

No. 656,170.

Patented Aug. 21, 1900.

W. H. CESSNA.
HAME TUG.

(Application filed Mar. 13, 1900.)

(No Model.)

Fig. 1.

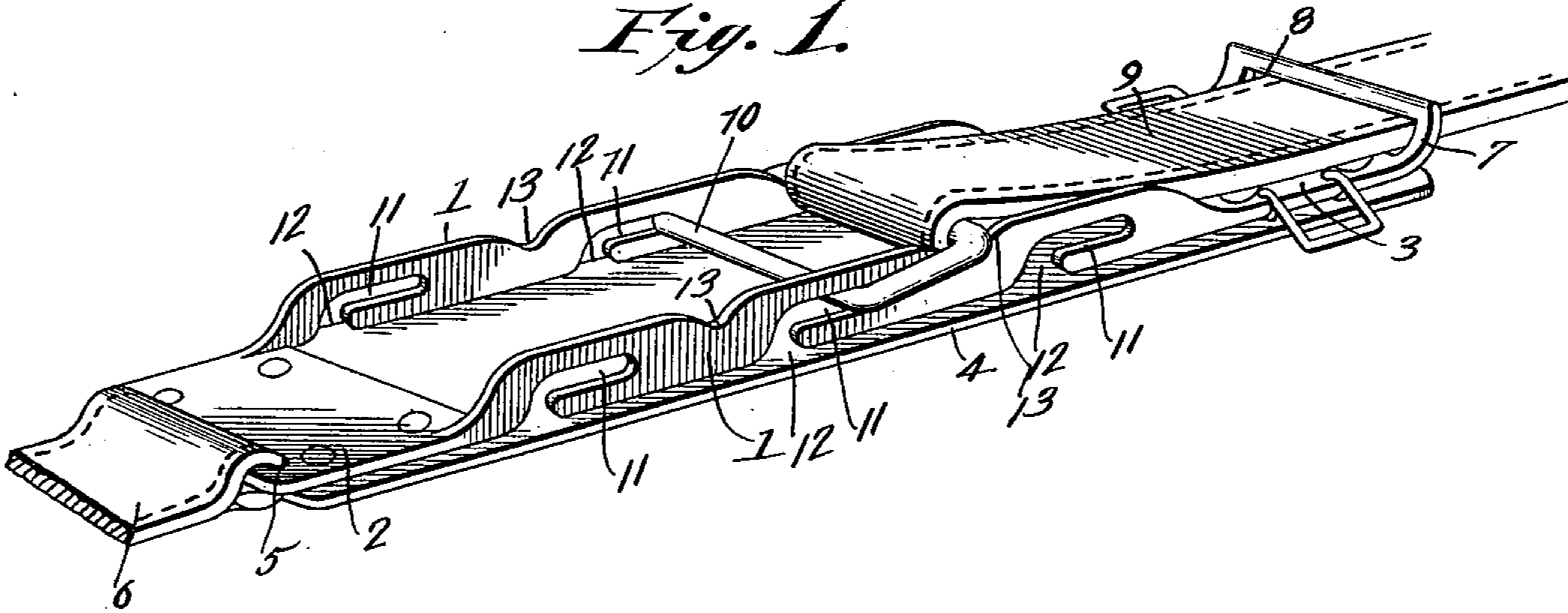


Fig. 2.

