

No. 661,182.

Patented Nov. 6, 1900.

O. P. LANGAN.
TUG STOP.

(Application filed Mar. 5, 1900.)

(No Model.)

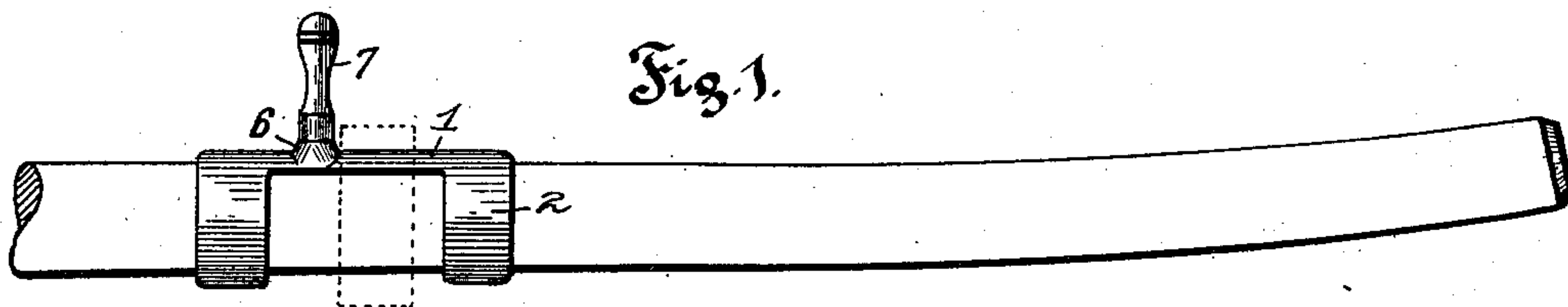


Fig. 1.

