

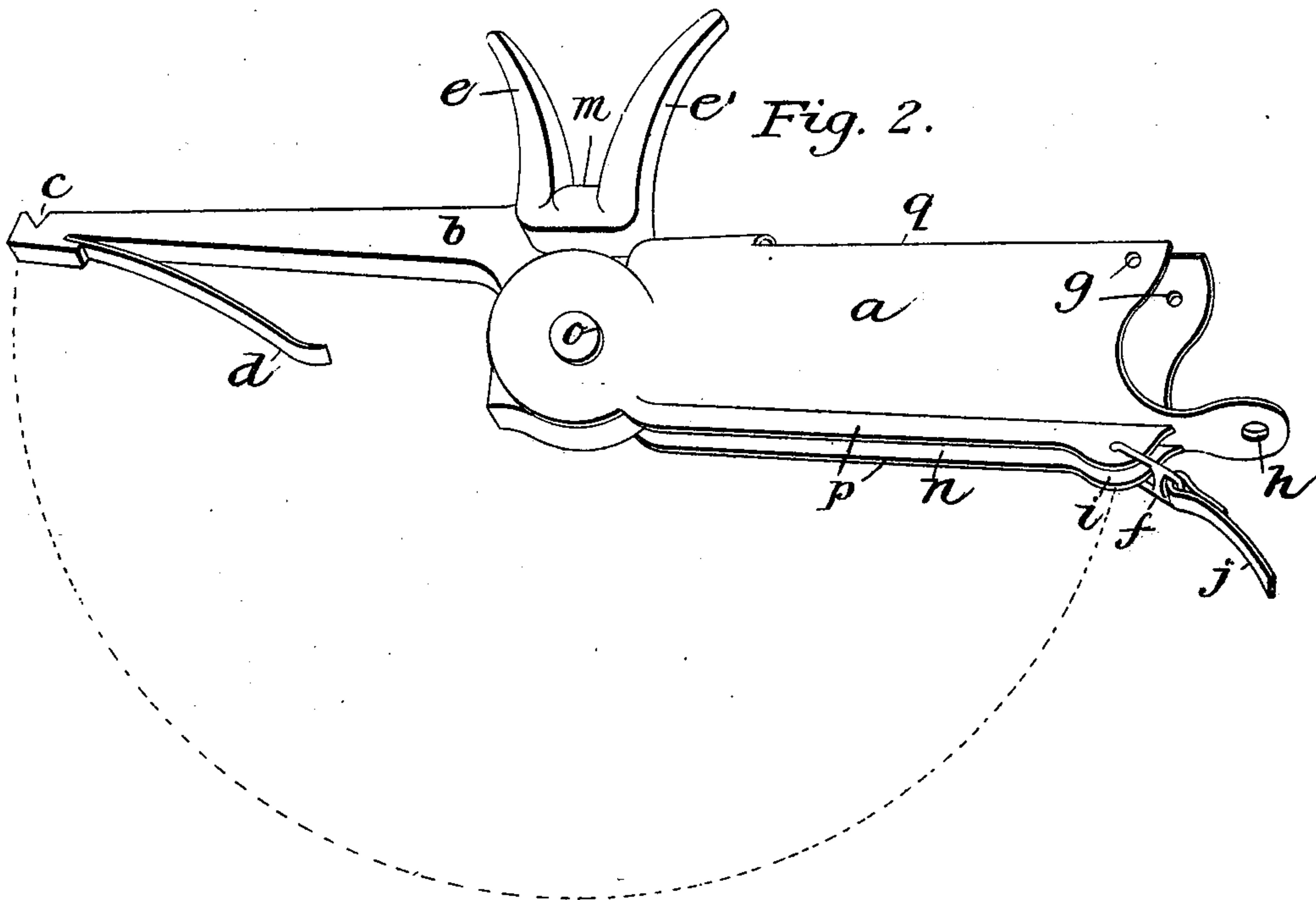
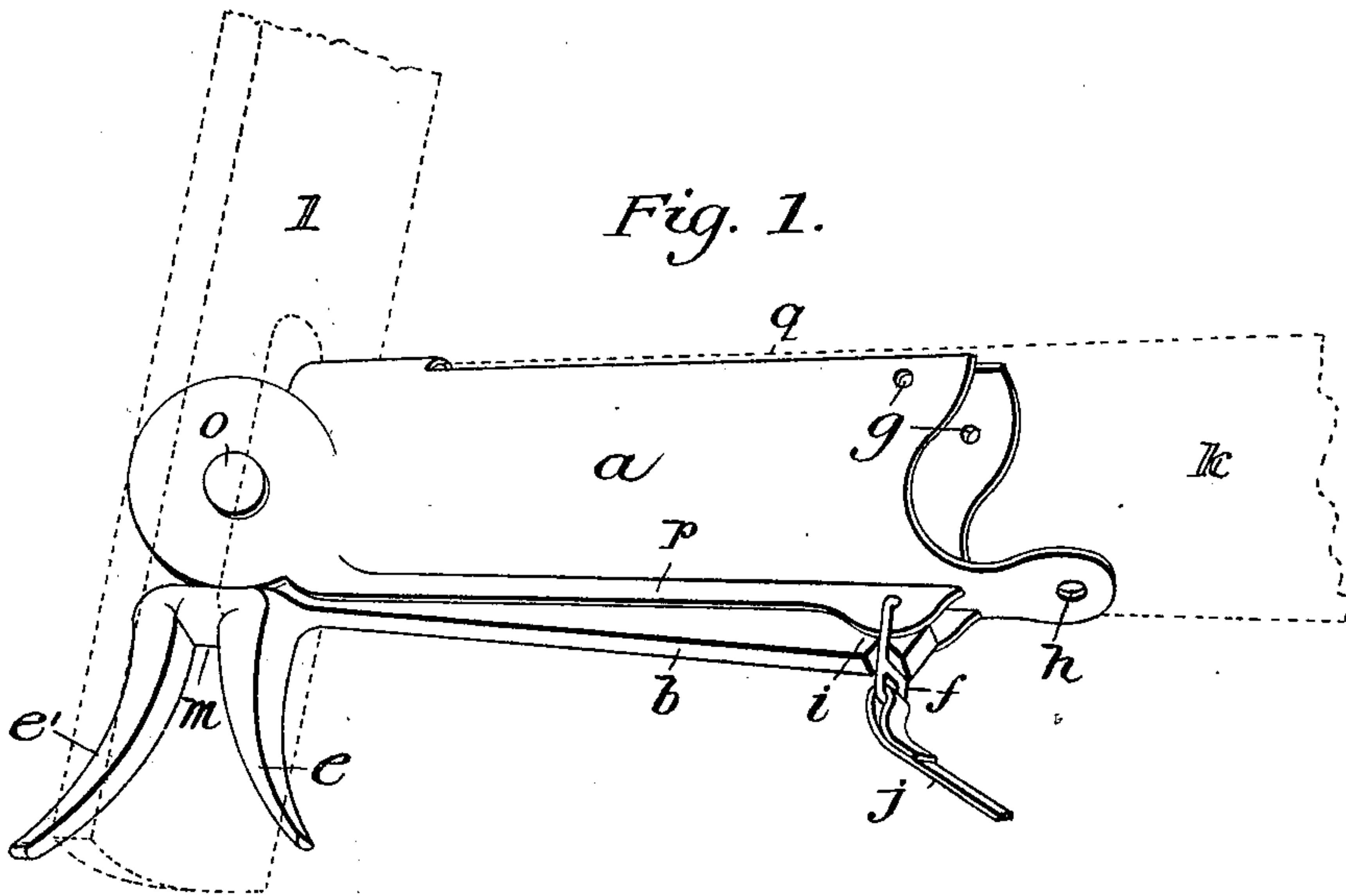
No. 630,704.

