

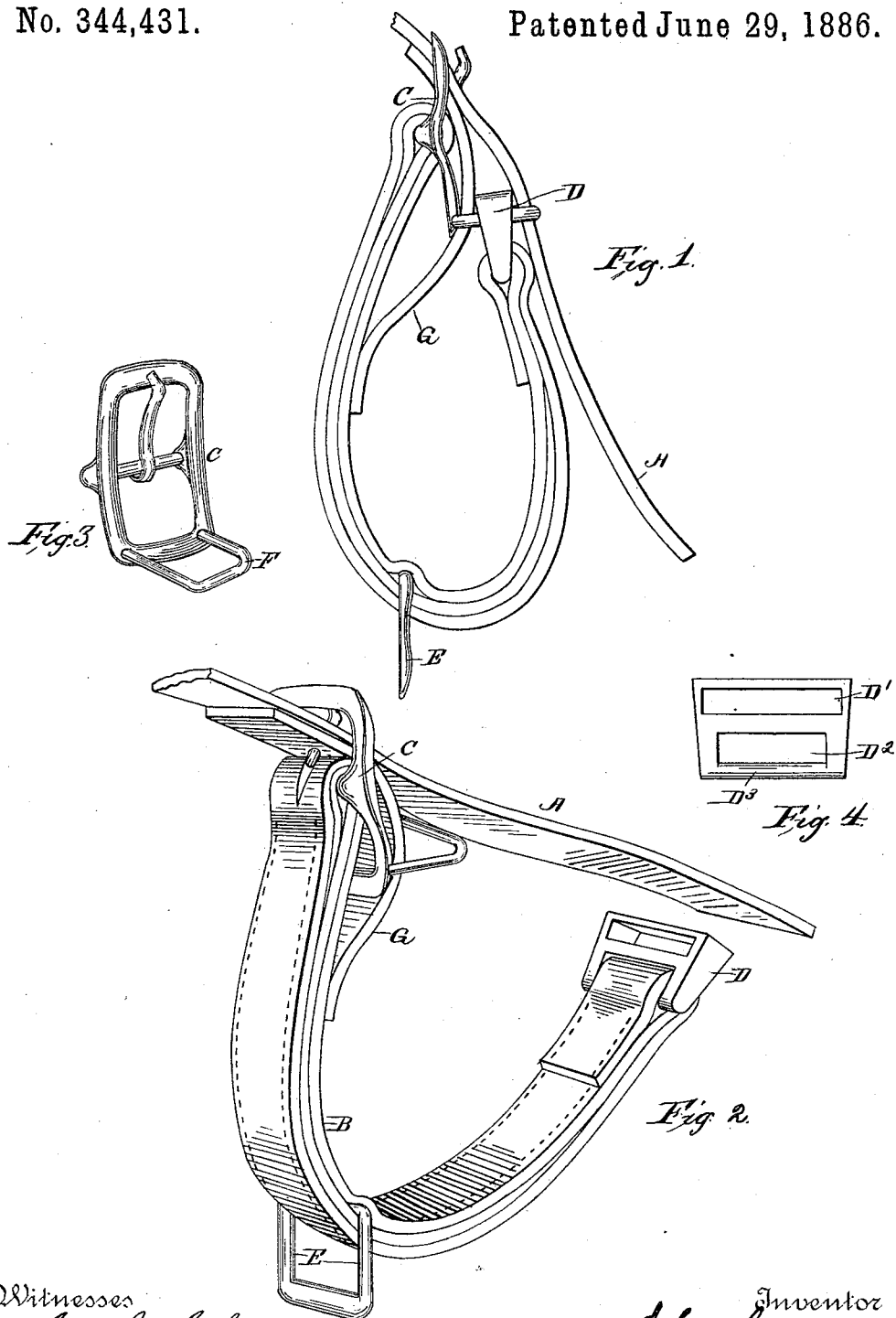
(No Model.)

J. ADAMS & J. G. LEWIS.

SHAFT TUG.

No. 344,431.

