

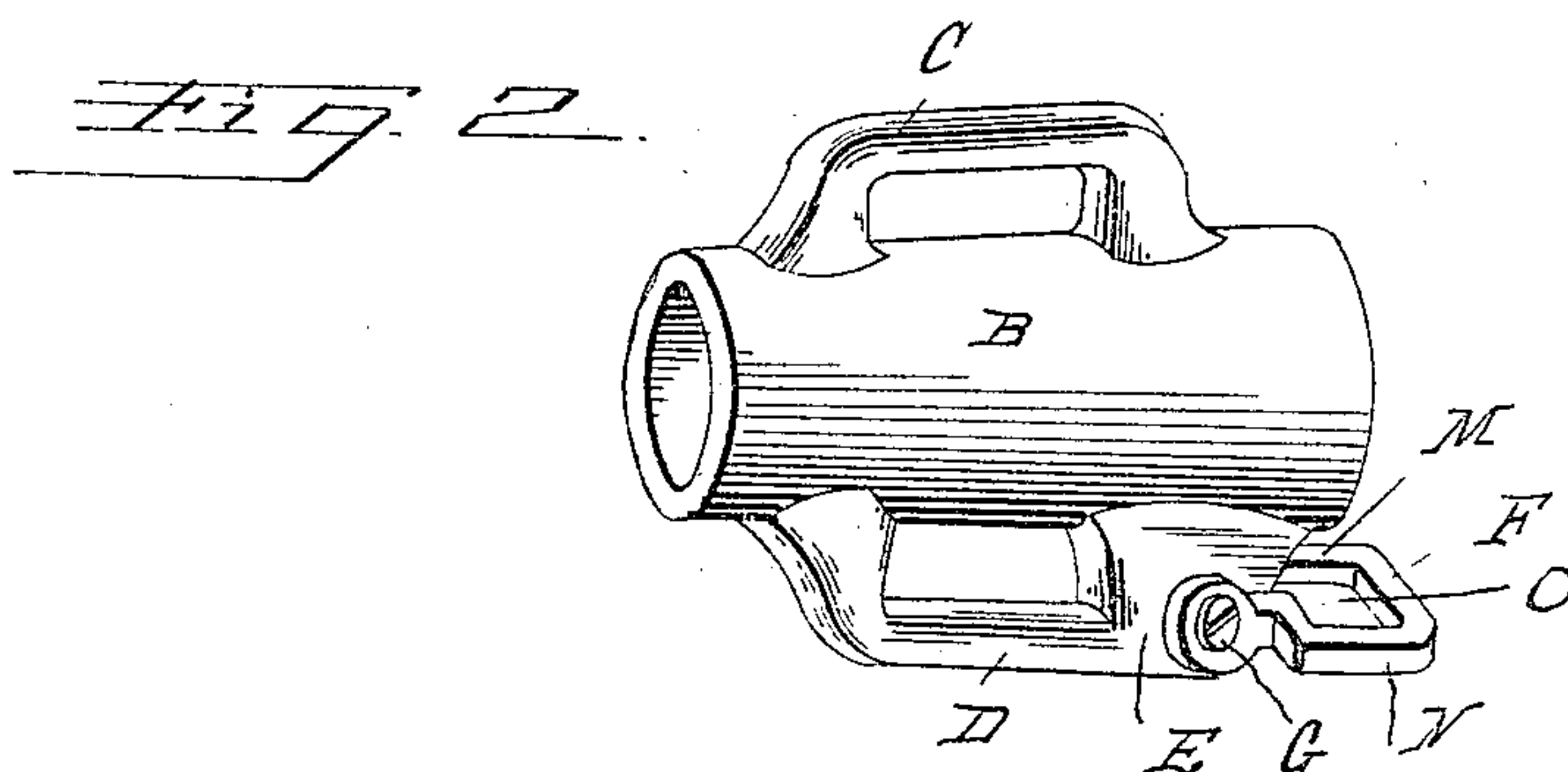
