provide a metal hame-tug section that is adapted to have two leather sections permanently fixed thereto and a trace detachably and adjustably connected therewith in such a manner that one of the cross-bars at the end of the metal hame-tug section

will always be in a different plane from the other two cross-bars and the leather hame-tug sections fixed thereto, as required, to allow the free end of a trace to overlap the leather hame-tug sections, and slipped under and clamped fast by the said cross-bar or loop that is in an elevated plane relative to the other two cross-bars.

My invention consists in the construction of a metal hame-tug section and the combination of two leather hame-tug sections therewith, as hereinafter set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of my metal hame-tug section having a loop at its front end. Fig. 2 is a perspective view of a hame-tug and the overlapping and adjustable front end of a trace.

A A are side pieces, preferably arched, as shown; and B and C, straight cross-pieces, and D a loop on the front ends of the side pieces, preferably cast integral with each other in a mold to produce my complete hame-tug section.

No. 1 is the front leather section of the hame-tug, hinged to the bar C of the metal section by doubling the straps around the bar and stitching them together in a common way.

No. 2 is the rear leather section, connected with the opposite end of the metal section in the same manner. A hame-clip is fixed to the front end of the front leather section by riveting or in any suitable way, and a buckle is connected with the rear end of the rear leather section in a common way.

F is a loop attached near the front end of the section No. 2 in such a manner that the complete tug will be free to bend at its joints when the front end of the trace G is passed forward through the loop F and between the arched sides of the metal loop and through the loop D, as shown in Fig. 2.

By bending the hame-tug at its joint the front end of the trace is readily passed forward through the loop on the front end of the metal section, so that when the tug is stretched straight again the front and free end of the trace will be clamped flat upon the front leather section and securely retained. Bending the

hame-tug outward from the horse relaxes the pressure of the loop and allows the trace to be adjusted.

I claim as my invention—

- 5 1. The improved metal hame-tug section, consisting of two parallel side pieces, two cross-pieces, B and C, rounded for the attachment of the leather sections, and a cross-piece or loop, D, located in a higher plane relative to
10 the said cross-pieces B and C and the complete device, for the purposes stated.

2. In a hame-tug, the combination of a metal section consisting of two parallel side pieces, two cross-bars, B and C, and a loop, D, with two leather sections, Nos. 1 and 2, for the pur- 15
poses stated.

WILLIAM DIPPERT.

Witnesses:

S. J. RUBELMANN,
THOMAS G. ORWIG.