

(No Model.)

J. E. WEIGLEIN.

HAME TUG.

No. 399,458.

Patented Mar. 12, 1889.

FIG. 1.

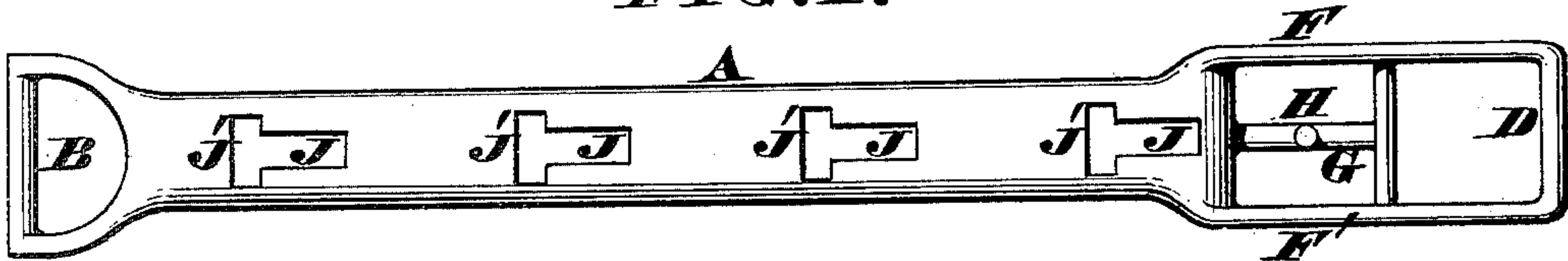


FIG. 2.

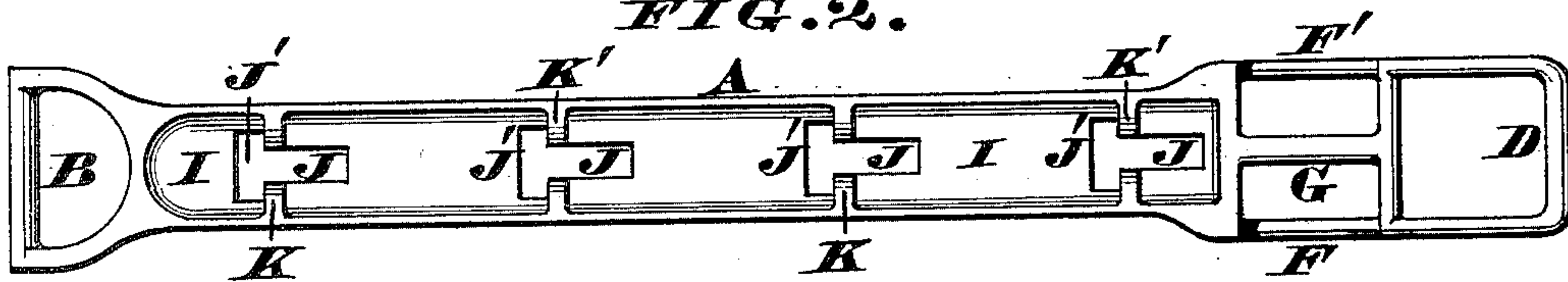


FIG. 3.

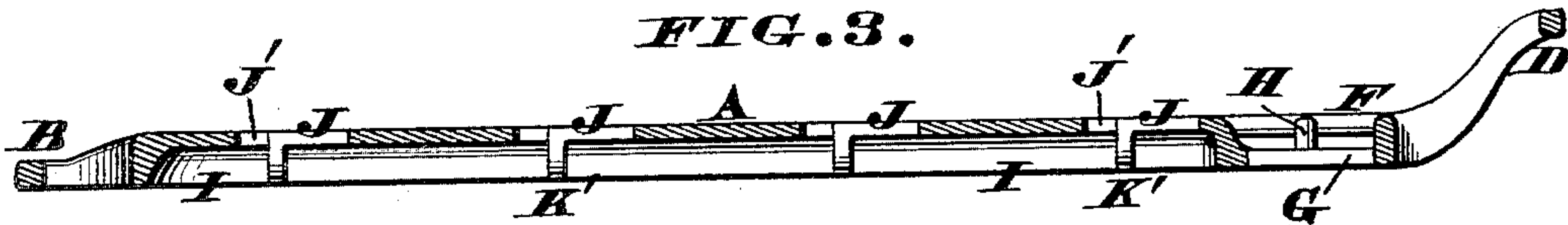


FIG. 4.