Patented Aug. 8, 1899.

P. S. HUMPHREY.  
TUG FASTENING FOR VEHICLES.

(Application filed Dec. 9, 1898.)

(No Model.)



Witnesses:

A. T. Burgeon

B. F. Blakeman

Inventor.

Patrick S. Humphrey  
By Samuel A. Smith  
attorney

# UNITED STATES PATENT OFFICE.

PATRICK S. HUMPHREY, OF LOUISVILLE, KENTUCKY.

## TUG-FASTENING FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 630,704, dated August 8, 1899.

Application filed December 9, 1898. Serial No. 698,791. (No model.)

*To all whom it may concern:*

Be it known that I, PATRICK S. HUMPHREY, a citizen of the United States, residing at Louisville, county of Jefferson, and State of Kentucky, have invented a new and useful Improvement in Vehicles, of which the following is a specification.

My invention relates to improvements in vehicles having a singletree; and the objects of my improvement are to provide a secure fastening for harness-tugs to the singletrees of vehicles and to provide a means by which the driver of a vehicle may easily and instantaneously detach the tug from the singletree. I attain these objects by the mechanism illustrated in the accompanying drawings, and I prefer that mode of applying my invention hereinafter described.

Figure 1 represents my invention placed on a singletree, only a portion of the singletree being shown and represented by the letter *k*.

In Fig. 1, *a* is a metal socket, with slot *q* on one side, and into this socket the singletree is fitted, said socket being securely fastened to the singletree with screws at the points *g*, *g*, and *h*. *b* is a metal bar fitting loosely in the groove *n*, said groove being formed by the projections *p p* on the socket *a*, said bar having the projections *e* and *e'* and being connected with socket *a* by a joint at the point *o*. Projection *e* is longer than *e'* and slightly curved upward. *f* is a loop passing through the extremities of the sides *p p* of the groove *n* at the point *i*. *c* is a notch in the extremity of the bar *b*, in which rests the loop *f*, said loop holding the bar *b* securely in the groove *n*. The points *m* and *o* are in the line of the force that is applied to the extremity of the said singletree in drawing the vehicle.

In Fig. 2, *d* is a spring on the metal bar *b*, so placed that when the loop *f* is withdrawn from the notch by the strap *j* the bar *b* is

thrown out of the groove *n* and made to revolve about the point *o* through about one hundred and eighty degrees of angular space, thereby causing the force that is being applied to draw the vehicle to be applied in such way as to detach the tug *l* from the singletree.

What I claim as my invention, and desire to secure by Letters Patent, is—

An improvement in vehicles having a singletree, consisting of a metal socket, with slot on one side, said socket having fitted into it the end of a singletree, and having a joint at one extremity by which there is connected with said socket a metal bar resting in a groove along one edge, or side, of said socket; said bar having a spring on one side and being held in said groove by a loop passing over one end of said bar, said loop being attached to said metal socket and being capable of being moved about the point at which it is attached to the socket, said bar having at the other end two projections equidistant from a point on said bar, said point being in a line with the axis of said joint and said line representing the direction in which the force is applied to draw the vehicle, said projections being used to hold in place a harness-tug, said harness-tug being hooked over one of the projections and so adjusted as to rest midway between said projections and be at right angles to the axis of the said singletree; said loop being moved about the point at which it is attached to said socket until said bar is released from said groove, said bar, by being released, being caused to revolve about the axis of the said joint and causing the said tug to be detached from said singletree, all substantially as set forth.

PATRICK S. HUMPHREY.

Witnesses:

W. M. FORMAN,  
GEO. W. FORMAN.