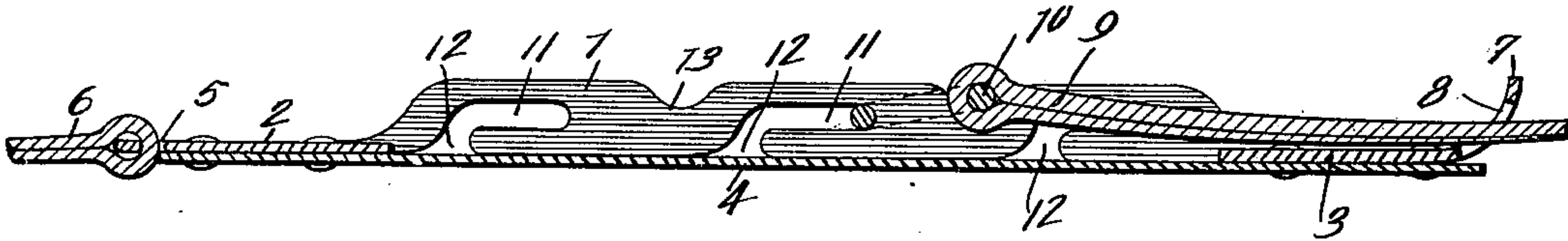
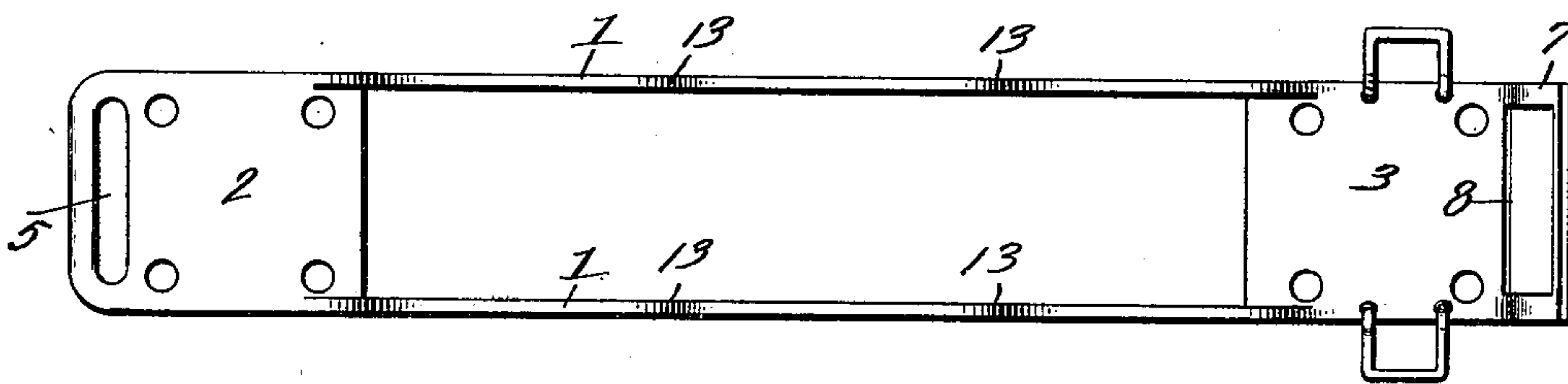


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM H. CESSNA, OF MACON, MISSOURI, ASSIGNOR OF ONE-HALF TO
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HAME-TUG.

SPECIFICATION forming part of Letters Patent No. 656,170, dated August 21, 1900.

Application filed March 13, 1900. Serial No. 8,511. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. CESSNA, a citizen of the United States, residing at Macon, in the county of Macon and State of Missouri, have invented a new and useful Hame-Tug Attachment, of which the following is a specification.

This invention relates to hame-tug attachments; and the objects of the same primarily are to obviate the use of trace-buckles or analogous adjusting devices and the consequent weakening of the parts to which they are applied, and, further, to provide a ready and convenient means of regulating the length of the tug and the self-adjustment of the hame-tug to the requirements of the team, the whole combining simplicity of construction and security of attachment and presenting a neat appearance when in use.

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

In the drawings, Figure 1 is a perspective view of a hame-tug attachment embodying the features of the invention. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a top plan view of the improved device detached.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The improved device comprises opposite side bars 1, which are disposed in planes at right angles to opposite end flat connecting-plates 2 and 3, securely riveted or otherwise fastened to a chafe or guard leather 4, against which the inner edges of the side bars 1 have loose bearing, the said chafe or guard leather being unsecured at any point intermediate of the plates 2 and 3. The plate 2 has its front end projected beyond the adjacent end of the chafe or guard leather 4 and formed with a transversely-extending slot 5 to receive the looped end of a fastener or strap 6 for connecting the device to a hame, and the rear terminal of the plate 3 is projected outwardly, as at 7, and formed with a slot 8 to provide a combined guide and keeper for the trace 9, which has a metallic loop or D, as at 10, se-

cured to the front looped end thereof and freely movable.