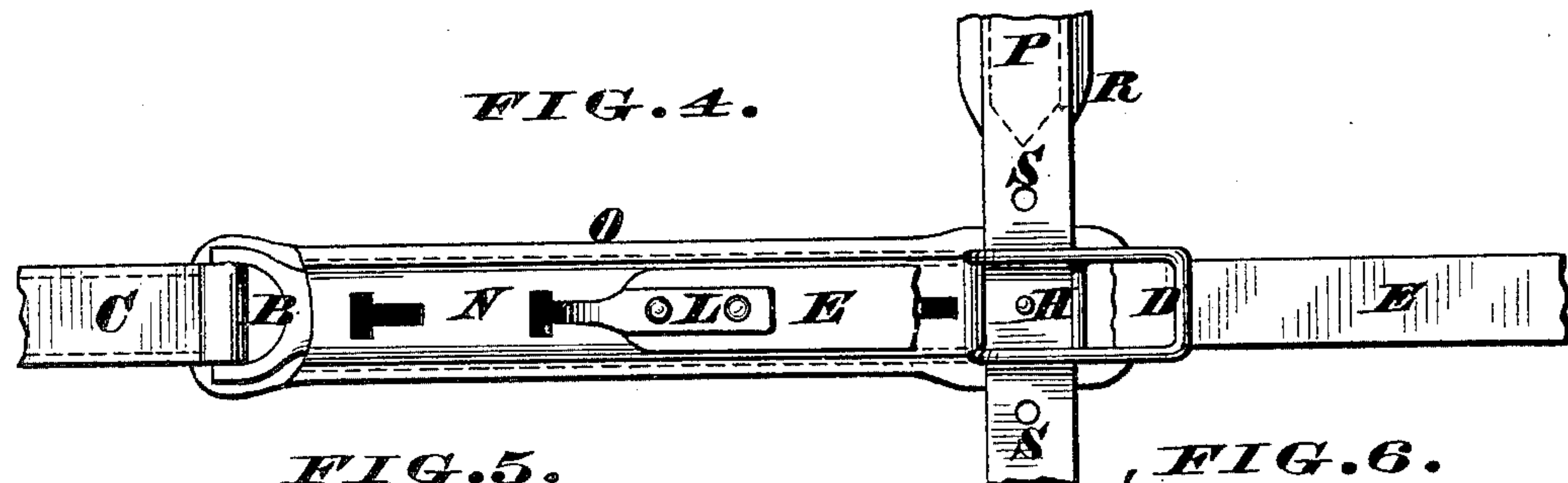


FIG. 5.