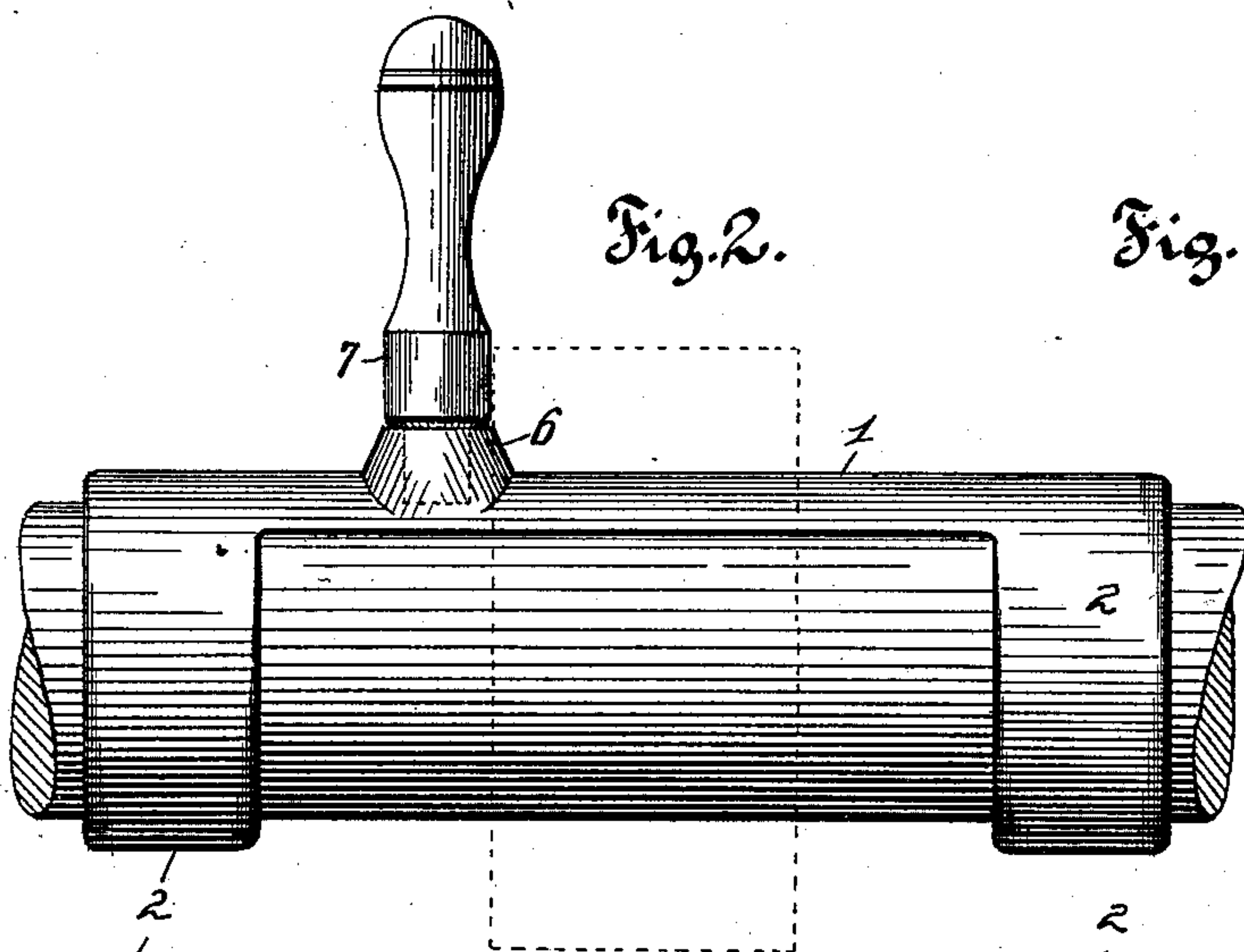


Fig. 2.