The side bars 1 are each formed with a series of longitudinal seat-slots 11, formed therein at regular intervals and spaced apart, preferably at equal distances, a widened entrance-throat 12 communicating with each slot 11 and opening through the inner edge portion of the bar. All the throats 12 are normally closed by the chafe or guard leather 4, and between each pair of seat-slots the outer edges of the bars 1 are provided with depressions 13, for a purpose which will be presently explained, and the seat-slots, throats, and depressions in the opposite parallel bars 1 are in transverse alinement, and the distance between the said bars is slightly greater than the width of the trace in order to permit the latter to be disposed within the confines of the same or moved therebetween during adjustment.

The loop 10 is of greater transverse extent than the trace 9, and in the operation of the device the said loop has its unengaged front cross-bar removably disposed in the transverse alined seats 11 and readily shiftable from one pair of seats to another, in accordance with the adjustment desired, and its rear cross-bar at the outer extremities resting in the depressions 13, the parts being proportioned, primarily, in such manner that the distance between the rear terminal wall or end of each seat-slot and the adjacent depression will be equal to the distance between the front and rear bars of the loop. This particular arrangement and provision affords both an adjustable securing means and a close fitting of the parts when assembled in the manner set forth. In changing the position of the loop 10 from one set of seat-slots to another set in rear or advance of those previously occupied the trace is drawn outwardly from the attachment and the loop turned to clear the depressions 13 and at the same time pushed toward the adjacent throats 12, and by pressing on the chafe or guard leather 4 the latter is separated from the inner edges of the bars 1 a distance about equal to the thickness of the front cross-bar of the loop to permit its free movement between the said chafe or guard leather and the adjacent edges of

the bars until the throats 12 are reached, communicating with the seats 11 at the point meeting the requirements of the change in adjustment. This operation can be very quickly effected and without the delay and annoyance incident to the adjustment of a trace where ordinary buckles are used or when other devices having separable parts relatively to the trace are employed. In addition to the purpose of the depressions 13 set forth they prevent the loop 10 from riding forwardly and obviate any tendency toward accidental disconnection of said loop or displacement from a desired adjusted position.

It is preferred that the bars 1 be made integrally with the plates 2 and 3, but it would not be a departure from the invention to make the bars separately and fasten them to the plates by suitable means, though it would be more costly and tend to weaken the structure generally. Furthermore, the plates and bars can be suitably plated or otherwise ornamented to produce a neat and pleasing appearance, and to suit various applications changes in the form, proportions, and minor details may be resorted to without departing from the principle or sacrificing any of the advantages of the invention.

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

1. In a device of the character set forth, the combination of parallel-spaced side bars having longitudinal seat-slots having throats opening through the inner edges, said bars being rigidly connected at their opposite extremities, a movable device applied over the edges of the bars, and a trace carrying a loop

adjustably engaging said side bars and removably fitting the said seat-slots.

2. In a device of the character set forth, the combination of parallel-spaced side bars rigidly connected at their opposite extremities and having longitudinally-disposed seat-slots therein opening through the inner edges of the bars, the latter also having intermediate depressions in the opposite edges, a movable device applied over the edges of the bars through which the seat-slots open, and a trace having a loop movably connected to the forward end to removably engage the said seat-slots.

3. In a device of the character set forth, the combination of oppositely-disposed parallel side bars spaced apart from each other and having receptive devices in transverse alinement, movable means applied over the inner edges of the said bars, and a trace having movement and disposal between the bars and provided with a loop to removably and adjustably engage the said receptive devices.

4. In a device of the character set forth, the combination of oppositely-disposed rigidly-connected bars in spaced parallel relation having a plurality of seat-slots opening through the inner edges thereof, a trace having a loop for removable entrance into said seat-slots, and a yielding covering loosely mounted against the inner edges of said bars.

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

WILLIAM H. CESSNA.

Witnesses:

WEB. M. RUBEY,
CHAS. C. MARDELL.