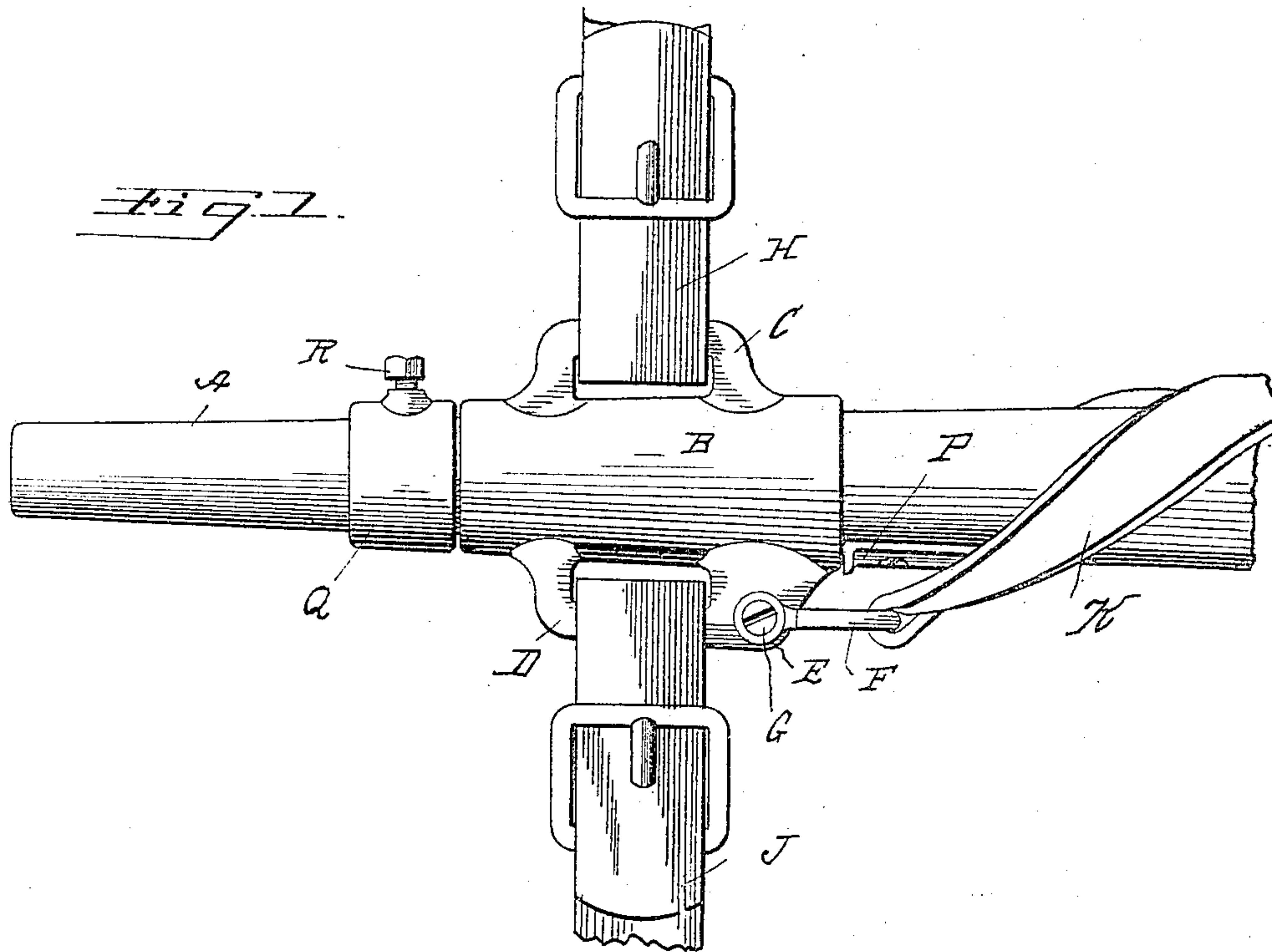
No. 816,439.