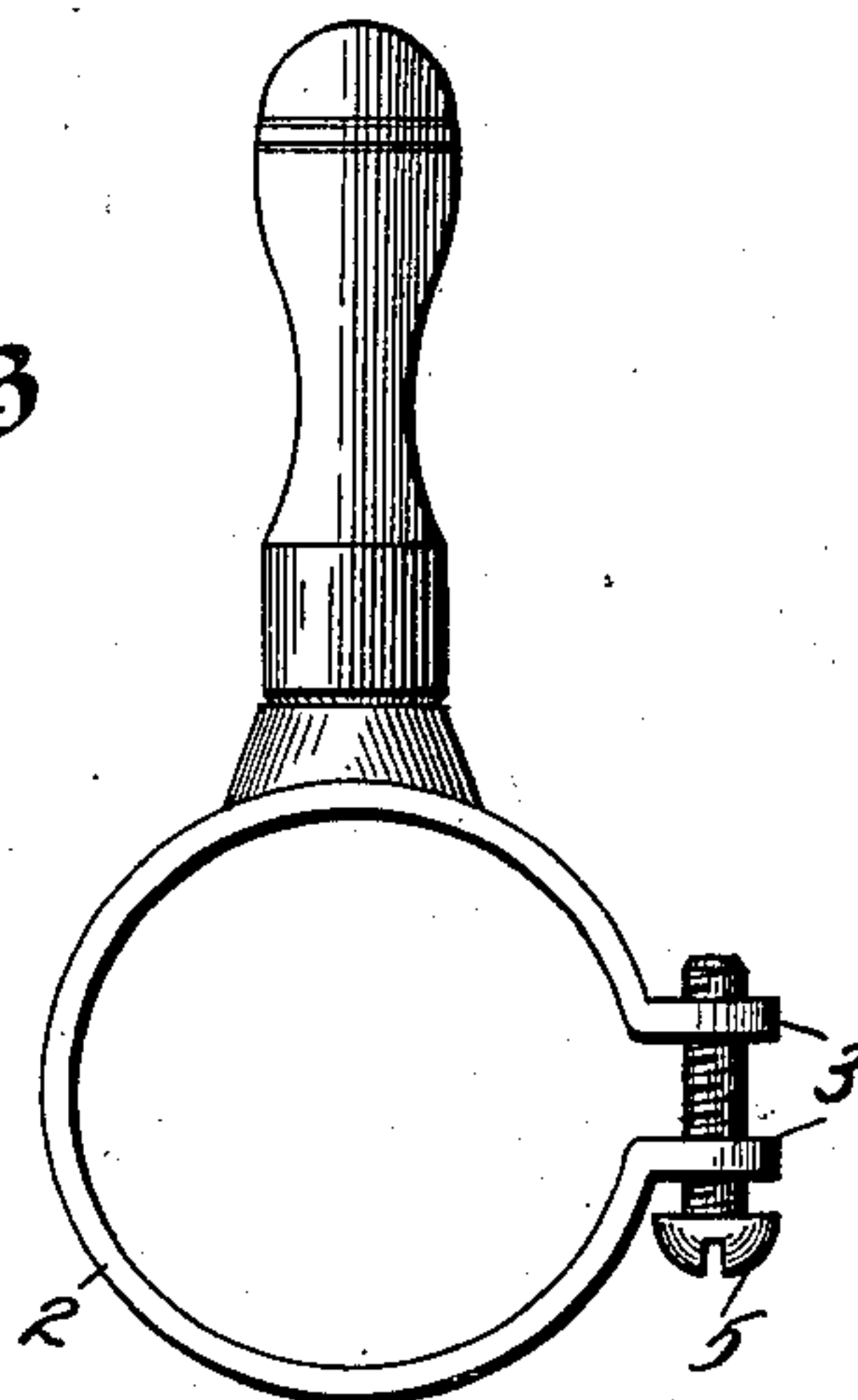


Fig. 3.

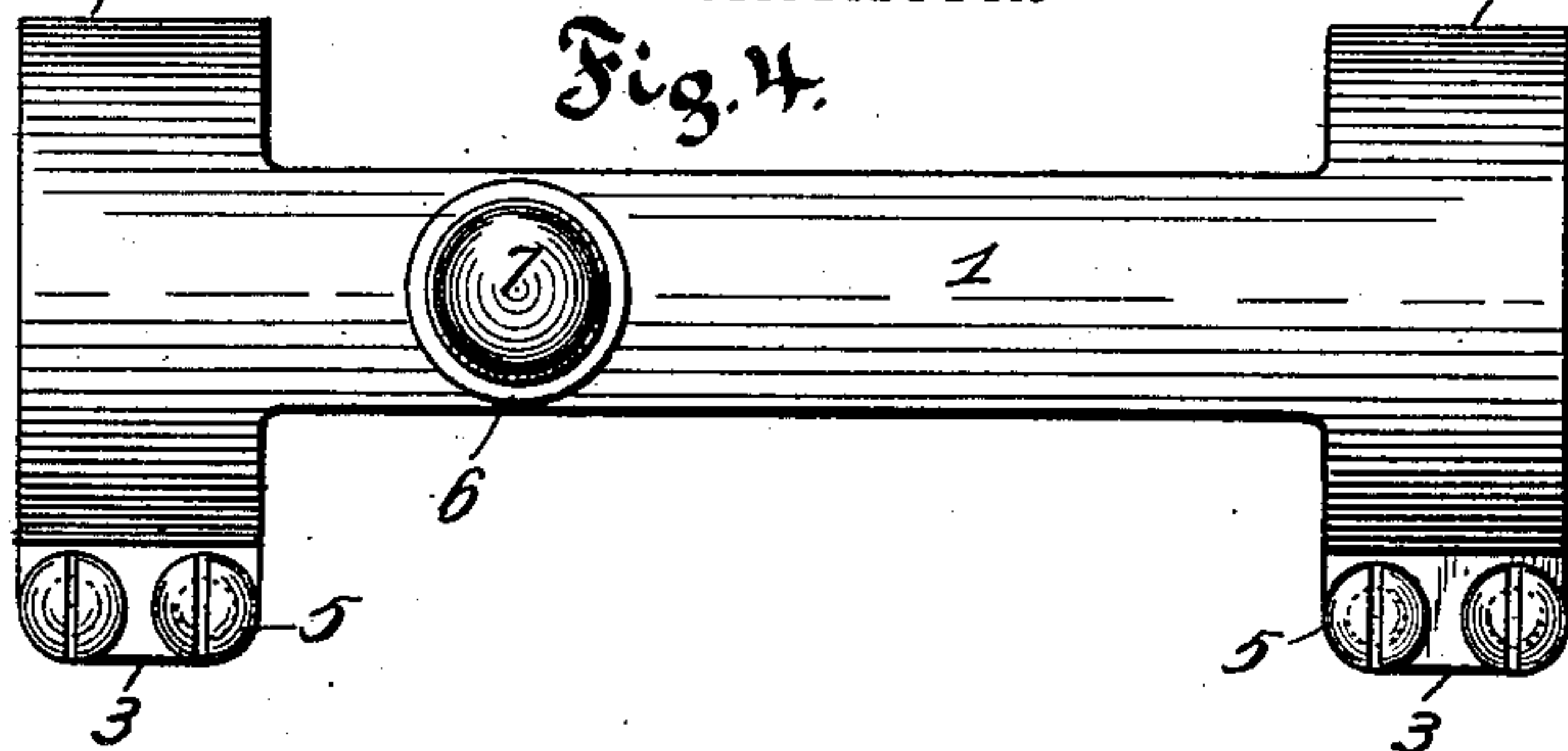


Fig. 4.

