

No. 647,325.

Patented Apr. 10, 1900.

G. W. POST.

THILL TUG.

(Application filed Sept. 8, 1899.)

(No Model.)

Fig. 1.

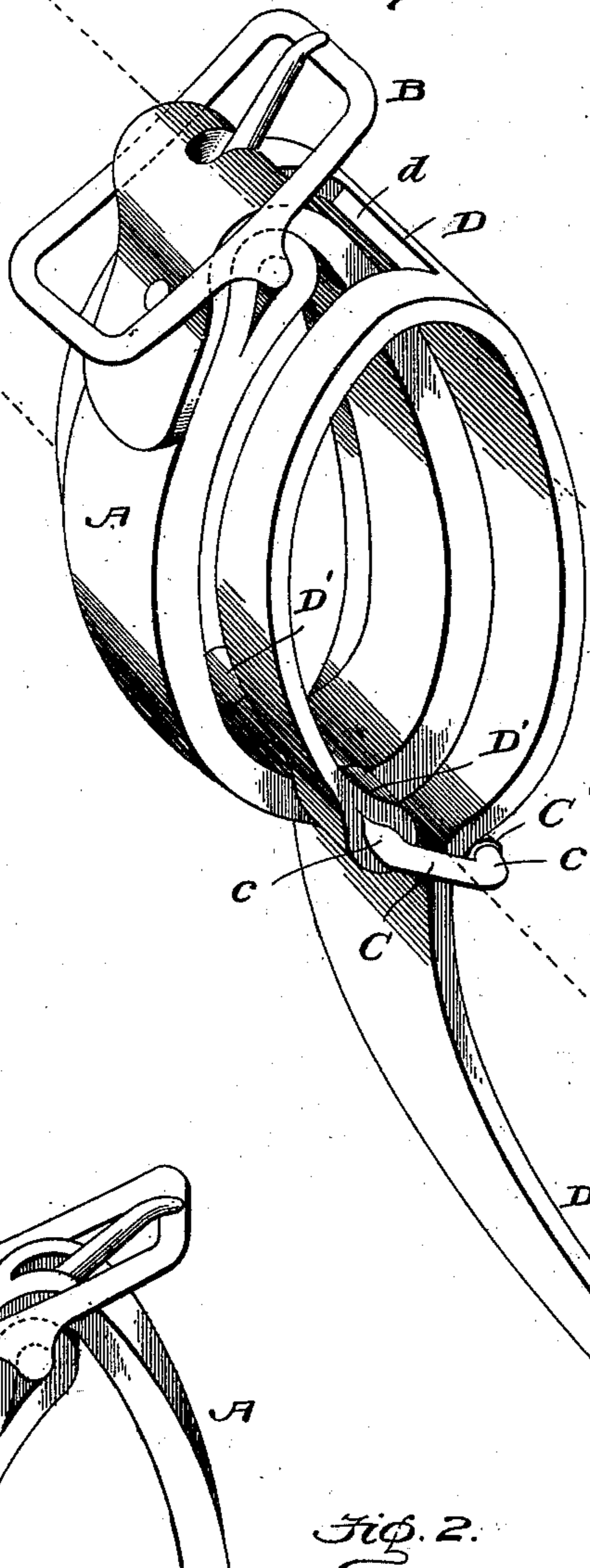
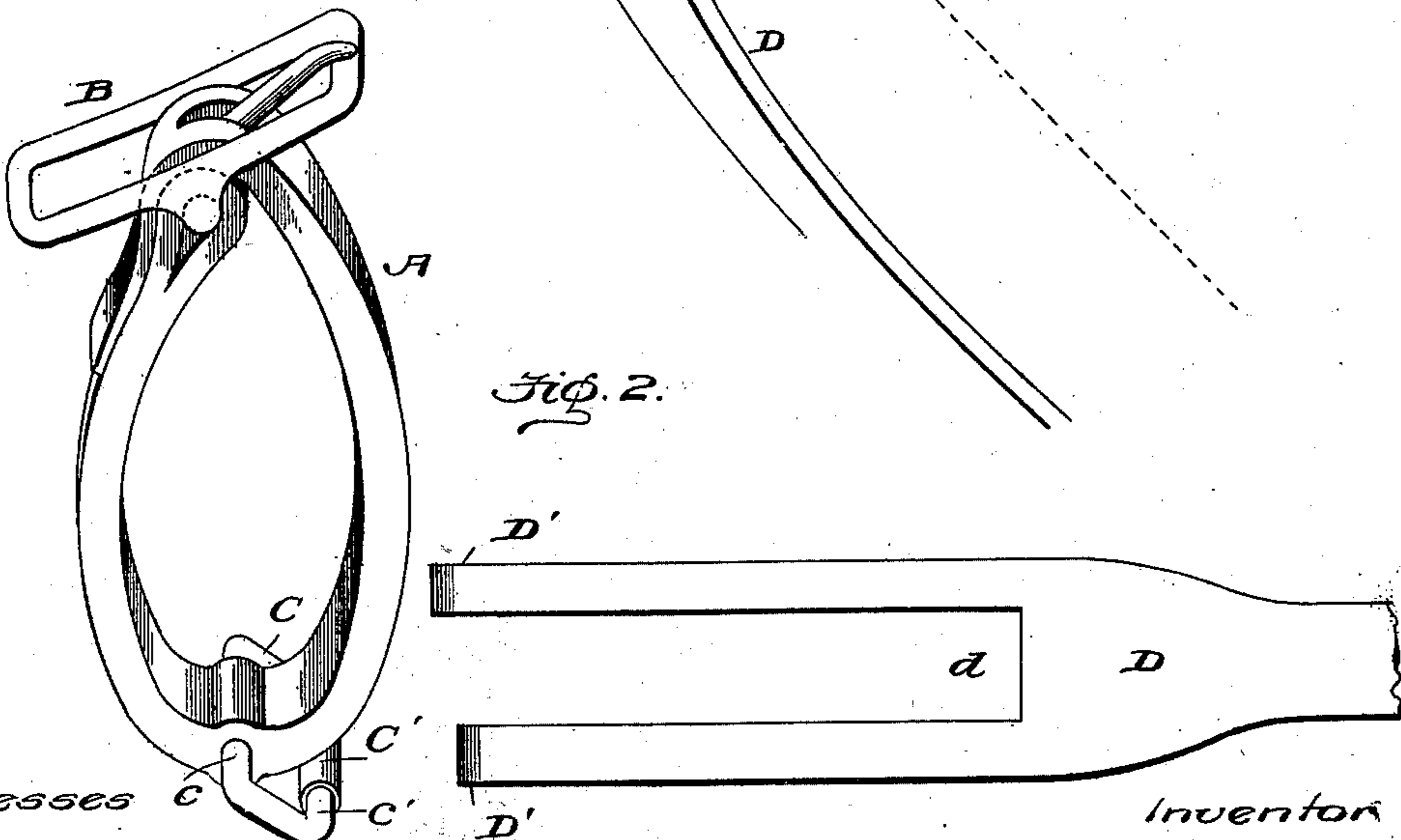