PATENTED MAR. 27, 1906.

F. DAVIS, JR.

SHAFT TUG.

APPLICATION FILED AUG. 31, 1905.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

FRANK DAVIS, JR., OF ST. JOHN, ILLINOIS.

## SHAFT-TUG.

No. 816,439.

Specification of Letters Patent.

Patented March 27, 1906.

Application filed August 31, 1905. Serial No. 276,531.

*To all whom it may concern:*

Be it known that I, FRANK DAVIS, Jr. a citizen of the United States, residing at St. John, in the county of Perry and State of Illinois, have invented certain new and useful Improvements in Shaft-Tugs, of which the following is a specification.

My invention relates to improvements in shaft-tugs, and refers particularly to a device of this kind which will take the place of breeching and tugs now commonly employed in harness.

One object of my invention is the provision of a shaft-tug which may be used with any ordinary harness and which will dispense with the use of breeching and holdback-straps and which will greatly simplify the construction of the harness.

Another object of my invention is the provision of a device of the character described which will be very simply and durably made and which will mean a great saving of time in the hitching up or unhitching of the horse.

My invention further consists in certain other novel features of construction and combination of parts substantially as disclosed herein.

Figure 1 represents a side elevation of my improved shaft-tug applied to the shaft of a vehicle and with the harness attached thereto and shows the clamp which may be applied to the shaft to prevent the shaft-tug from becoming detached therefrom. Fig. 2 represents a perspective view of the shaft-tug detached.

With reference to the drawings the letter A designates the shaft of a vehicle upon which is secured my improved shaft-tug, which consists of the tubular sleeve B, provided on one side with the extension-loop C and directly opposite it on the other side with the similar loop D. The shaft-tug is mounted on the shaft with the loops in a vertical position, and the lower loop D is formed with an extension E, in which is journaled the clevis F by means of the screw G. To the upper loop the back-band H of the harness is secured, the belly-band strap J is secured in the lower loop, and the holdback-strap K, connected to the breeching L, is secured in the clevis F.

The clevis is of peculiar construction and is formed with the long straight side M and the shorter side N, providing an oblong loop O. This loop is offset, and by removing the screw and turning the clevis over it may be

used on either the right-hand or left-hand shaft, as desired.

If desired, the breeching may be entirely dispensed with, as the lug P, secured on the under side of the shaft, prevents the shaft-tug from sliding up on the shaft.

In racing horses it is desirable to encumber the horse with as little harness as possible, and I provide for this by using the clamping ring or collar Q, which is placed on the shaft in front of the shaft-tug and secured by the thumb-screw R. Thus it will be seen that a breast-strap or breeching is not necessary with my improvement, and this fact makes my invention very valuable in racing or where a light harness is required.

From this description, taken in connection with the drawings, it will be evident that I provide a shaft-tug which is light in weight and simple to operate, which will greatly simplify the construction of the harness, which will mean a great saving in time in the hitching up or unhitching of a horse, and which will be efficient and practical in the uses for which it is intended.

I claim—

1. A shaft-tug consisting of a sleeve mounted on the shaft of a vehicle, loops formed on said sleeve and adapted to receive portions of the harness, a clevis secured to one of the loops and adapted to receive the holdback-strap of the harness, a clamp secured upon the shaft in front of the sleeve, and a lug carried by the shaft and adapted to prevent the sleeve from sliding up on the shaft.

2. A shaft-tug consisting of a sleeve mounted on a vehicle-shaft, means on said sleeve adapted to receive portions of the harness, means for preventing the sleeve from sliding backward on the shaft, and a clamp secured on the shaft and adapted to prevent the sleeve from sliding forward on the shaft.

3. A shaft-tug comprising a sleeve, loops on the sleeve adapted to receive portions of the harness, a clevis having an offset portion pivotally secured to one of the loops, a lug secured to the shaft and engaging the sleeve, and an adjustable clamp engaging the opposite end of the sleeve.

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

FRANK DAVIS, JR.

Witnesses:

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HARRY J. DAVIS.