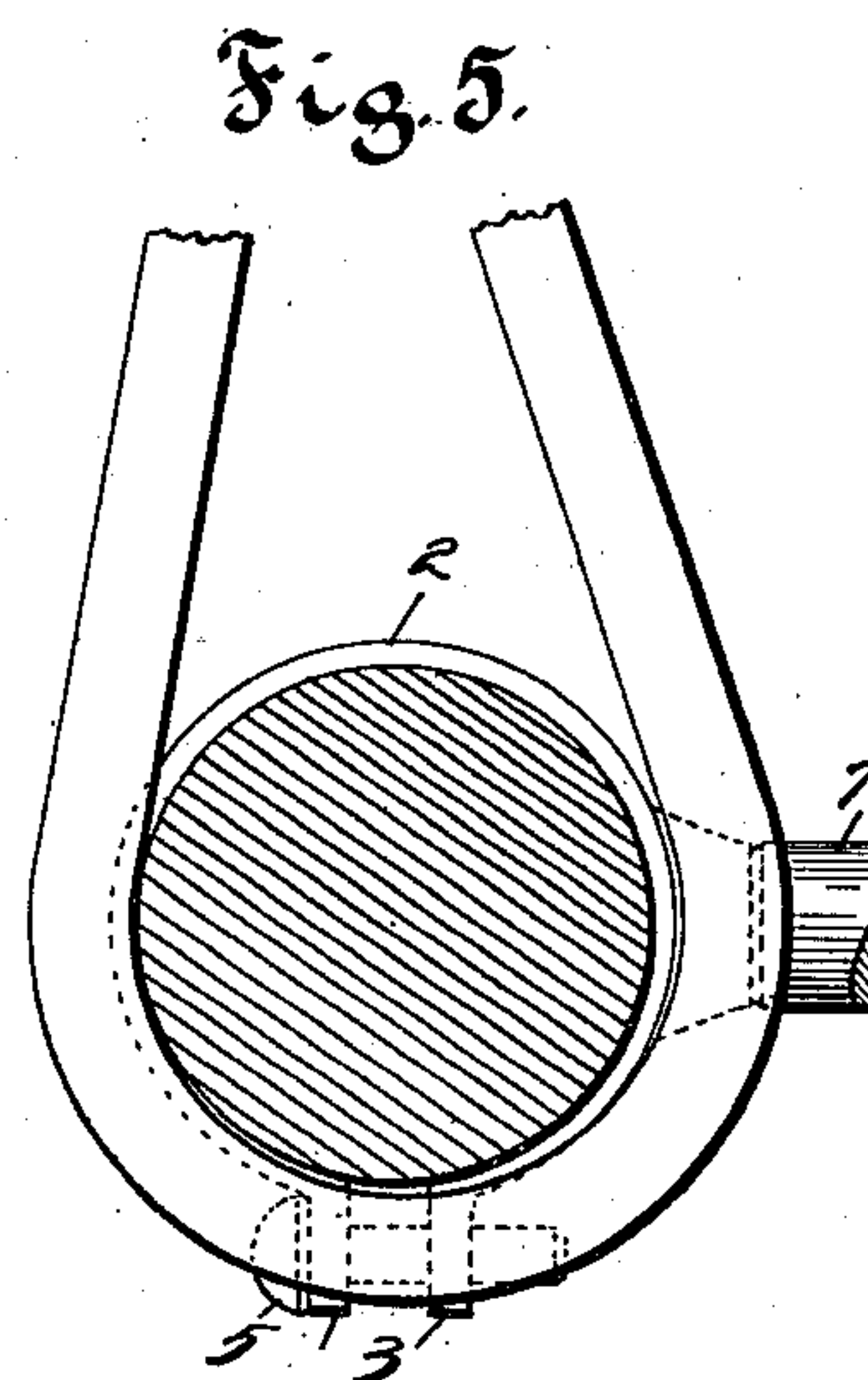


Fig. 5.

