

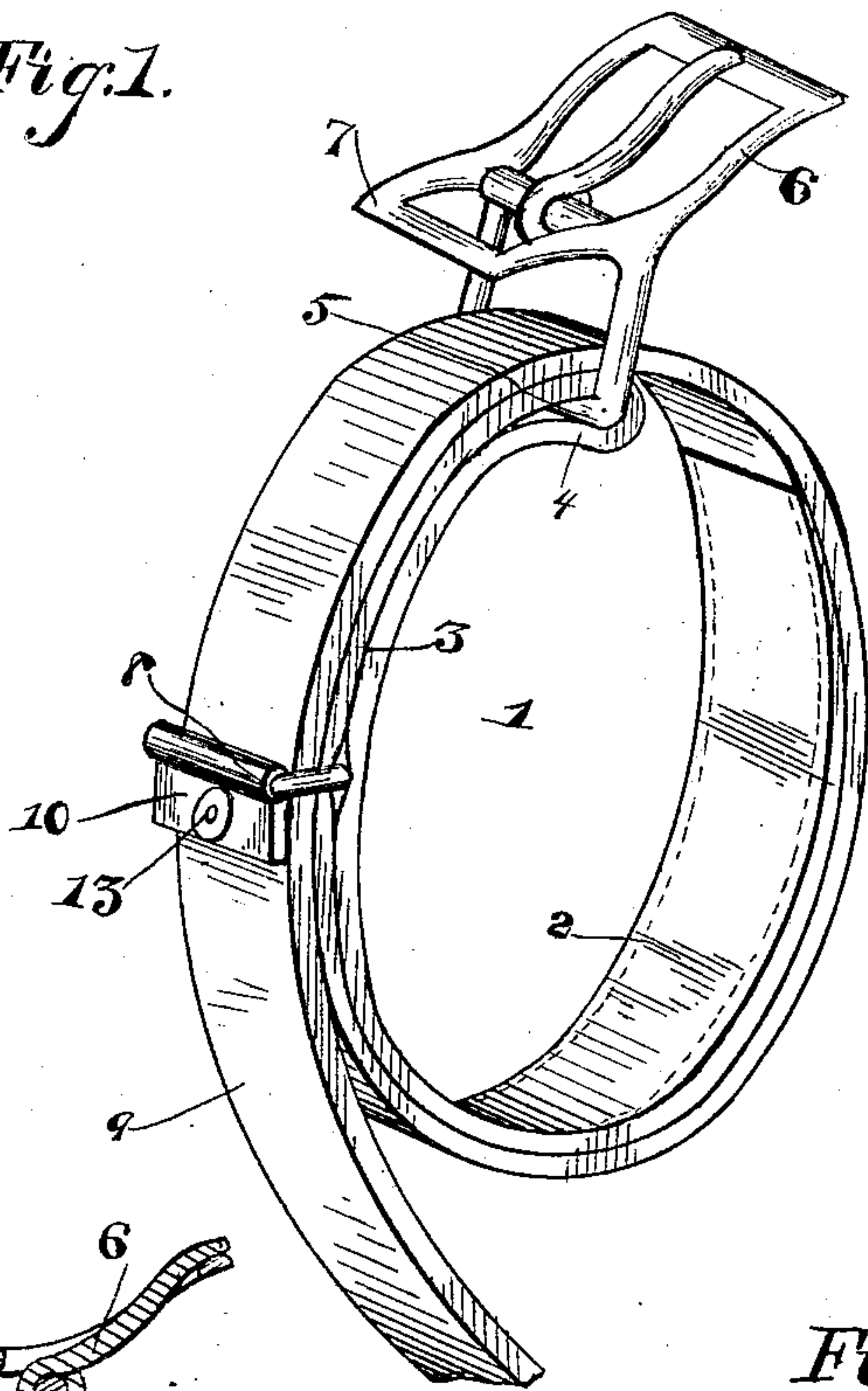
(No Model.)

