

No. 666,107.

Patented Jan. 15, 1901.

C. B. MEAD.

THILL TUG.

(Application filed Oct. 16, 1900.)

(No Model.)

Fig. 1.

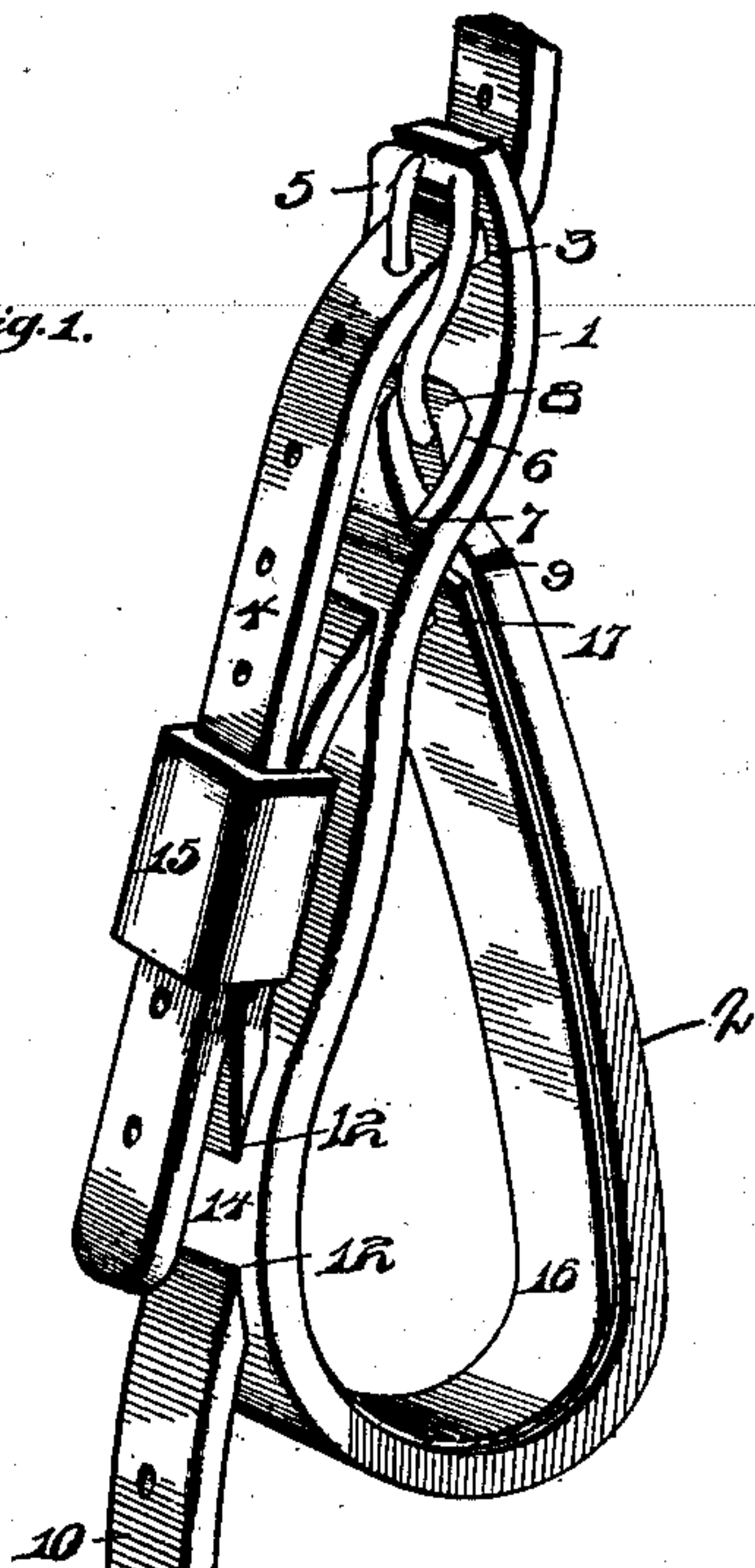
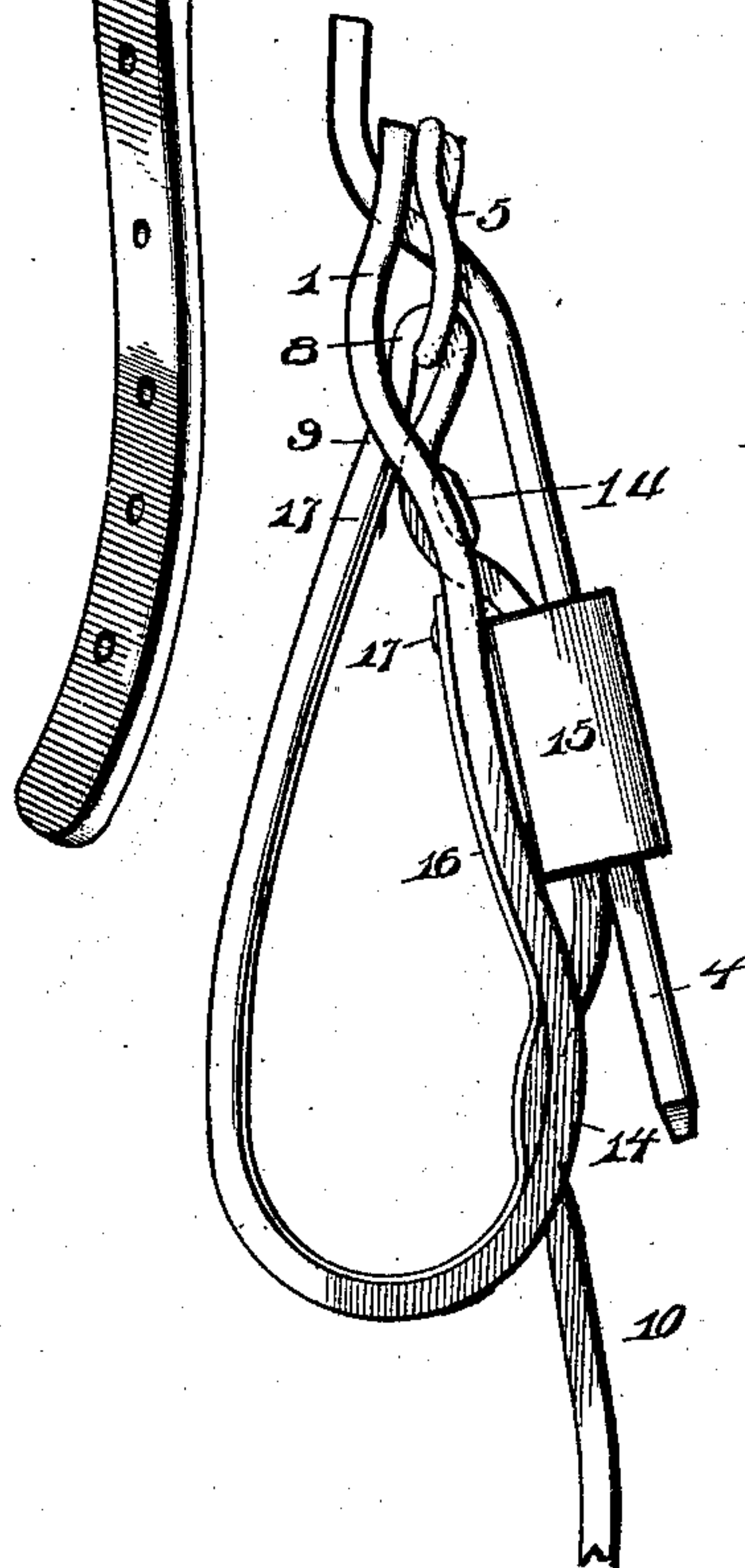