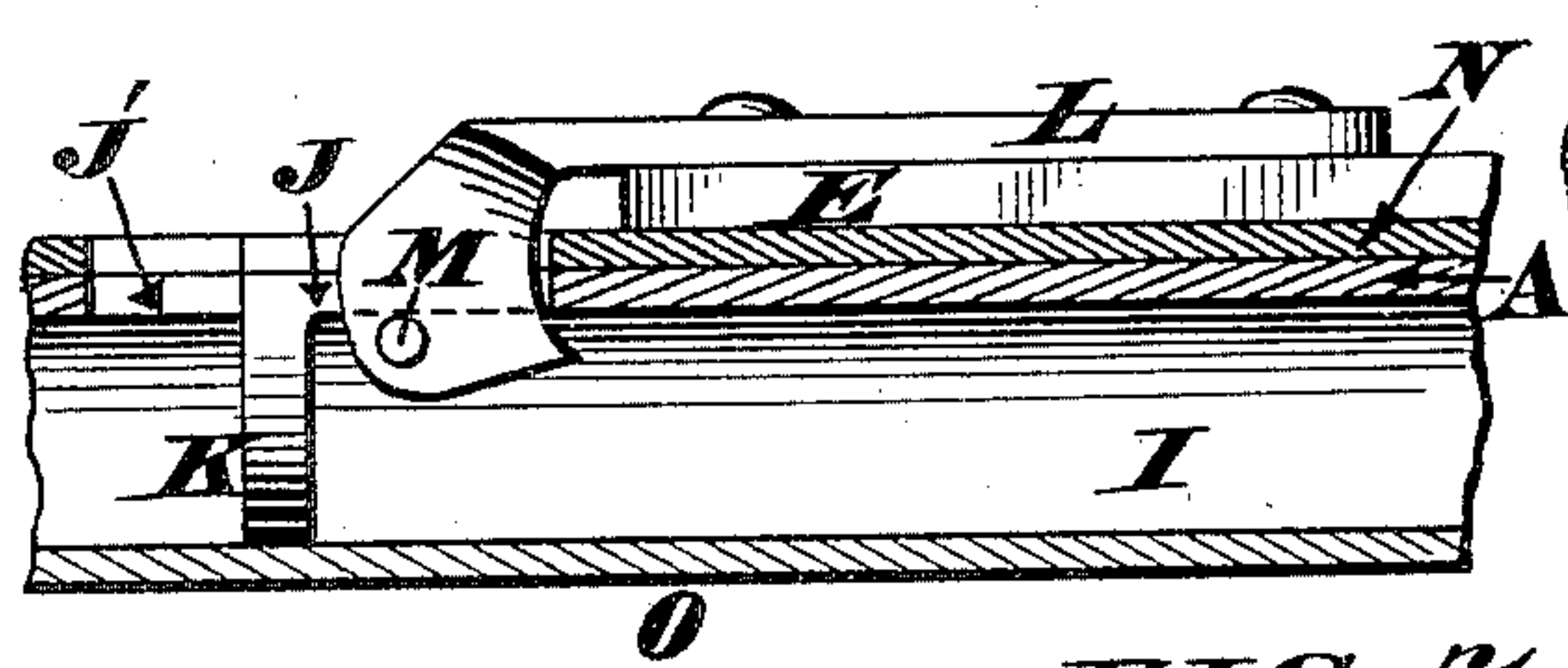


FIG. 6.

