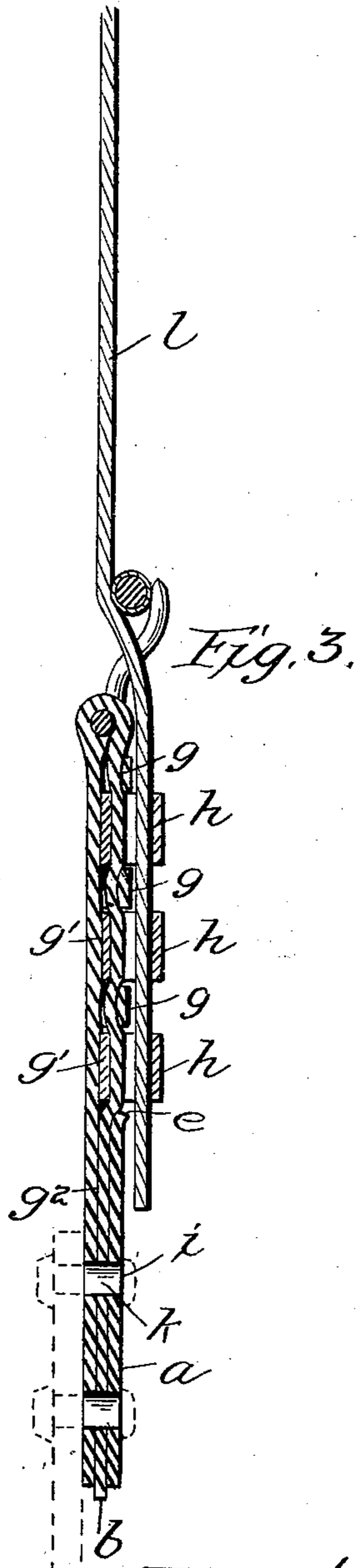
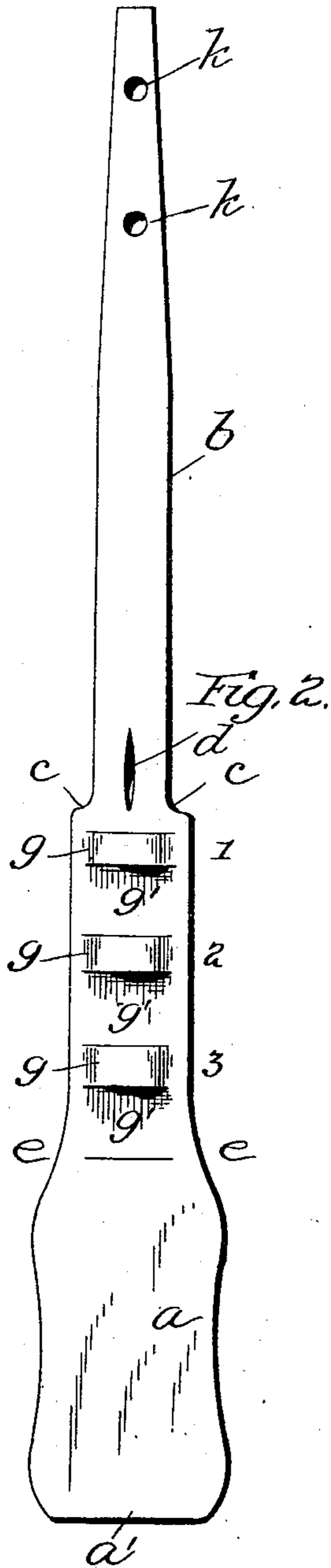
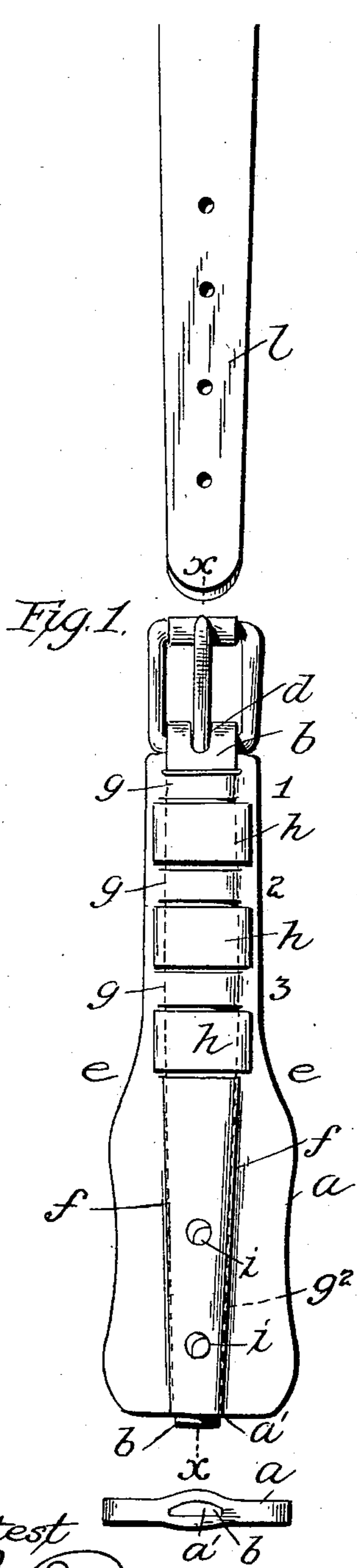


(No Model.)

