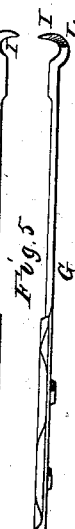
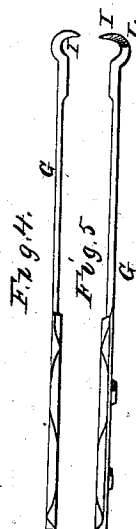
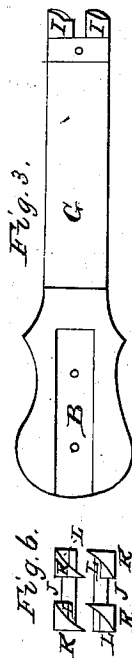
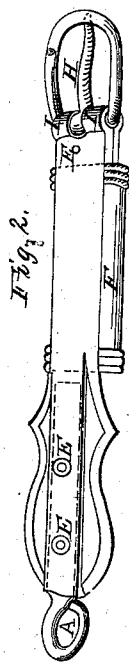
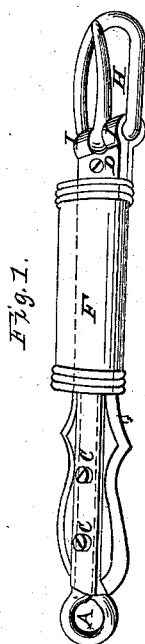


R. B. Whipple, Hame Tug.

N^o 8896.

Patented Apr. 20, 1852.



UNITED STATES PATENT OFFICE.

R. B. WHIPPLE, OF CLEVELAND, OHIO.

HAME-TUG.

Specification of Letters Patent No. 8,896, dated April 20, 1852.

To all whom it may concern:

Be it known that I, R. B. WHIPPLE, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and Improved Mode of Constructing Hame-Tugs; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, and to the letters of reference marked thereon, making part of this specification.

Corresponding letters refer to like parts in different views of my improved tug.

To enable others skilled in the art to make and use my invention I will proceed to describe its construction and operation.

Figure 1 front view; Fig. 2 back view. The other views will be referred to as they may be required in a further description.

I construct my metallic tug of two plates corresponding to the view Fig. 3, and apply thereto the usual appendage of buckle, cleft, and loop in the following manner: The cleft A, Fig. 1, is inserted in the chamber or recess B, Fig. 3. This recess being alike in both plates, forms a chamber when placed together, in which is inserted the cleft A, Fig. 1. The plates are secured together by means of the screws C C D. The screws C C, Fig. 1, pass through the cleft A and screw into the back plate, and also the screw D at E E E, Fig. 2. The loop F, Fig. 1, is made in the manner in which such loops are usually made and is then slipped over the front plate, or sewed on the plate in such a manner as to be easily removed and replaced. This loop is placed in the recess G, between the front and back plates, Figs. 4 and 5, the plates being secured together in the manner before described, which secures the loop in place. The buckle H is also retained in the jaws on couplings I, Figs. 1 and 2, by the same means. This coupling is more fully represented by Fig. 6. The opening J receives the tongue of the buckle, on each side of which are the jaws which are of a circular form, as shown at I, Figs. 4 and 5. The points or ends of the jaws or coupling K, Fig. 6, are fitted to the shoulders L which combines the strength of both plates, and at the same time allows the shank of the buckle to move to any adjustable point of draft.

The first advantage of my metallic tug, over the leather tugs now in use, is its du-

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rability; the second is its cheapness, its construction requiring much less time, and its material costing only about one half as much as the material for leather tugs. A third and important advantage is the ease with which a new buckle, cleft, or loop can be 60
attached in case of breakage or injury, which is not unusual, as it is only required to separate the plates by withdrawing the screws and removing either of the parts and replacing it with a new one. This costs only 65
the price of a new buckle, cleft, or loop, as the case may be, but in one of the old construction it requires to be ripped entirely to pieces, the cleft cut out and the buckle and loop removed to replace any new part. The 70
tug is materially injured by ripping and cutting away the leather or iron for repairing. It also costs seventy-five per cent. more to repair the same amount of damages than in my improvement. It is found by practical ex- 75
perience that the leather tug becomes worn out before the other parts of the harness, particularly at point I, Figs. 1 and 2, which by the action of the buckle H is soon worn through, before other parts of the harness 80
are materially injured. Here again arises the same difficulty as before mentioned. This difficulty is removed by my invention, as metal is brought to act with metal, the shank of the buckle being placed inside the 85
coupling or jaws I.

My improved tug is readily detached from one hame and attached to another of any description, by means of the screws. This cannot well be done with the leather tug, though 90
it is often necessary to do so, when the hame is too long or too short, too crooked or too straight, when composed of wood or iron, or in case of breakage, in either case the tug must be ripped as far as the cleft entered, 95
and the riveted cleft cut out from the leather. This difficulty is entirely removed by my improvement.

What I claim as my improvement, and desire to secure by Letters Patent, is, 100

The formation of the hame tug, by means of the two metallic plates fitted together so as to embrace the buckle loop and cleft; substantially in the manner herein set forth.

R. B. WHIPPLE.

Witnesses:

JOHN BARR,
JERU BRAINEN.