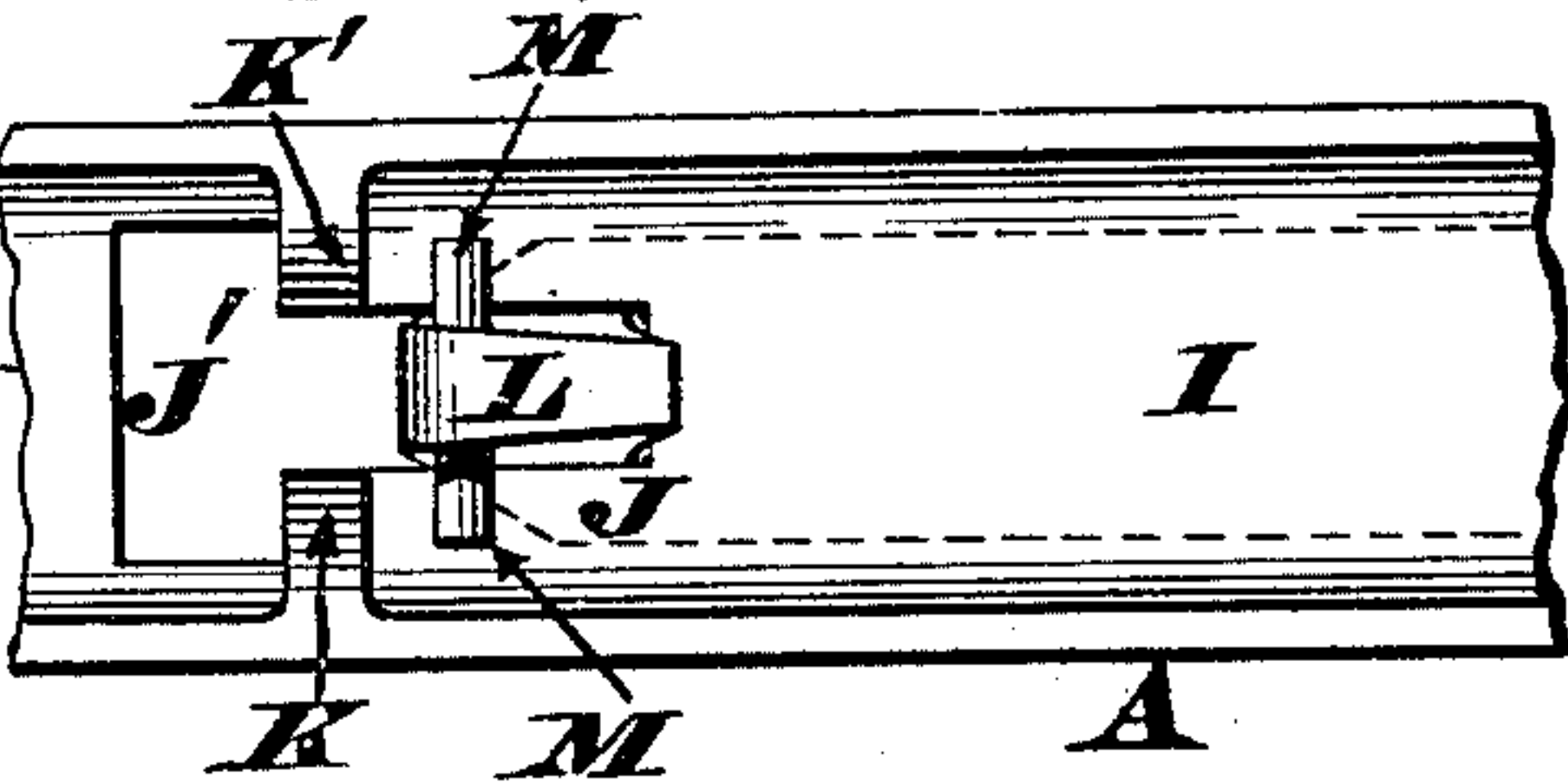
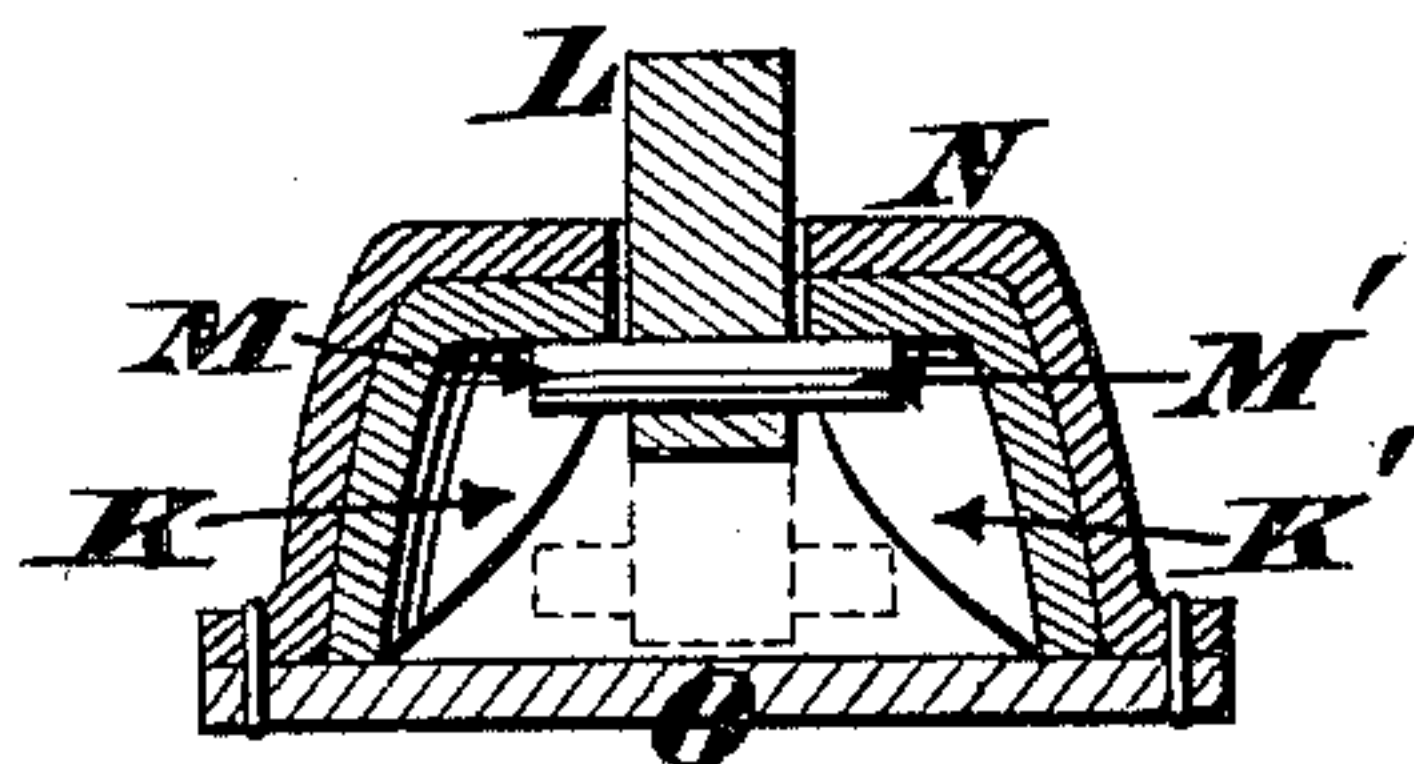


FIG. 7.



