

(No Model.)

J. FISCHER.
THILL TUG.

No. 413,713.

Patented Oct. 29, 1889.

Fig-1.

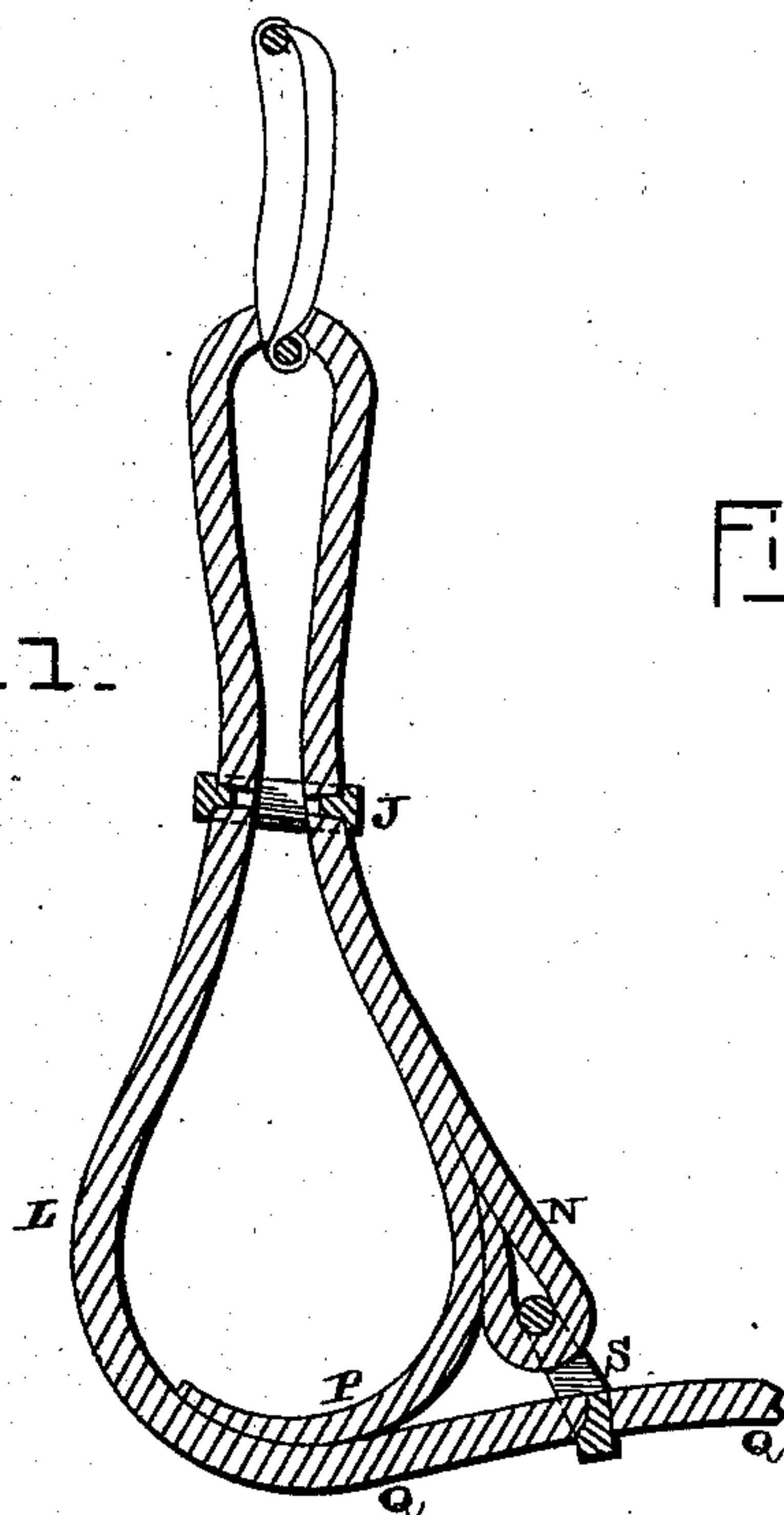
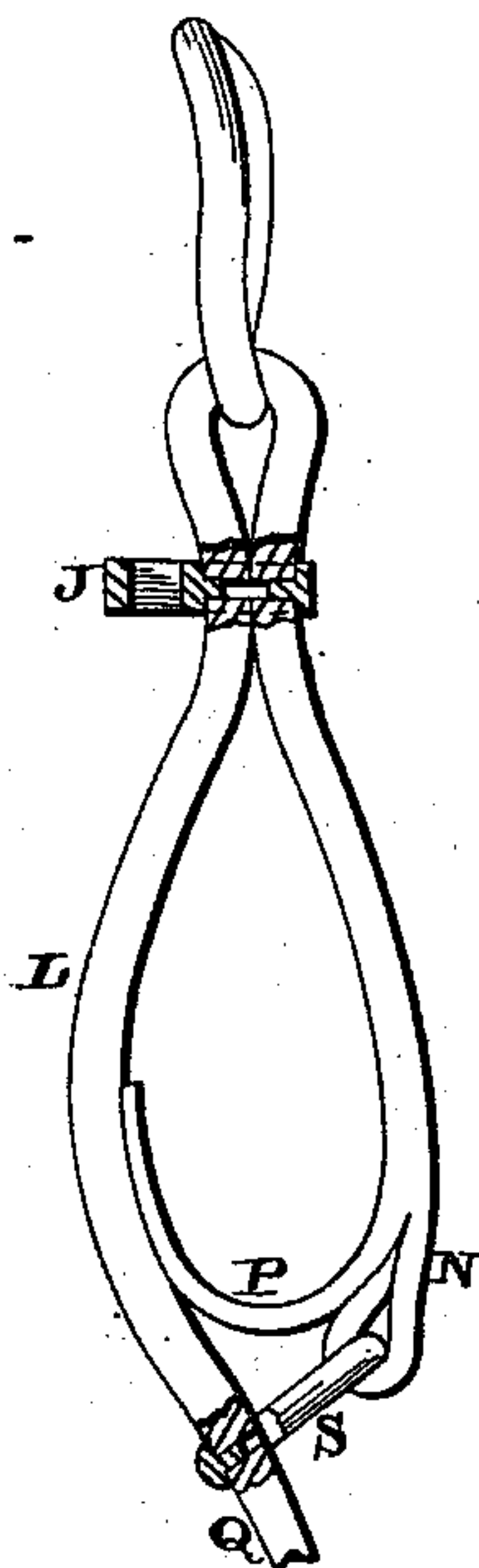