S. STEWART.  
THILL TUG.

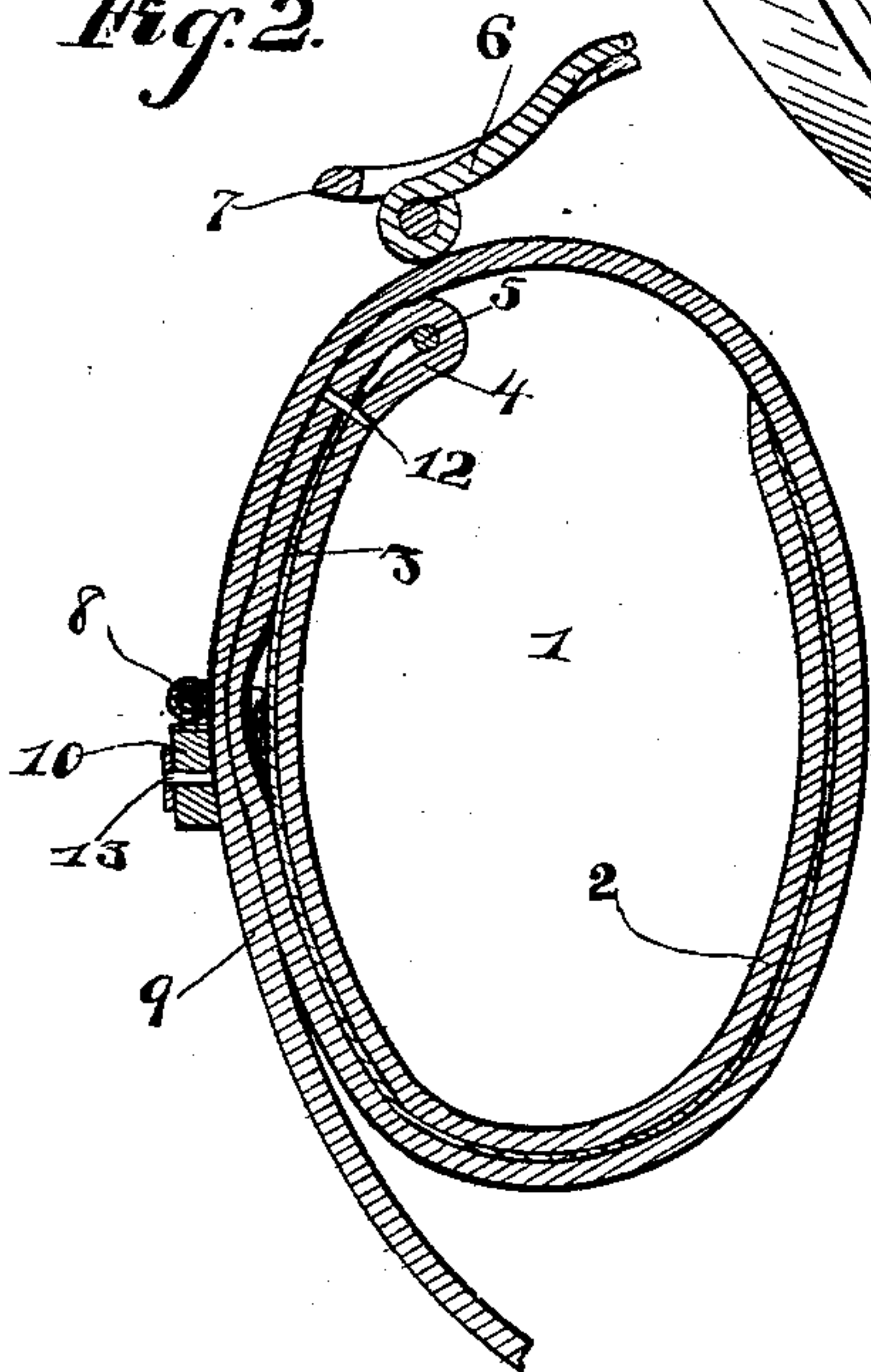
No. 482,764.

Patented Sept. 20, 1892.