Patented June 29, 1886.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN ADAMS AND JOHN G. LEWIS, OF HARRISVILLE, OHIO.

SHAFT-TUG.

SPECIFICATION forming part of Letters Patent No. 344,431, dated June 29, 1886.

Application filed April 20, 1886. Serial No. 199,549. (No model.)

To all whom it may concern:

Be it known that we, JOHN ADAMS and JOHN G. LEWIS, citizens of the United States, residing at Harrisville, in the county of Harrison and State of Ohio, have invented certain new and useful Improvements in Shaft-Carriers; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Our invention aims to provide a simple and efficient device for carrying carriage and wagon shafts, and is intended to be supported by the depending strap of the harness-saddle.

It consists in certain novel features, which will be hereinafter described and claimed.

In the drawings, Figure 1 is a side elevation, and Fig. 2 is a perspective view, of our device. Figs. 3 and 4 are detail views of the buckle and slotted end lug, respectively.

Referring to the drawings by letter, A designates the back-strap of the harness-saddle, and B the tug. The tug is composed of two or more straps sewed together, as shown, and having their ends bent over to form loops, within which the buckle C and slotted lug D are secured. A loop, E, is secured in the tug at such a point that when the carrier is in position on a horse the loop will be slightly to one side of the bottom of the tug in position to receive the thill-strap.

The slotted lug or hasp D consists of a rectangular piece of metal provided with two slots, D' D², as clearly shown. The lower slot, D², is of sufficient length to receive the end of the outer strap of the tug, which is passed through the said slot and around the lowest cross-bar, D³, of the lug. The upper slot, D', is somewhat longer than the slot D², so as to admit of its being slipped over the staple on the lower end of the buckle C, as will presently appear. The buckle C is secured to the tug at the end opposite the lug D, as shown, and in a manner similar to that in which the said lug is secured by having the end of the strap passing around the middle cross-bar of the buckle, the strap being perforated to slip over the tongue of the buckle. A staple, F, is pro-

jected from the lowest cross-bar of the buckle, at right angles to the plane of the buckle, and forms an integral part of the same.

The operation and manner of using my device will be readily understood. The tug is secured in position upon the horse by passing the strap A through the buckle and fastening it in the usual manner. To keep the buckle in its proper position, and also to hold the tug firm upon the strap A, we secure to the inner side of the tug below the buckle C a short strap, G, which is passed upward through the staple F over the bottom and middle cross-bar of the same, the strap A being thereby pressed against the top cross-bar of the buckle and held firm. The shaft-strap is passed through the loop E and around the same and fastened in the usual manner. The shaft is supported by having the free end of the carrier provided with the lug D, carried under and around the shaft and up to the staple F, the lug being slipped over the staple which passes through the slot D'. The free end of the strap A is then passed through the staple between the cross-bar of the same and the lug D, as clearly shown in Fig. 1. It will also be seen from Fig. 1 that the staple is of such a height that the strap will be held firmly against the cross-bar of the same by the action of the lug D and the strap G. When it is desired to release the horse from the shafts, it is only necessary to withdraw the strap A from the staple and then slip the lug D from the staple, when the shaft will be released, as will be understood on reference to Fig. 2.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with the tug composed of the double straps, as shown, and the buckle secured at one end thereof by its middle cross-bar, of an independent strap secured to the inner side of the tug passed over the lower and middle cross-bars, and between the latter and upper cross-bars, and engaged with the buckle-tongue, as and for the purposes set forth.

2. The herein shown and described thill-supporter, comprising the following elements in combination: the tug composed of the double straps, as shown, the buckle at one end having a staple projecting from its lower cross-bar, a slotted lug at the opposite end for en-

gaging the staple, an independent strap secured to the inner side of the tug passed over the lower and middle and between the middle and upper cross-bars of the buckle and engaged with the buckle-tongue, and a loop or ring secured to the lower side of the tug, substantially as and for the purpose described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN ADAMS.
JOHN G. LEWIS.

Witnesses:

J. M. ADAMS,
M. H. TOLAND.