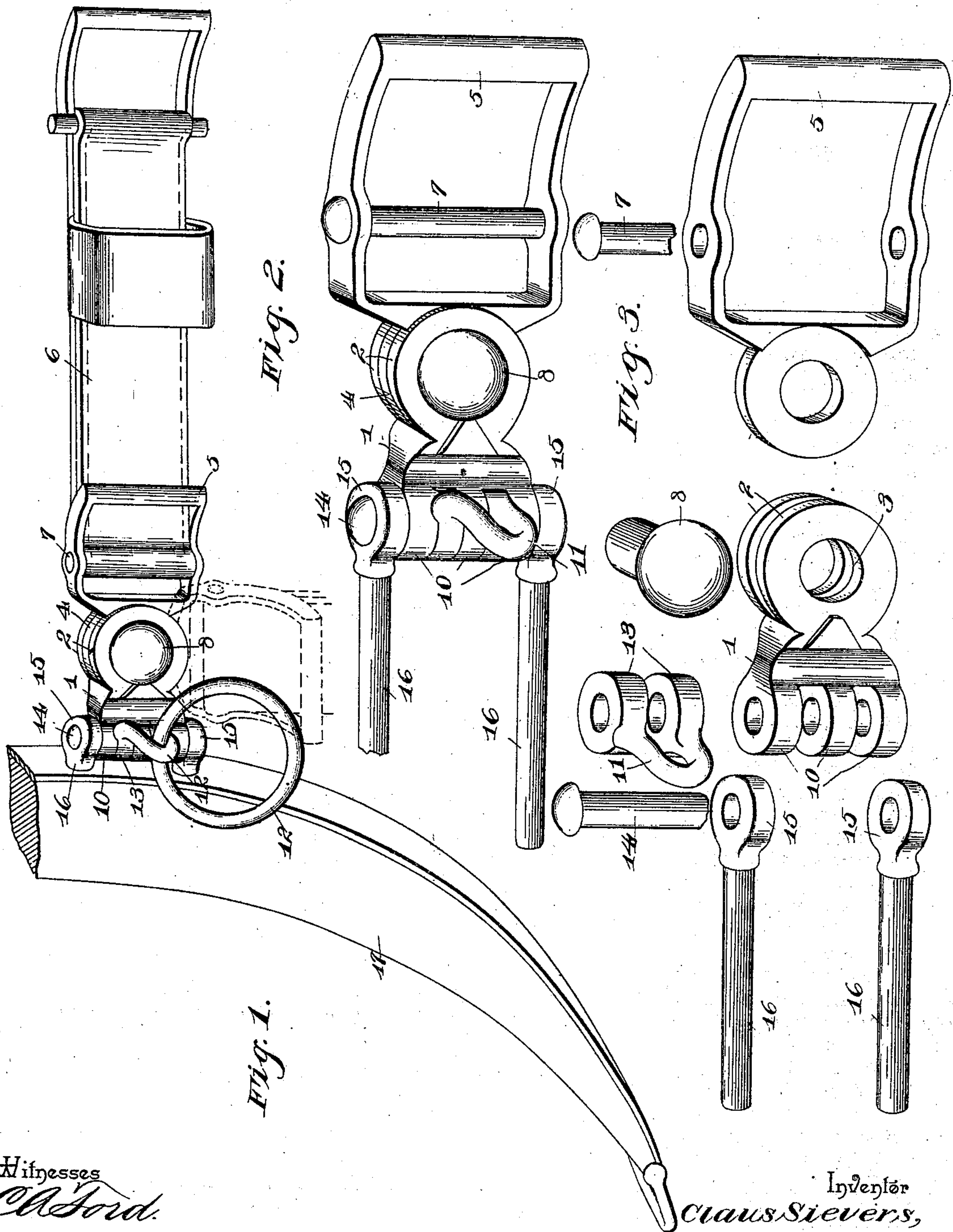


(No Model.)

C. SIEVERS.
HAME TUG FASTENER.

No. 501,966.

Patented July 25, 1893.



Witnesses
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HAME-TUG FASTENER.

SPECIFICATION forming part of Letters Patent No. 501,966, dated July 25, 1893.

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To all whom it may concern:

Be it known that I, CLAUS SIEVERS, a citizen of the United States, residing at Denison, in the county of Crawford and State of Iowa, have invented a new and useful Hame-Tug Fastener, of which the following is a specification.

This invention relates to hame tug fasteners and has for its object to provide means whereby when the harness is hung up the tug may freely hang down instead of projecting outwardly in a stiff manner, and thereby avoid breakage and wear of the same, and also to provide means for substituting parts in place of others that have become worn or broken.

With these and other ends in view, the invention consists of the construction and arrangement of the parts as will be hereinafter more fully described and claimed.