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# UNITED STATES PATENT OFFICE.

JOHN E. WEIGLEIN, OF CINCINNATI, OHIO.

## HAME-TUG.

SPECIFICATION forming part of Letters Patent No. 399,458, dated March 12, 1889.

Application filed December 15, 1888. Serial No. 293,745. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN E. WEIGLEIN, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Hame-Tugs; and I do declare the following to be a full, clear, and exact description of the invention, reference being had to the accompanying drawings, which form a part of this specification.

My improved hame-tug consists of a peculiarly-constructed plate, suitably coupled to a hame-clip and having a series of slots where-with a hook is adjustably secured, said hook being attached to the front end of a trace, as hereinafter more fully described, and pointed out in the claims.

In the annexed drawings, Figure 1 is a front elevation of my hame-tug. Fig. 2 is a rear elevation thereof. Fig. 3 is a longitudinal section of the tug. Fig. 4 is a front elevation, on a reduced scale, of the tug when properly attached to a harness, a portion of the trace being broken away so as to expose the manner of securing the skirt-strap to said tug. Fig. 5 is an enlarged longitudinal section showing the trace-hook engaged with one of the slots of the tug. Fig. 6 is an elevation of said tug and its engaged hook. Fig. 7 is a transverse section of said tug, taken in the plane of said hook.

A represents a long, narrow, flat plate, having at its front end a loop, B, to which is attached a strap or other coupling, C, that connects said plate to a hame-clip. The extreme rear end of this plate takes the shape of a raised loop, D, under which is passed the trace E, said loop being united to said plate by a pair of side bars, F F', and a central bar, G, from which latter a short stump, H, projects, as more clearly shown in Fig. 3. Furthermore, the plate A is concaved on its rear side, as at I, and is provided with a series of longitudinal slots, J, whose front ends communicate with transverse slots J', thereby forming T-shaped openings on said plate.

K K' are flanges or stops located at the junctions of the slots J and J', as more clearly seen in Fig. 6, which flanges recede from each

other as they approach the back of the tug. (See Fig. 7.)

L is a hook attached to the front end of trace E, said hook being provided with a pair of lateral pins, M M', for a purpose that will presently appear.

N is a leathern front suitably stitched to a leathern backing, O, so as to inclose the greater portion of plate A.

P is a strap stitched to the skirt R, and having a series of holes, S, either of which can be engaged with the stump H. Furthermore, the lower end of this strap has the belly-band buckled thereto. After the tug A has been incased within the front N and backing O it is connected to the hame-clip by the strap or other suitable coupling, C, and then the skirt R is attached to said tug by engaging either of the holes S of strap P with the stump H, as seen in Fig. 4. The front end of trace E is then passed under the loop D and drawn forward as far as may be necessary, after which act the trace is bent almost at a right angle to permit the pins M M' to be passed down through the slot J'. The hook is thus inserted until it comes in contact with the backing O, as indicated by the dotted lines in Fig. 7, and then sufficient room is afforded for the pins M M' to pass in behind the flanges K K'. Said hook is then turned down to a horizontal position, so as to cause the trace to rest flatly upon the front covering, N, in which normal position of the various parts the hook pulls against the rear end of slot J, while the pins M M' prevent said hook working out of said slot. (See Figs. 5 and 6.) More than this, the flanges K K' serve as stops for the pins M M', and thus prevent the hook working forward and allowing said pins to slip through the transverse slot J'. It will thus be apparent that the stiffness of the trace preserves the hook in its normal or engaged position, and prevents it becoming accidentally detached from the tug; but it can be readily uncoupled therefrom by simply bending the trace forward until said hook reaches such a position as will enable the pins M M' to escape from the stops K K', and then to traverse the slot J'.



I claim as my invention—

1. The hame-tug A, having a series of T-shaped slots, J J', and stops K K', in combination with the trace-hook L, having pins M  
5 M', for the purpose described.

2. As an improved article of manufacture, the hame-tug A, having a raised loop, D, side bars, F F', center bar, G, stump H, slots J J', and stops K K', all as herein described.

In testimony whereof I affix my signature in the presence of two witnesses.

JOHN E. WEIGLEIN.

Witnesses:

JAMES H. LAYMAN,  
SAML. S. CARPENTER.