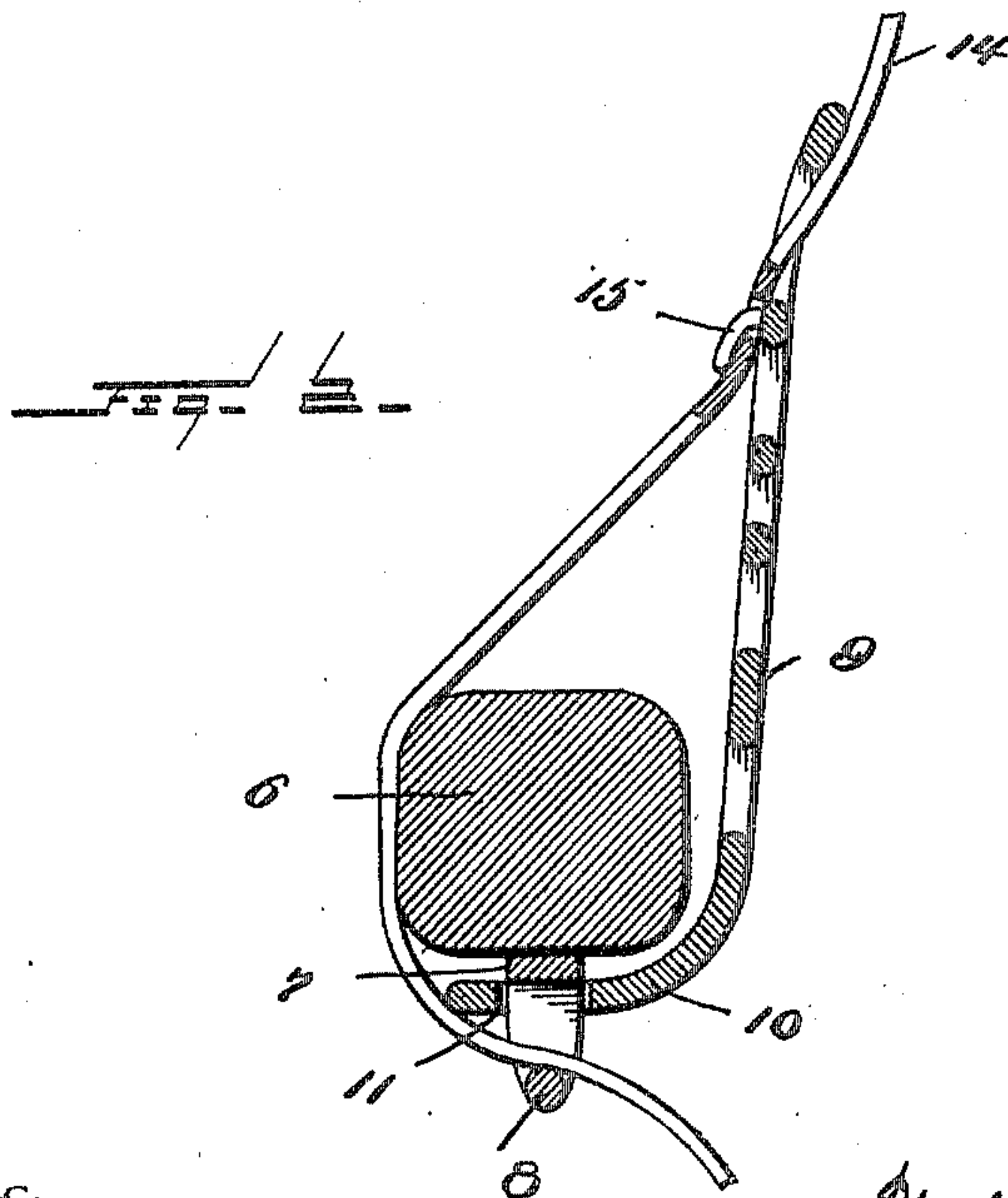
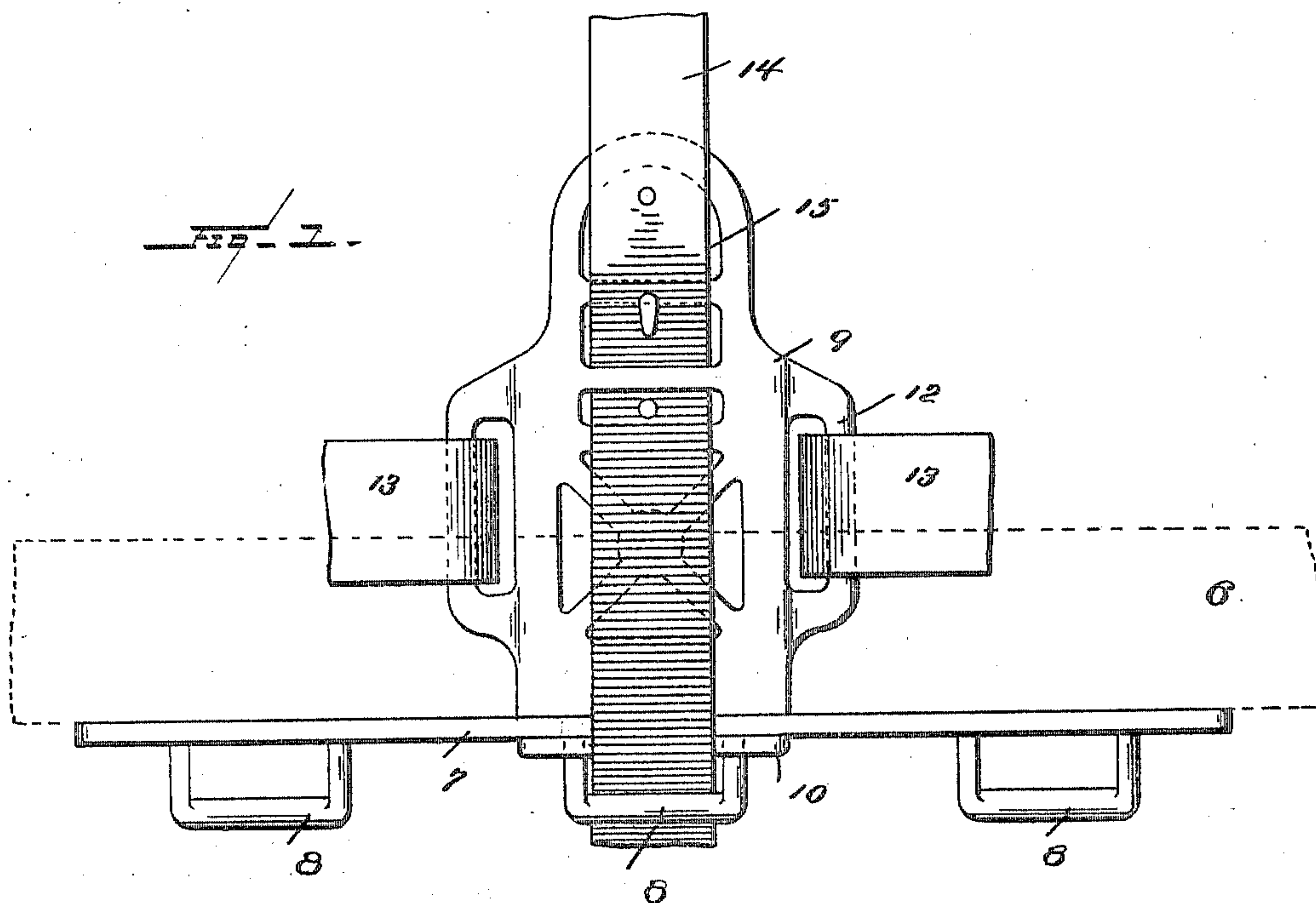