Fig. 2.



Witnesses

E. W. Hark
E. E. Potter

Inventor

Charles B. Mead.

A. C. Everett & Co.

Attorneys

By

UNITED STATES PATENT OFFICE.

CHARLES BIRDELL MEAD, OF EAST PALESTINE, OHIO.

THILL-TUG.

SPECIFICATION forming part of Letters Patent No. 666,107, dated January 15, 1901.

Application filed October 16, 1900. Serial No. 33,242. (No model.)

To all whom it may concern:

Be it known that I, CHARLES BIRDELL MEAD, a citizen of the United States of America, residing at East Palestine, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Thill-Tugs, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in shaft-tugs for harness, and has for its object to construct the loop of the tug without the ordinary stitching, thereby rendering the device stronger
15 and more durable than where the loop is composed of two or more plies of leather stitched together; and the invention also aims to so construct the tug as to provide means whereby the buckle usually carried by the tug will
20 be prevented from wearing the saddle-strap of the harness, as in the usual construction, where the upper bar of this buckle directly engages the saddle-strap, the wear of the same thereon is liable to damage the saddle-
25 strap and cause breaking thereof at this point.

With these ends in view the invention consists in the particular construction and arrangement of parts, as will be hereinafter more specifically described and then particularly
30 claimed, and in describing the invention in detail reference will be had to the accompanying drawings, forming a part of this specification, wherein like numerals of reference will be employed for designating like parts in
35 both views, in which—

Figure 1 is a detail perspective view of my improved tug, showing the same attached to the saddle-strap. Fig. 2 is a side elevation
40 of the same with the belly-band strap partly broken away.

To construct a tug in accordance with my invention, I provide a flat strap 1, made with a wide portion, out of which the loop 2 is formed, the strap being provided near its upper
45 end with a slot or opening 3, which is adapted to receive the saddle-strap 4 before the latter is attached to the buckle 5, carried by the tug. This strap 1 is provided just below the slot or opening 3 with a larger opening 6 and is further provided just below this

opening 6 with a slot 7. The loop of the tug is formed from the larger portion of the strap 1, and this strap is reduced to form the part 8, which holds the buckle 5, and also forms the means for attaching to the belly-band.
55 (Not shown.) The strap is reduced by cutting away a part thereof along each edge, which forms shoulders 9, the reduced part 10 of the strap being doubled upon itself close to these shoulders and inserted through the
60 opening 6, which doubled portion carries the buckle 5. The reduced portion 10 of the strap is then inserted through the slot 7 and through slots 12, provided in the strap 1 near the bottom of the loop, the material of the strap 1
65 that is between the opening 6 and slot 7 and that between the two slots 12 forming keepers 14 for the strap 10. A keeper 15 is mounted upon the strap 10 between these two keepers 14 to receive the end of the saddle-strap 4, as
70 shown. I preferably provide an inner lining 16, of leather or like material, which may be secured to the strap 1 near the upper end of the loop by riveting, as at 17, such rivets being placed above where they would contact
75 with the shafts of the vehicle. With this construction of tug it will be observed that the upper end of the strap 1 extends upward a sufficient distance to form a bearing for the buckle 5, the upper bar of which rests against
80 this extended end of the strap instead of against the saddle-strap, as in the ordinary construction, and thereby prevents wearing of the saddle-strap by contact of the said bar therewith. The strap 10, which attaches to
85 the belly-band, being first drawn through the upper keeper 14 and then through the lower one of these keepers is held in close contact with the loop, and the provision of this upper keeper enables me to double the strap 10
90 at its upper end to hold the buckle 5 without play thereon.

I am aware that prior to my invention tugs have been constructed in which the upper end of the strap was extended to form a bearing
95 for the buckle carried by the tug, and therefore do not claim this feature broadly; but in this prior construction no means is provided for doubling the belly-band strap 10 at its upper end to hold the buckle of the tug,
100

as in my construction, nor has the front of the loop-strap been provided with two keepers for holding the belly-band strap.

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

5 A shaft-tug comprising a strap provided with a slot near its upper end to receive the saddle-strap and with an opening below said slot, said strap being reduced for a portion of
10 its length to form a belly-band strap and the reduced portion being doubled upon itself and placed through the opening in said strap, and a buckle on said doubled portion, the part
15 of the strap above the slot near its upper end forming a bearing for the upper bar of the buckle to prevent wearing contact of said bar

with the saddle-strap, the wider portion of the strap being formed into a loop with integral keepers through which the reduced end of the strap is inserted, a keeper carried on
20 the reduced end between the keepers formed integral with the strap, and a lining of leather or the like riveted to the inner face of the loop, in the manner and for the purpose set
25 forth.

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

CHARLES BIRDELL MEAD.

Witnesses:

JOHN NOLAND,
H. C. EVERT.