Fig. 2.



Witnesses
Wm. C. Oakes
Herbert W. Lawson

Inventor
George W. Post
By *Edwin Bros.*
Attys.

UNITED STATES PATENT OFFICE.

GEORGE W. POST, OF FOND DU LAC, WISCONSIN.

THILL-TUG.

SPECIFICATION forming part of Letters Patent No. 647,325, dated April 10, 1900.

Application filed September 6, 1899. Serial No. 729,653. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. POST, a citizen of the United States, residing at Fond du Lac, in the county of Fond du Lac and State of Wisconsin, have invented certain new and useful Improvements in Harness-Tugs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a new and useful improvement in harness-tugs; and its object, among other things, is to provide a device of simple and durable construction which will more effectually clasp the thills and avoid rubbing and chafing the horse.

To these ends the invention consists in the novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, which show the preferred form of my invention, and in which—

Figure 1 is a perspective view of the tug applied to a shaft, which is shown in dotted lines; and Fig. 2 is a detailed view of the tug and its billet detached.

Referring to said figures by letters of reference, A is the tug, made in the usual manner, the ends thereof being secured to the cross-bar of a buckle B. About midway between the ends thereof the tug is pivoted to one side *c* of a rectangular frame C. Upon said side *c* and upon opposite sides of the tug A is also pivoted the forked ends D' of a billet D, said forks forming a rectangular recess *d* within the billet. The opposite side *c'* of the rectangular frame C is preferably provided with a friction-roller C', as shown.

I am aware that the connection between the hub and billet can be made by a suitable bar instead of the frame C.

In applying my tug the buckle B is secured to the back-band of the harness in the usual manner. The forks D' of the billet are placed in a position in which they extend upwardly from the frame and fold upon the tug, on opposite sides thereof, to permit the shaft to pass through the tug between one side there-

of and the forked portion of the billet. The outer end of the billet D is then drawn down through the rectangular frame C, and thence inward to be secured to the belly-band. It is obvious that a shaft-tug of this construction will clasp the shaft tightly and equally throughout its width and that the grip thereon will increase with the tension upon the tug, thus rendering the breeching unnecessary.

As shown in Fig. 2, one of the arms D' of billet D is longer than the other. By this construction the billet hangs from the shaft in a perpendicular plane from the inclined shaft, and the rubbing and chafing of the horse by the slight twisting of the belly-band is avoided.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

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

1. In a device of the character described the combination, with a frame, of a loop or tug pivoted thereto, a billet, and arms thereof of unequal length also pivoted to the frame at opposite sides of the loop, substantially as described.

2. In a device of the character described the combination with a frame, of a loop or tug pivoted to one bar thereof, a billet, arms thereto of unequal length also pivoted to said bar at opposite sides of the loop, and a friction-roller on the opposite bar of the frame, said billet adapted to bear upon the roller, substantially as described.

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

GEORGE W. POST.

Witnesses:

CHARLES F. FREIBERG,
ETHEL YAPP.