No. 811,850.

PATENTED FEB. 6, 1906.

W. M. JOHNSON.
SHAFT CARRIER AND TUG.
APPLICATION FILED MAY 11, 1905.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM M. JOHNSON, OF DETROIT, MICHIGAN.

SHAFT CARRIER AND TUG.

No. 811,850.

Specification of Letters Patent.

Patented Feb. 6, 1906.

Application filed May 11, 1905. Serial No. 260,005.

To all whom it may concern:

Be it known that I, WILLIAM M. JOHNSON, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented new and useful Improvements in Shaft Carriers and Tugs, of which the following is a specification.

This invention is a shaft carrier and tug for vehicles, and has for its object to provide an improved device of the kind by which the use of traces may be avoided by using the short tugs connected to the shaft-carrier to transmit the draft thereof.

A further object of the invention is to provide a device whereby the horse can be quickly detached from the vehicle.

In the accompanying drawings, Figure 1 is a side elevation of the device. Fig. 2 is a cross-section thereof.

Referring specifically to the drawings, 6 indicates a shaft, to the under side of which is secured a bar 7, having a series of downwardly-projecting loops 8. The shaft-carrier consists of a plate 9, curved out at the lower end, as at 10, to fit under the shaft and bar 7 thereon, and this curved outer portion has a recess 11 of proper size to receive one of the loops 8. The plate 9 has loops 12 at its front and rear edges for connection of the tugs 13. The front loop connects with the hame-tug and the rear loop may be connected with the traces in case traces are used.

At the top of the plate 9 a buckle 15 is formed for the back-band 14, which supports the carrier at the desired height and position.

The back-band extends through the buckle and around outside the shaft and is then inserted through the loop 8 under the portion 10. This locks the carrier and the shaft together and holds the parts in fixed position, and draft applied to the trace-carrier by means of the tugs is transmitted to the shafts. Detachment is readily effected by unbuckling the back-band from the belly-band and withdrawing the same from the loop 8, which permits said loop to be lifted out the carrier and detached. A series of loops 8 are employed, so that the hitch may be adjusted as necessary or desired.

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

A shaft carrier and tug comprising a bar fixed to the under side of the shaft and having a series of loops depending therefrom, and a plate to which the tug is attached, having its lower end curved under the shaft and provided with an opening through which one of said loops extends, and having at its upper end a buckle to attach the back-strap which is extended down outside the shaft and inserted through the loop under the said opening.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM M. JOHNSON.

Witnesses:

ELIZABETH J. PRICE,

LILLIAN A. SPARKLIN.