In the drawings: Figure 1 is a perspective view of a hame tug and hame, showing the improved fastening applied in connection therewith and the hame illustrated in dotted lines as hanging downwardly. Fig. 2 is a detail perspective view of the fastener detached and shown on a larger scale. Fig. 3 is a detail perspective view of the parts of the fastener separated.

Similar numerals of reference indicate corresponding parts in the several figures of the drawings.

Referring to the drawings, the numeral 1 designates the main body-plate having a pair of ears 2 integrally formed with the rear end thereof that are spaced apart, and have aligned openings therein extending transversely therethrough, as at 3. The said ears 2 are disposed vertically, and between the same is fitted an apertured ear 4, integrally formed with the front end of a tug loop 5, that is pivotally connected to the front end of the tug-section 6, by a bolt 7. A bolt 8 is passed transversely through the ears 2 and 4 in a horizontal direction, and by this means a pivotal joint is formed whereby the tug is permitted to fall or drop down, as shown in dotted lines in Fig. 1. The front end of the main body-plate 1 is formed with three ears 10, that are spaced apart and disposed at right angles to the ears 2, the said ears 10 having an

aligned opening vertically extending there-through whose component parts include a single opening in each of said ears, and the arrangement of the said ears provides two entrant spaces. Within the two said entrant spaces is secured a clevis 11, consisting of a front twist-loop for the engagement of the breast hame-ring 12, and having its ends terminating in two ears 13, also formed with openings that register with the openings in the said ears 10, and connected by a vertically-disposed bolt 14, that is removably fitted in the said ears 10 and 13, and whereby the said clevis 11 is movably held and free to oscillate transversely in a horizontal plane, and is readily removable in case of breakage or wear for the purpose of substituting another clevis without destroying the remaining part of the fastener. The bolt 14 also passes through ears or eyes 15, formed at the rear ends of staple-legs 16, that are fitted in the hame 17, to secure the front end of the fastener to the hame, it being seen that the said ears 15 bear against the upper and lower sides, respectively, of the upper and lowermost ears 10.

By the construction set forth it will be observed that the hame-section is not only permitted to have a fall or drop movement in a vertical plane, but is also arranged to swing outwardly and inwardly in a horizontal plane on the pivot-bolt 14. Furthermore, the breast hame-ring is also permitted to have outward and inward movement through the pivotal connection of the clevis 11 independent of the other movements of the fastener, and the hame-section, main body-plate, and clevis supporting the breast hame-ring, are also arranged to have a united movement outwardly or inwardly in a transverse direction in a horizontal plane through the connection of the staple-legs with the bolt 14.

It will be observed that when the breast ring breaks a new one can be readily connected to the device by removing the clevis 11. If a section of the tug should break it can be readily removed by withdrawing the bolt 8 and a new section substituted therefor, whereas if the bolt and section of the trace were permanently secured, or the bolt and the loop 5 integrally formed, and it was desired to remove either of said parts, it would

be necessary to rip the stitching of the tug and again restitch the same after the substitution had been accomplished.

Other advantages will appear from time to time to those using the device, and it is obviously apparent that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described the invention, what is claimed as new is—

1. The herein described hame tug fastener, the same consisting of the frame having a vertical bar or pintle adapted to be fastened to the hame-tug, whereby the latter is pivotally connected thereto, and at its front end provided with an eye, the clevis section provided at its rear end with an eye aligning with that of the frame and at its front end with a pair of vertically opposite eyes adapted to be pivotally connected with the staples of a hame, and a bolt connecting the aligning eyes of the clevis and frame, substantially as specified.

2. In a hame tug fastener, the combination of a main body-plate having a pivot-bolt extending through the rear part thereof in a transverse direction, a loop arranged to be removably attached to a hame-section, and pivotally connected to said pivot-bolt for the purpose of permitting the tug to move in a vertical plane, a vertically positioned bolt mounted in the opposite end of said body-plate in a removable manner, a clevis for supporting the breast ring removably and pivot-

ally mounted on said latter bolt, and staple-legs movably attached to said last-named bolt and arranged to be secured in the hame, whereby said plate may freely move inward and outward in a transverse direction in a horizontal plane at right angles to the movement of the loop attached to the hame-section, and said clevis independently movable of the remaining part of the fastener, substantially as described.

3. In a hame tug fastener, the combination of a main body-plate having a pair of vertically-disposed ears at the rear end thereof spaced apart with aligned bolt-openings therein, and a series of ears at the front end at right angles to the aforesaid ears, a loop having an ear pivotally mounted between the ears at the rear end of said body-plate, a bolt for removably attaching said loop to the hame-section, a clevis having ears pivotally mounted between the ears at the front end of said body-plate and arranged to carry a breast ring, a bolt removably passed through the ears at the front end of the main body-plate and the ears of the said clevis, and staple-legs having ears at the rear ends of the same movably engaging the last-named bolt and arranged to be secured in the hame, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CLAUS SIEVERS.

Witnesses:

GEORGE CHAMBERLAIN,
JACOB ASMUS.