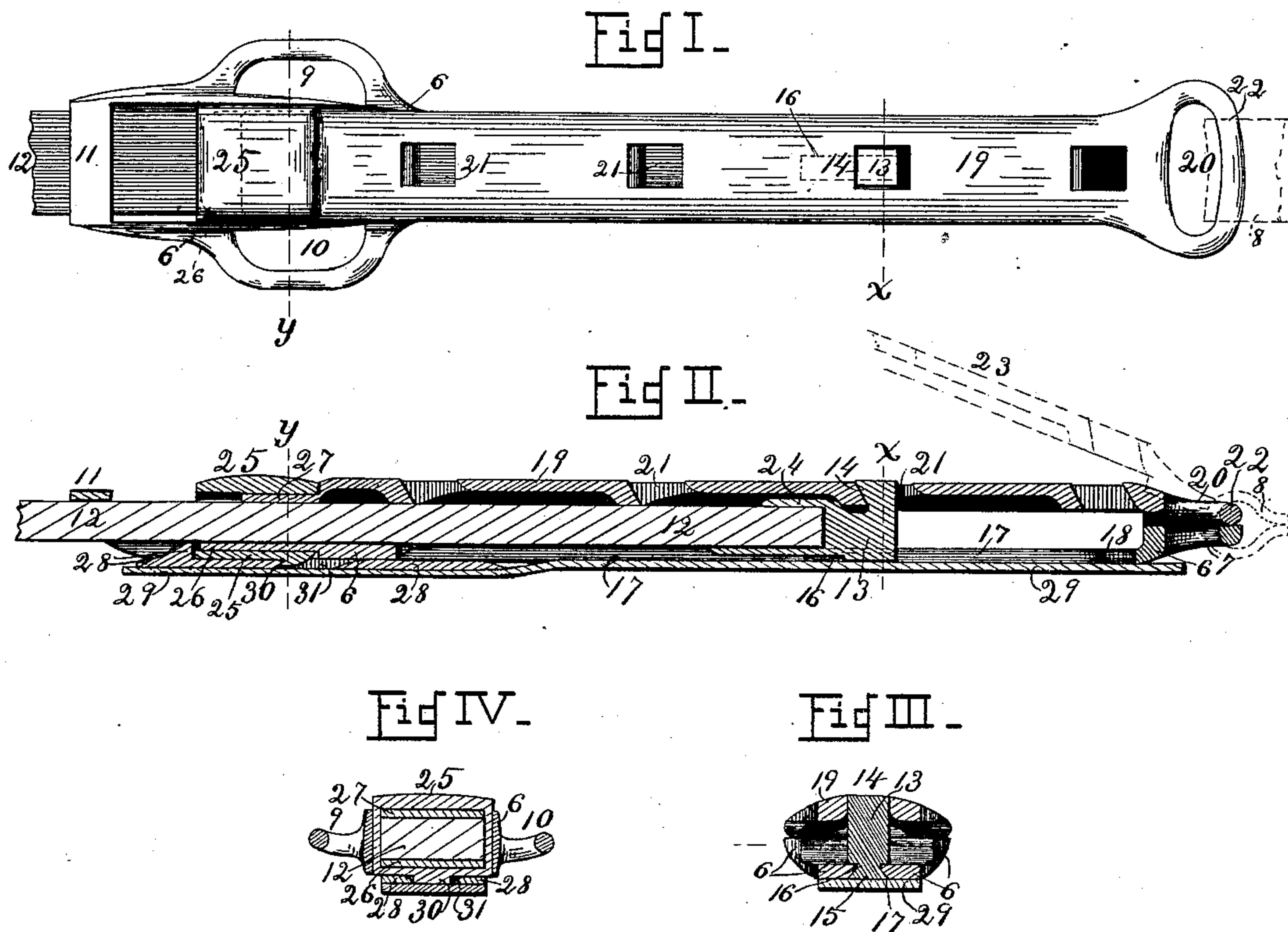


(No Model.)

J. M. STIVER & G. A. HILTON.
HAME TUG.

No. 428,156.

Patented May 20, 1890.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN M. STIVER AND GEORGE ARTHUR HILTON, OF HURON, SOUTH DAKOTA.

HAME-TUG.

SPECIFICATION forming part of Letters Patent No. 428,156, dated May 20, 1890.

Application filed February 11, 1890. Serial No. 340,031. (No model.)

To all whom it may concern:

Be it known that we, JOHN M. STIVER and GEORGE ARTHUR HILTON, citizens of the United States, residing at Huron, in the county of Beadle and State of South Dakota, have invented certain new and useful Improvements in Hame-Tugs; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to that portion of a harness which is used to join a trace with one of the hames and called a "hame-tug;" and its object is to provide means whereby the trace may be taken up or let out to fit thills and poles of different lengths and afterward be firmly secured in position for service without bending the trace much out of its line of service.

To this end our invention consists in the construction and combination of parts forming a hame-tug, hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure I is a view looking upon the outer face of a hame-tug according to our invention. Fig. II is a horizontal longitudinal section of the same. Fig. III is a transverse section at the dotted line X, Fig. II; and Fig. IV is a transverse section at the dotted line Y, Fig. II.

