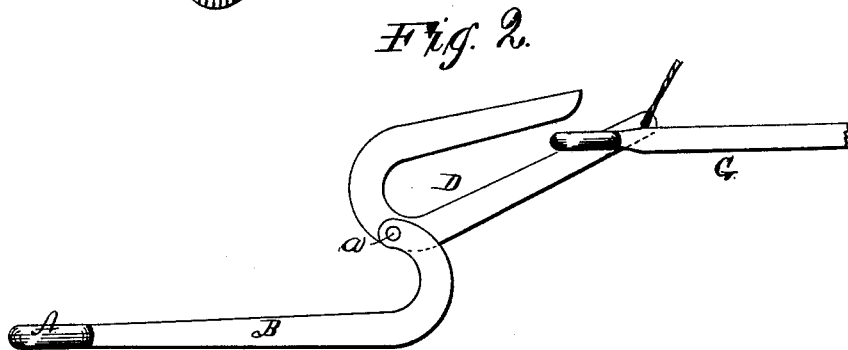
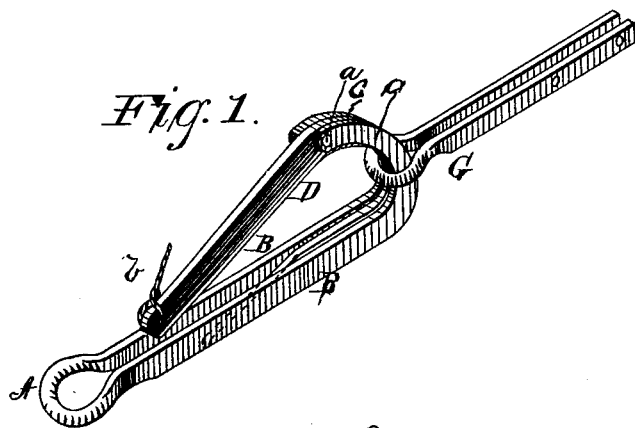


B. F. JONES.
TRACE FASTENING.

No. 188,146.

Patented March 6, 1877.



WITNESSES
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BENJAMIN F. JONES, OF BEAUREGARD, MISSISSIPPI.

IMPROVEMENT IN TRACE-FASTENINGS.

Specification forming part of Letters Patent No. **188,146**, dated March 6, 1877; application filed January 20, 1877.

To all whom it may concern:

Be it known that I, BENJ. F. JONES, of Beauregard, in the county of Copiah, and in the State of Mississippi, have invented certain new and useful Improvements in Trace-Fastenings or Tugs; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a safety-tug for traces and other purposes, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view of my improved safety-tug; and Fig. 2 is a side view of the same, showing it open.

The body of my safety-tug is formed of a single metal bar, bent in the center to form a round eye, A, and then forming two parallel bars, B B, a suitable distance apart, and their outer ends bent in hook form, as shown at C. D represents a nearly U-shaped hook, which is pivoted to one side of its center bend, between the extreme hook-shaped ends of the bars B B, by means of a rivet or bolt at a. Before this rivet or bolt is put in, the body of the tug is passed through the loop on the hame, so that the ring A will be therein.

The hook D is then pivoted, as described, which completes the tug.

G represents the clip, which is to be riveted to the end of the trace. The eye of this clip is passed into the hook D, and by turning down said hook the eye will pass around the hooks C of the tug. The lower arm of the hook D then lies between the arms B B, and the upper arm inclines down, as shown. To this upper arm is attached a latch-cord, b, so that by pulling on the same the hook D may be raised to the position shown in Fig. 2, and the clip will slide off from said hook.

This safety-tug may also be used for coupling teams together, attaching teams to plows, locking wagon-wheels at the lower end of stirrup-leathers, and for many other purposes.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The within-described safety-tug, consisting of a metal bar bent to form the eye A, parallel bars B B, and hooks C C, and the U-shaped hook D, pivoted between the ends of said hooks, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 5th day of December, 1876.

B. F. JONES.

Witnesses:

GREENVILLE COOK,
J. S. DICKERSON.