F. J. BRINGHAM.
HAME TUG.

No. 545,446.

Patented Sept. 3, 1895.



Attest
J. L. Middleton

Inventor
F. J. Bringham
by Ellis Spear
Atty

UNITED STATES PATENT OFFICE.

FRIEND J. BRINGHAM, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE SEAMLESS LEATHER COMPANY, OF ILLINOIS.

HAME-TUG.

SPECIFICATION forming part of Letters Patent No. 545,446, dated September 3, 1895.

Application filed January 9, 1895. Serial No. 534,394. (No model.)

To all whom it may concern:

Be it known that I, FRIEND J. BRINGHAM, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Hame-Tugs, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention hereinafter described is an improvement in the construction of a hame-tug or a tug connection whereby the tug or trace is adjustably connected with the hame or with the breast-plate of the harness of the horse or other draft-animal. It is designed for the purpose of securing economy in the construction, durability, and neatness, and its construction obviates the necessity of stitching.

My invention is illustrated in the accompanying drawings, in which—

Figure 1 shows a plan view of the device complete. Fig. 2 is a similar view of the strap extended. Fig. 3 represents a section on line *x x* of Fig. 1.

The strap shown in Fig. 2 is cut from leather of suitable thickness and in substantially the form shown in this figure. The part *a* may represent the end of the hame-tug of the harness. The end *b* is made narrower and is preferably reduced, as hereinafter described, in order that it may be inserted and drawn back into the slitted portion of the part *a*. At the point *c* in the strap where the buckle is to be attached the strap is reduced in width to form shoulders, the width of the strap at the reduced point and thence to the end being sufficient to permit its introduction into the buckle, and at this point is the elongated opening *d* for the tongue of the buckle. From the line *e* laid across the strap the end *a* is slitted longitudinally in a plane parallel with the faces of the leather through the end *a'*, the slit being preferably in the form indicated by the dotted lines *f* in Fig. 1. The slit is opened by the insertion of any suitable instrument, so as to form a passage for the insertion of the end *b* of the strap. Across the strap on the outside, as shown in Fig. 2, are incisions made in pairs 1, 2, and 3, partially through the thickness of the leather, and be-

tween the incisions the leather is slitted and expanded, forming loops *g*. The spaces *g'* between the slits are adapted to receive the independent loops *h*. When the loops *h* are so placed as shown in Figs. 1 and 3, the end *b* of the strap on which the buckle has been previously placed, with its tongue through the hole *d*, is turned back and drawn through the loops *g* and through the slitted channel *g'* in the part *a*, as shown in Fig. 3. This, as it is drawn also through the loops *h*, binds them firmly in place. The parts *a b* are provided with holes *i* and *k*, through which are inserted the rivets attaching the parts to the hame-clip. This riveting also holds the strap *b* and prevents it from being pulled out. When the parts are thus attached to the hame-clip, they are ready to receive the trace or tug *l*, which is inserted as shown in Fig. 3. It will be apparent that the parts *g'* of the strap between the transverse slits may be reduced in thickness to allow the loops to fit in more snugly, if this be desired.

I do not confine myself to the rivets for securing the parts together, for it is evident that any means for securing the part *a* to the hame or strap may also secure the part *b* to the part *a*. Instead of the three independent loops *g*, I may use one box-loop, in which case the second and third integral loops would be omitted and the strap end *b* would be passed under the first integral loop, through the box-loop, and through the slit in the end *a*.

I claim—

1. The tug attachment formed of a single piece of leather *a b*, the part *a* being slitted longitudinally to form a passage for the part *b*, and provided with a transverse loop, the part *b* provided with a perforation *d*, for the buckle, and being drawn through the transverse loop and the longitudinal slit, in combination with the buckle and a loop *h*, and with means for connecting the ends *a* and *b* to each other and to the hame clip, substantially as described.

2. The tug attachment formed of a single piece of leather *a b*, integral loops made in the surface of the part *a* with spaces between, independent loops in said spaces, said loops being held in place by the part *b* passing through

them and through the permanent loops, substantially as described.

3. The tug attachment formed of a single piece of leather *a b*, integral loops made in the surface of the part *a* with spaces between, independent loops in said spaces, said loops being held in place by the part *b* passing through them and through the permanent loops, and a buckle held in the loop formed by turning back the part *b*, substantially as described.

4. The tug attachment formed of a single piece of leather *a b*, the part *a* being slitted longitudinally and having integral loops in its surface, and the part *b* passing through said loops and the slitted part and independ-

ent loops secured to the part *a* by the part *b*, substantially as described.

5. A single piece of leather *a b*, the part *a*, being slitted longitudinally to form a passage for the part *b*, and provided with an integral or transverse loop to hold the buckle in place, the part *b* being drawn through the transverse loop, and the longitudinal slit, and a loop for the end of the strap, substantially as described.

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

F. J. BRINGHAM.

Witnesses:

HENRY E. COOPER,
JAMES M. SPEAR.