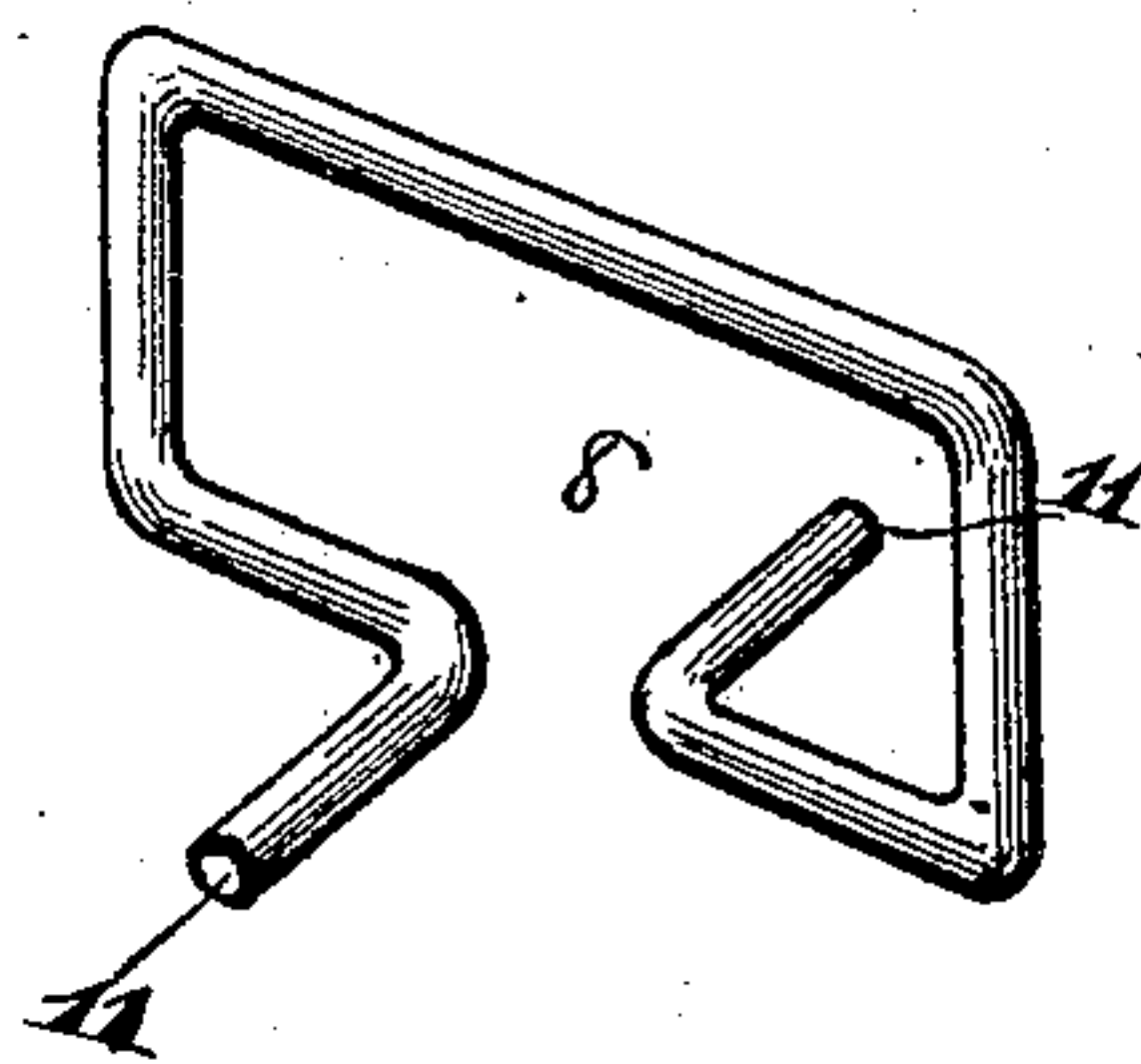
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses

*F. S. Bell.*  
*Chas. E. Hyer.*

Inventor

*Samuel Stewart.*

By his Attorneys,

*Chas. Snow & Co.*



# UNITED STATES PATENT OFFICE.

SAMUEL STEWART, OF ICKESBURG, PENNSYLVANIA.

