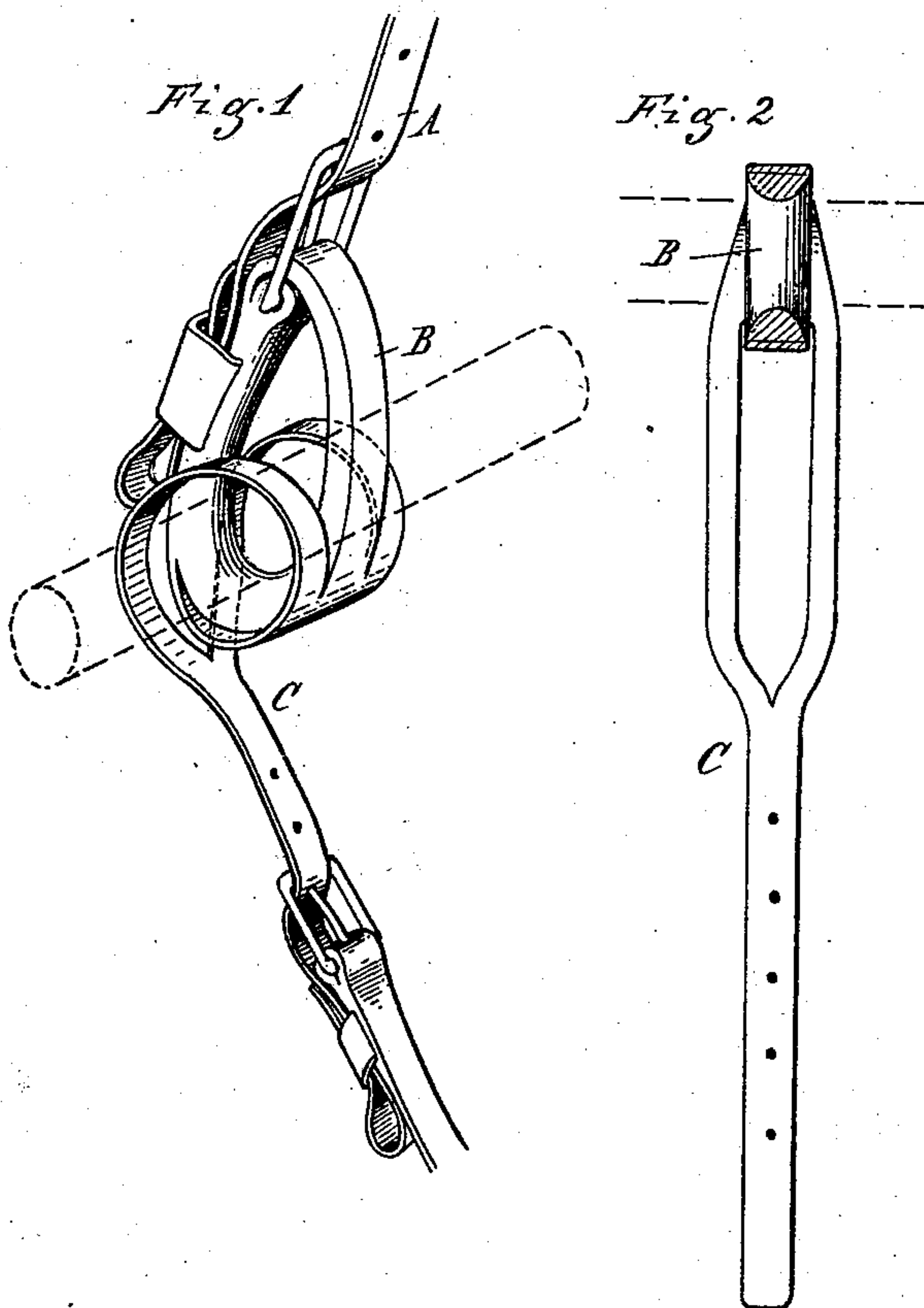


(No Model.)

O. W. MORLEY.
Shaft Tug.

No. 236,063.

Patented Dec. 28, 1880.



Attest:
A. Barthel,
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Inventor:
O. W. Morley,
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UNITED STATES PATENT OFFICE.

OLIVER W. MORLEY, OF WIXOM, MICHIGAN.

SHAFT-TUG.

SPECIFICATION forming part of Letters Patent No. 236,063, dated December 28, 1880.

Application filed July 31, 1880. (No model.)

To all whom it may concern:

Be it known that I, OLIVER W. MORLEY, of Wixom, Oakland county, Michigan, have invented an Improvement in Shaft-Tugs, of which the following is a specification.

My invention relates to improvements in the construction of shaft-tugs whereby the shaft is securely held in the tug and the frictional wear of the shaft on the tug prevented; and to these ends my invention consists in the peculiar construction and arrangement of the parts, all as more fully hereinafter set forth.

Figure 1 is a perspective of my improved shaft-tug as applied to a shaft. Fig. 2 is a sectional view of the shaft-tug detached.

In the accompanying drawings, which form a part of this specification, A represents the back-band of a harness, and which is secured to the saddle thereof.

B represents a shaft-tug provided with the usual buckle and loop.

C is the billet, which, in the drawings, is represented as being formed from the same piece of leather which forms the outer face of the tug B, being split, as shown, so as to pass upon both sides of the shaft-tug, the strap being perforated, so as to engage with a buckle on the end of the belly-band.

By this construction and manner of combining a shaft-tug and billet I produce an ar-

ticle which is far superior to those of the ordinary construction. The tug and billet combined form a loop, through which the shaft can easily be inserted without the adjustment of straps, and the billet closes down tightly upon and around the shaft when it is buckled into the belly-band, drawing it sufficiently tight, so as to prevent the tug from slipping upon the shaft.

By the use of this device, should a trace break or become detached, or the breeching break, the vehicle will be prevented from running onto the horse's heels, and the horse cannot walk out of the shafts, thus avoiding danger of accident to the occupants, while its application is as easy and convenient as those heretofore in use, and the result produced is as great as the most effective under the ordinary construction, while the wear is less.

What I claim as my invention is—

The shaft-tug B, provided with a split billet, C, secured to the tug and adapted to be wound around a shaft on both sides of the tug and secure the shaft in the lower part thereof, substantially as described.

OLIVER W. MORLEY.

Witnesses:

H. S. SPRAGUE,
CHARLES J. HUNT.