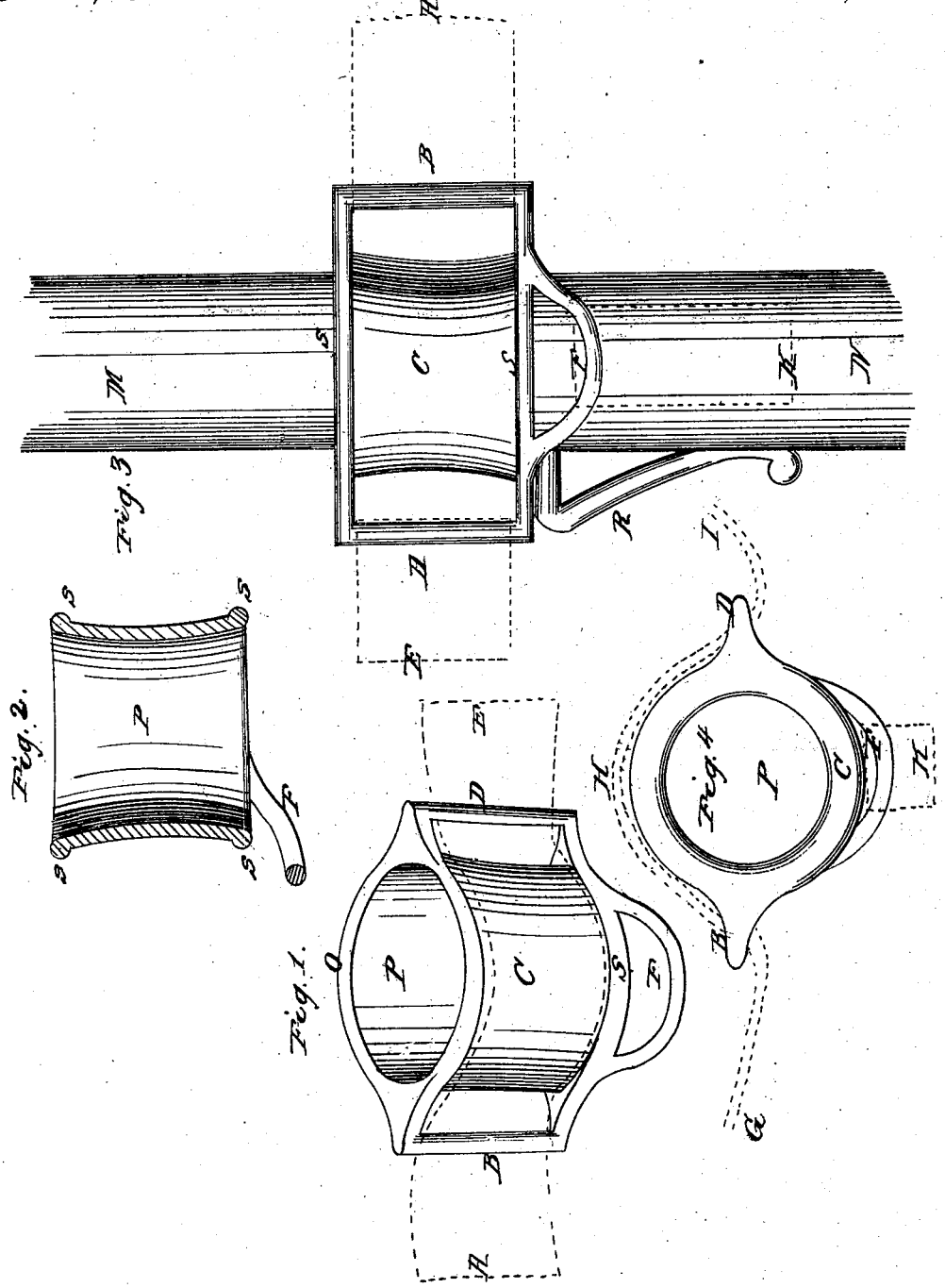
J. L. Hoyt

Harness Tug,

No. 5,160. Patented June 19, 1847.



UNITED STATES PATENT OFFICE.

JOEL L. HOYT, OF PORT JERVIS, NEW YORK.

SHAFT-TUG FOR HARNESS.

Specification of Letters Patent No. 5,160, dated June 19, 1847.

To all whom it may concern:

Be it known that I, JOEL L. HOYT, of Port Jervis, town of Deerpark, county of Orange, and State of New York, have invented a new and useful Improvement on Shaft-Tugs; and I do hereby declare that the following is a full, clear, and exact description of the construction of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view. Fig. 2 intended to represent the inside with the flare. Fig. 3 a longitudinal form, and Fig. 4 giving an end view.

Letter A Fig. 1 strap from the saddle (or pad) passing under loop, B, over the barrel C, under loop, D, to E, for the girth, when the tug is on the right side of the harness. F, loop to receive strap from the breeching more fully represented by K at Fig. 3. A Fig. 3, strap from saddle to loop B, also strap from loop D to E for the belly-band. R, iron in the shaft M, N, Fig. 3, against which the tug will rest when holding back by strap from K to F. G, Fig. 4, strap from saddle (or pad) passing under loop B around the under side next the horse by H and passing under loop D to I for the belly-band, when the tug is on the right side of the horse as in Figs. 1 and 4, one strap passing upon the outside of the barrel and the other strap passing upon the under side or next the horse, each serving the same purpose according to fancy. C, Figs. 1 and 3 the length of the barrel according to the different heft of harness. Loops B and D Figs. 1, 3, and 4 standing out from the barrel a sufficient space to receive the strap in a flat condition. P, Figs. 1, 2, and 3 represent the inside of the barrel of sufficient size to receive the shaft.

As letter C Figs. 1 and 4 represent the outside or side from the horse, so does letter O, of the same figures represent the under side or side next the horse.

Loops B and D Fig. 4 are not directly opposite, for the convenience of passing the strap around either side of the barrel according to fancy. Loop F Fig. 4 about midway (though not essential) between loops B and D.

Letter F Figs. 2 and 4 represents the loop projecting from the barrel sufficiently to receive a strap from the breeching without producing any friction upon the shaft.

Letter P, Fig. 2, not only represents the inside of sufficient size to receive the shaft, but also the flare of the barrel as being sufficient to allow the shaft to move with freedom for convenience, or safety in time of accidents.

From the representation in Fig. 3 it is apparent that the shaft is permanently held in its proper position either in ascending or descending a hill, also from the representation in Figs. 1 and 4 in which the strap passes half way around the outside or under side of the barrel through the loops sufficiently tight to keep the shaft in its proper position. Letters *s* on Figs. 1, 2, and 3 representing the bead on each end of the barrel passing around the outside thereof coöperating with the loops in retaining the strap in its proper position (though not essential) but added in part for fancy.

For the foregoing specified shaft-tug I would use wrought, cast, or malleable iron or brass or any other metallic substance which will produce the requisite strength and durability.

What I claim as my invention and desire to secure by Letters Patent is—

An improved shaft-tug for single harness which will be more durable and safe as herein described, using for that purpose any metallic substance or compound which will produce the requisite safety and durability.

JOEL L. HOYT.

Witnesses:

ALEX. T. JOHNSON,

CHAS. HARDENBERGH.