## THILL-TUG.

SPECIFICATION forming part of Letters Patent No. 482,764, dated September 20, 1892.

Application filed May 21, 1892. Serial No. 433,884. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL STEWART, a citizen of the United States, residing at Ickesburg, in the county of Perry and State of Pennsylvania, have invented a new and useful Harness-Tug, of which the following is a specification.

This invention relates to certain new and useful improvements in harness-tugs; and it consists in the construction and arrangement of the parts thereof, as will be more fully hereinafter described and claimed.

The object of this invention is to provide a device of the character set forth which is constructed of one piece and is of such nature and formation as to produce many beneficial results, which will hereinafter appear.

In the drawings, Figure 1 is a perspective view of the improved device. Fig. 2 is a central vertical section of the same. Fig. 3 is a detail perspective view of a keeper employed in connection with the device.

Similar numerals of reference are employed to indicate similar parts in the several figures.

Referring to the drawings, the numeral 1 designates the body of the tug, which has its inner end 2 rolled around and sewed at the edges to form an inclosing pocket to receive a flat spring 3 and also provide a loop 4 to receive the bar of a loop 5 of a buckle 6. The said loop 5 extends over the entire thickness of the tug and is formed with a rear guard 7, which is adapted to sustain the buckle in position and prevent the same from falling back on the tug. A keeper 8 is secured in connection with the tug to keep the billet or end of the tug, as at 9, up over the top of the body 1 and held thereby against sidewise movement. The billet 9 adjacent to the keeper is provided with a stop 10, which assists in preventing slack position of the billet on the body by bearing against the keeper. The said keeper 8 consists of a metallic loop having legs 11, which are bent in reverse directions and held between the rolled end 2 and the adjacent portion of the body 1 and held in position by the stitching connecting said parts. The oppositely-bent legs of the keeper prevent loose movement of the latter and assist in retaining the device in proper position. The spring 3 is secured in place at one end adjacent to the bar of the loop 5 by a

rivet 12, and said spring has its opposite end free to admit of the proper effect of the same. The spring tends to keep the tug distended in proper form and will normally throw the tug clear of the thills when unhitching, and thereby facilitating the said operation. The tug is adjustable through the medium of the stop 10, which is mounted in such manner by a rivet 13 that it can be readily turned, and as the same is of substantial rectangular form either of the ends thereof can be placed against the keeper 8 after the billet has been drawn through the said keeper and around the body 1. The adjustable feature of the device can also be enhanced or increased through the buckle 6 to raise or lower the tug, as may be found desirable or necessary. If the tug of the nature set forth is firmly secured or fastened down on each side, the vehicle will be prevented from running against the horse in case the holdbacks should break.

The advantages of the construction set forth are manifold, and among others may be mentioned that it requires no more leather or material than the common form of tug, and also an increased wearing durability, neat appearance, and a reduced cost of manufacture.

In applying the device in position the buckle 6 is connected to the harness-saddle or backband and the billet 9 is attached to the girth or belly-band.

Having thus described the invention, what is claimed as new is—

1. In a tug, the combination of a rolled body having an end stitched within the same at the edges thereof to form a pocket, a flat spring mounted in said pocket and having its upper end secured and the lower end thereof free to move, a buckle having a loop secured in said body and a rear guard, a keeper attached to the body, and a stop located adjacent to and adapted to bear against the said keeper, substantially as described.

2. In a tug, the combination of the body constructed as set forth and having a billet extending therefrom, a buckle secured to said body, and a keeper independent of said buckle, comprising a rectangular frame and attached to said body and engaging said billet and having legs bent therefrom and extending in opposite directions at right angles to the plane of the frame, substantially as described.

3. In a tug, the combination of a body consisting of a rolled strap containing a spring, a buckle secured to said body, a keeper independent of said buckle, and an adjustable  
5 stop for said keeper, substantially as described.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in the presence of two witnesses.

SAMUEL STEWART.

Witnesses:

LEWIS A. WICKEY,  
JESSE WAGNER.