Fig-2.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN FISCHER, OF LOUISVILLE, KENTUCKY.

THILL-TUG.

SPECIFICATION forming part of Letters Patent No. 413,713, dated October 29, 1889.

Application filed October 23, 1888. Serial No. 288,968. (No model.)

To all whom it may concern:

Be it known that I, JOHN FISCHER, of Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Buckles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in shaft-tugs; and the object of my invention is to provide a shaft-tug which is formed from a single continuous strap, and which is adapted to be readily opened to permit the shaft to be removed and instantly closed again, and to greatly cheapen and simplify the construction of the tug.

Figure 1 is a vertical section of a shaft-tug which embodies my invention. Fig. 2 is a side elevation of the same.

L represents a single strap, from which the shaft-tug is formed, and which has its upper end passed through the frame of a buckle of any suitable construction, and the loop or keeper J is applied to the tug just below the lower end of the frame, as shown, and the two ends of the strap which form the tug are detachably secured together. The end N of the strap is bifurcated, as shown, and has the extension P, which projects inward and rests upon the upper side of the long end Q of the strap. This extension P has its end preferably tapered, as shown, and, together with the long end of the strap, which passes under it and through the buckle or fastening S, se-

cured to the outside portion of the bifurcated end N of the strap L, forms a complete, perfect, and smooth shaft-tug, and which can be readily, quickly, and easily opened. This construction is very desirable, in that the strap can be removed from the buckle and the springs removed and replaced by weaker or stronger ones, as the case or use of the buckle may require. It is, furthermore, very convenient in hitching and unhitching, and especially where bent shafts, which are now becoming common, are used.

Having thus described my invention, I claim—

1. In a shaft-tug, the combination of the buckle for securing it to the saddle, a single strap L, which passes through the buckle and is doubled upon itself, a keeper which incloses the strap below the buckle, and a fastening or buckle applied to one end of the strap, and through which the opposite free end Q of the strap passes, substantially as described.

2. In a shaft-tug, the combination of the buckle for securing it to the saddle, the strap L, which passes through and is doubled upon itself, one end of the strap being bifurcated and provided with the extension P, for the purpose described, and a fastening S, secured to said bifurcated end, to which the opposite free end of the strap is detachably secured, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN FISCHER.

Witnesses:

JOHN HAUTH,
J. P. MUNLY.