

(No Model.)

P. SCHLOMER.
SHAFT TUG.

No. 441,329.

Patented Nov. 25, 1890.

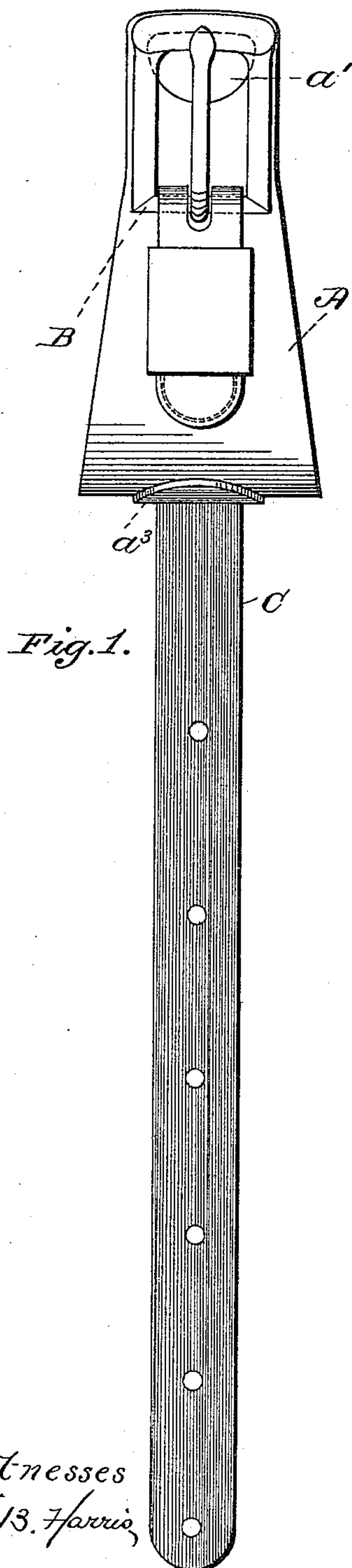


Fig. 1.

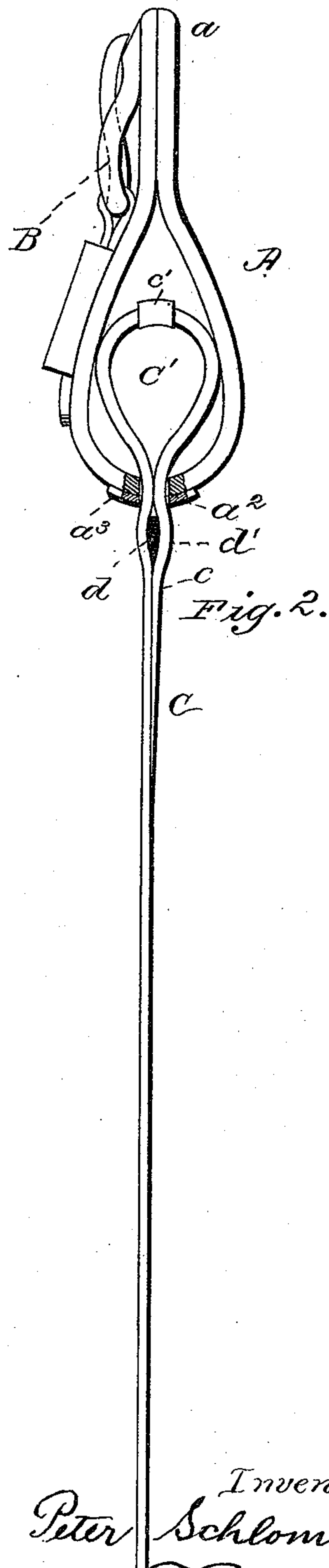


Fig. 2.

Witnesses
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PETER SCHLOMER, OF NEWPORT, PENNSYLVANIA.

SHAFT-TUG.

SPECIFICATION forming part of Letters Patent No. 441,329, dated November 25, 1890.

Application filed July 23, 1890. Serial No. 359,622. (No model.)

To all whom it may concern:

Be it known that I, PETER SCHLOMER, a citizen of the United States, residing at Newport, in the county of Perry and State of Pennsylvania, have invented a new and useful Improvement in Shaft-Tugs for Vehicles, of which the following is a specification.

My invention has relation to improvements in shaft-tugs; and it consists in certain details of construction whereby a very effective and economical tug for the shafts of vehicles is produced, as will be hereinafter more fully explained.

Referring to the accompanying drawings, forming a part hereof, for a better understanding of the details of construction of my invention, Figures 1 and 2 are views in elevation of a shaft-tug constructed according to my invention.

The tug is composed of a main loop or portion A, preferably formed of a piece of leather bent upon itself and its ends secured together, as at *a*, through which portion is an opening *a'*, for the purposes as will presently appear.

Upon one side of the loop A is secured a buckle B, by which the tug is secured to the back-straps of the saddle, and at the bottom of the loop A is an opening *a*², through which passes the belly-band strap C. This strap is formed into a loop, as at C', by the end of the strap being bent upon itself and secured, as at *c*. As shown in Fig. 1, at the top of the loop C is a re-enforcement *c'*, and a roller may be provided at the bottom of the loop so as to prevent wear on said loop. The loop may also be re-enforced upon its entire interior surface by a lining or band of leather, metal, or other suitable material, and to prevent the withdrawal of the loop C' from the opening *a'* of the loop A a shoulder or enlargement, as at *d*, is formed upon the strap C just below the loop A.

When constructed as herein described, the wear of the shafts upon the tug will be upon the interior loop C', which when worn may be readily replaced at slight cost by a new loop

with its depending strap. The life of the tug is thereby prolonged, and as the back-straps first pass through the top end of the tug before entering the buckle the strain is brought upon the tug as well as the buckle. A stronger fastening is therefore the result. The stitching of the loop C' being below the loop A, the wear of the shaft is brought altogether upon the loop and not the fastening thereof.

To prevent wear or injury to the opening *a'* at the bottom of the loop A, a re-enforcement, as at *a*³, may be provided at this point, as shown in Fig. 2.

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

1. A shaft-tug composed of the loop A, bearing at its top a buckle to receive the back-strap from the saddle and with an opening *a*² at its bottom, and belly-band strap C, that passes through the opening *a*² of the loop A and is formed into a loop C' within the back-strap loop to receive the shaft, whereby the wear is removed from the back-strap loop to the loop of the belly-band strap, as shown and described, for the purposes specified.

2. In a shaft-tug, in combination, the loop A, with opening *a*² at its bottom, loop C', with depending strap C that passes through said opening *a*² of loop A, having shoulder *d'*, whereby the accidental withdrawal of the loop C' from the loop A is prevented, substantially as described.

3. In a shaft-tug, the loop A, having opening *a'* at its top extremity to receive the back-strap, and buckle B at the side, and opening *a*² at its bottom, and loop C', having depending strap C, substantially as described, for the purposes specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

PETER SCHLOMER.

Witnesses:

G. W. ZINN,
A. M. ZINN.