6 represents the body portion of the hame-tug, consisting of a metallic casting shaped with an eye 7 at its forward end to receive the strap 8, which is to connect the hame-tug with one of the hames. The body is further provided with side loops 9 and 10, the first of which is for the attachment of a back-strap and the second for the belly-girth.

11 is a guard under which the trace 12 passes into this hame-tug, and it serves to retain the trace in position.

13 is a metallic head firmly attached to the trace and provided with the hook 14, the stud 15, and the rib 16.

17 is a slot in the body 6, enlarged at its forward end 18 to receive the head of the stud 15. The slot 17 is of a width at the upper side to permit the rib 16 to slide freely therein, while it is broader at its lower side to permit the head of the stud 15 to slide, as shown dove-

tail-shaped in Fig. III, whereby the head 13, and consequently the trace attached, is held in the hame-tug.

19 represents the shield, consisting of a metallic casting provided with an eye 20 to receive the same strap 8 which passes through eye 7, and the outer cross portion 22 is rounded to serve as a hinge-pin, having its bearing in the loop of the strap 8, whereby the shield may be swung away from the body, as shown in dotted lines 23. The shield 19 has a series of perforations 21, each one of which is adapted to receive and engage the hook 14, whereby the trace may be held at the required degree of extension. The shield is hollowed out behind each perforation 21 to receive the knob 24 of the head 13.

25 is the locking-loop, fitted to receive and to slide lengthwise upon a tongue 26 of the body 6 and a tongue 27 of the shield 19. The tongue 26 projects farther rearward than the tongue 27 does to hold the loop 25 when it is slid to the rear to permit the shield 19 to be raised. The trace, passing through the loop 25, prevents its rear edge from tipping out.

28 is a snap-hook secured upon the chafe-leather 29 to engage the loop 25 when in its forward position, so that the loop cannot be worked loose from the tongue 27 in service. The chafe-leather 29 is secured upon the back or under side of the body 6, covering its whole surface to keep the metal from rubbing the horse, and this chafe-leather serves as a spring to the snap-hook 28.

30 is a hook on the loop 25, fitted to engage the hook 28 to prevent the loop sliding so far back as to disengage the tongue 26. At 31 is an aperture in the body portion of hook 28 to admit the hook 30 when in service to obtain more hook-hold with a given thickness of metal. To set the trace to the extension required by the aid of this hame-tug, first spring the hook 28 out of engagement with the loop 25 and slide the latter back until the shield 19 is set free. Now engage the hook 14 with the desired hole 21 in the shield, and then close down the shield and secure it by means of the loop 25, and all is ready for service. When the shield 19 is raised free from the trace, the latter may be slid freely either forward or backward beneath the guard 11 with-

out bending the trace, thus avoiding a source of great wear on such traces as require to be bent short to buckle or otherwise attach them.

Some of the advantages of this hame-tug are its perfect security from being unhitched in service, the ease and quickness with which a trace may be adjusted by it, and its lightness and moderate cost.

Having thus fully described our invention, what we believe to be new, and desire to secure by Letters Patent, is the following:

1. The combination, in hame-tugs, of the body 6, having the dovetail-shaped slot 17, the head 13, provided with the stud 15 and rib 16 to fit the said slot, and further provided with the hook 14, and the shield 19, hinged with the body 6 and provided with a series of perforations 21 to engage the hook 14, substantially as shown and described.

2. The combination, in hame-tugs, of the head 13, adapted to be secured upon a trace and provided with the stud 15 and hook 14, the body 6, having a slot fitted to receive the said stud, and the shield 19, having apertures to receive the hook 14, substantially as shown and described.

3. The combination, in hame-tugs, of the body 6, provided with the tongue 26, the shield 19, hinged with the body and provided with the tongue 27, means for connecting a trace with the said body and shield, and the locking-loop 25, fitted to surround the said tongues and a trace between them, substantially as shown and described.

4. The combination, in hame-tugs, of the body 6, provided with the tongue 26, the shield 19, hinged therewith and having the tongue

27, the loop 25, fitted over said tongues, means for connecting a trace with said body and shield, the chafe-leather 29, secured on the back of the body 6, and the snap-hook 28, hung upon the said chafe-leather and adapted to engage the said loop 25, substantially as shown and described.

5. The combination, in hame-tugs, of the body 6, provided with the tongue 26, the shield 19, hinged therewith and having the tongue 27, the loop 25, fitted over the said tongues, means for connecting a trace with said body and shield, the chafe-leather 29, secured on the body 6, and the snap-hook 28, hung on the said chafe-leather and provided with the aperture 31, the said loop 25 being provided with a hook 30, adapted to engage the hook 28 in the said aperture 31, substantially as shown and described.

6. The combination, in hame-tugs, of the body 6, the shield 19, provided with the tongue 27, means for connecting a trace with said body and shield, the loop 25, fitted to receive the said tongue and a trace, and the snap-hook 28, adapted to engage the said loop, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN M. STIVER.
G. ARTHUR HILTON.

Witnesses as to John M. Stiver:

GEO. C. COOPER,
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Witnesses as to G. Arthur Hilton:

EDWIN B. MAGILL,
MAUD L. YOUNG.