Witnesses
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UNITED STATES PATENT OFFICE.

OLIVER P. LANGAN, OF ST. LOUIS, MISSOURI.

TUG-STOP.

SPECIFICATION forming part of Letters Patent No. 661,182, dated November 6, 1900.

Application filed March 5, 1900. Serial No. 7,392. (No model.)

To all whom it may concern:

Be it known that I, OLIVER P. LANGAN, of the city of St. Louis, State of Missouri, have invented certain new and useful Improve-
5 ments in Tug-Stops, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

This invention relates to tug-stops; and it
10 consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

The object of this invention is to provide an improved tug-stop having a means where-
15 by it can be adjusted at any point upon the shaft of the vehicle, while at the same time instead of being weakened the shaft is strengthened by the presence of the said stop.

In the drawings, Figure 1 is a view show-
20 ing my improved tug-stop secured upon a shaft. Fig. 2 is an enlarged view showing the device in detail. Fig. 3 is an end view and shows the means which I employ to hold the device on the shaft. Fig. 4 is a side elevation.
25 Fig. 5 is a view showing the shaft-tug in position against my improved tug-stop.

In carrying out this invention I provide a metallic casting 1, preferably of brass, integral with each end of which is an open loop
30 or ring 2, which are for the purpose of encircling the shafts of the vehicle and are retained in position in a manner hereinafter fully set forth. Integral with each of the rings 2 is a pair of ears 3, the same being
35 adapted to fit against each other when applied to a shaft, but such is not necessary to hold the device in position. Through each of the ears 2 is a pair of threaded apertures, and I provide set-screws 5 for each of the said
40 apertures, which set-screws are of such length as to allow the rings to adjust themselves on any shaft and yet connect with the two adjacent ears. The said ears 3 occupy a plane at right angles to the plane of the part 1, which
45 is for the purpose of having the said ears occupy a position on the under side of the shaft when in use, the part 1 being on one side.

Integral with the part 1 on the side opposite from the rings 2 is an apertured lug 6, into
50 which projects a suitable handle or stop 7, the said handle being rounded in order that it will in no way injure the harness when the device is in use.

In use the rings 2 are applied over the
55 shafts of the vehicle in such manner that the

stop 7 projects outwardly in a horizontal plane, and the ears 3 are on the under side of the shaft. It is placed in the desired position, and the set-screws are then threaded into the ears 3, and the device is thereby secured rig- 60
idly in position.

Superior advantages are possessed by a shaft tug-stop constructed in accordance with the above principles.

It is not necessary to weaken the shaft by 65
threading screws into it, which it is manifest would disfigure the shaft, as well as weaken it.

My improved tug-stop can be easily and quickly adjusted to any position on the shaft, a minimum number of screws are made use 70
of, and the shaft is strengthened by the presence of the device instead of being weakened, as is the case where screws are applied to the shaft.

The device is simple and useful and no great 75
cost is involved in its construction.

I claim—

1. A tug-stop, comprising a strip, an open ring integral with each end of said strip, ap-
ertured ears integral with said rings, screws 80
for connecting said ears, and a finger carried by said strip opposite from the said rings, substantially as specified.

2. A shaft tug-stop, comprising a strip, an open ring integral with each end of said strip, 85
apertured ears integral with each of said rings, screws for said apertures, a lug integral with said strip opposite from said rings, and a finger rigidly carried by said lug which finger acts as a tug-stop, substantially as specified. 90

3. A shaft tug-stop comprising a strip, an open ring integral with each end of said strip, ears integral with said rings, the said ears being in planes parallel with the plane of the strip, means for drawing said ears together, a 95
lug integral with said strip, and a finger carried by said lug, substantially as specified.

4. A tug-stop, comprising a strip, an open ring integral with each end of said strip, means for clamping the rings around the 100
shaft, a lug integral with the said strip, and a finger rigidly carried by said lug, substantially as specified.

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

OLIVER P. LANGAN.

Witnesses:

JOHN D. RIPPEY,
JOHN C. HIGDON.