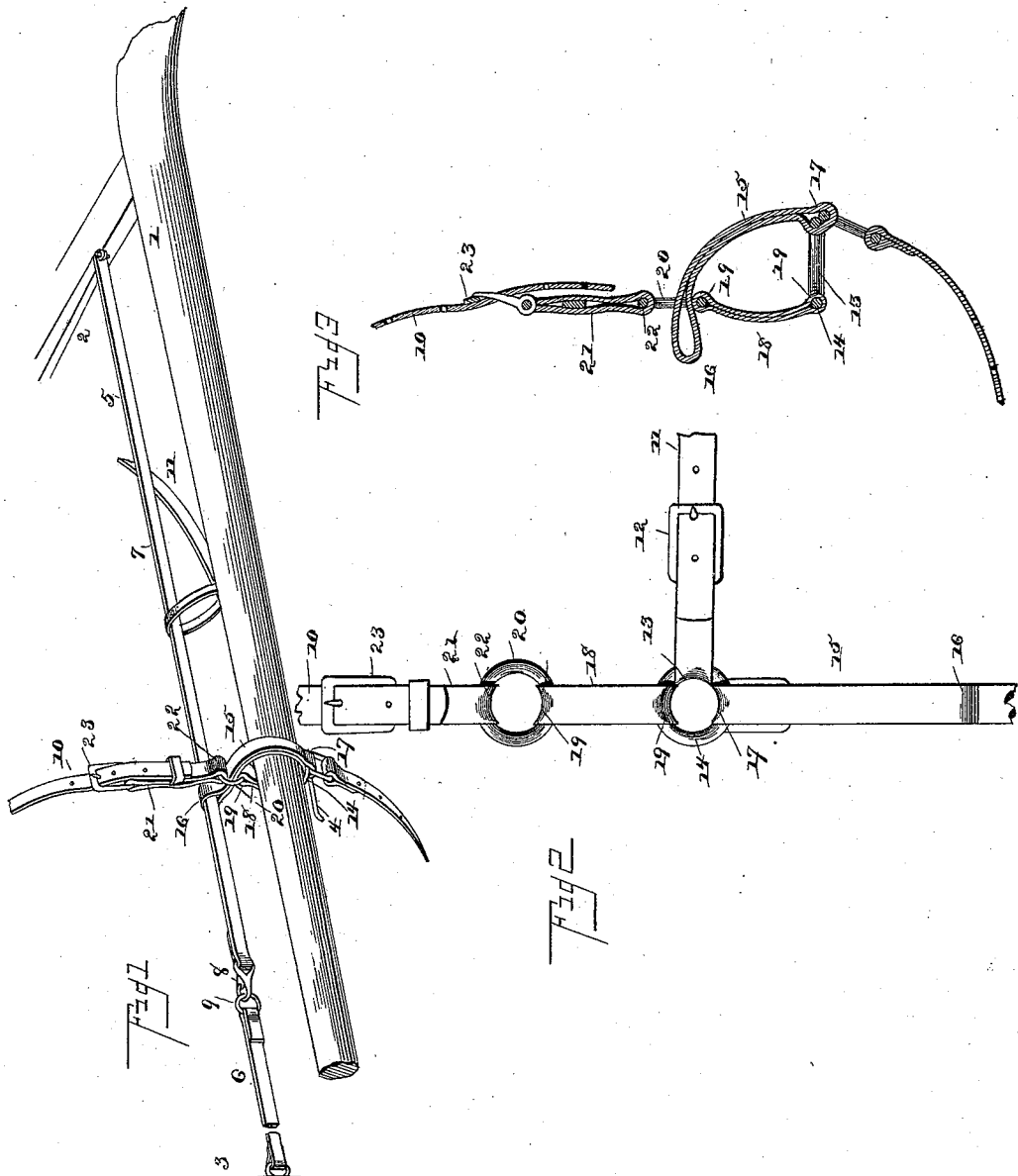


(No Model.)

S. M. RHONE.
HARNESS.

No. 429,545.

Patented June 3, 1890.



Witnesses:

John Amire
W. S. Small

By his Attorneys,

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UNITED STATES PATENT OFFICE.

SAMUEL M. RHONE, OF MONTGOMERY STATION, PENNSYLVANIA.

HARNESS.

SPECIFICATION forming part of Letters Patent No. 429,545, dated June 3, 1890.

Application filed July 9, 1889. Serial No. 316,957. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. RHONE, a citizen of the United States, residing at Montgomery Station, in the county of Lycoming and State of Pennsylvania, have invented a new and useful Harness, of which the following is a specification.

This invention has relation to improvements in harness, and especially to that portion thereof known as "thill-tugs;" and among the objects in view are to provide a tug so constructed as to obviate the necessity of inserting the shafts at their ends in the tug and backing the horse for that purpose, and to provide the tugs with means for attachment to an ordinary back or saddle strap, to adapt the same also for connection with the breeching, and to provide a means whereby said tug will be locked in a looped position, and also adapted for the carrying of the traces.

With these general objects in view the invention consists in certain features of construction hereinafter specified, and more particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of so much of the harness and a thill as is required to illustrate my invention. Fig. 2 is a plan of the thill attachment detached; and Fig. 3, a transverse section, the parts being in their relative position and illustrating the connection of each part.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 represents a thill or shaft; 2, the whiffle-tree; 3, the hame, and 4 the usual inner or depending hook projecting from the shaft intermediate its ends.

5 represents the trace, which for the purpose of convenience I prefer to form in two sections 6 and 7, the latter section being provided with a snap-hook 8, designed for engagement with the ring 9 on the opposite section, which latter section is connected in the usual manner to the hame.

10 represents the usual back-strap or saddle, and 11 the usual breeching-strap, which is provided at its opposite ends with buckles 12, through the medium of which are formed loops 13, in which is linked a metal ring 14. A short section 15 is provided with a trace-car-

rying loop 16 at its free end, and at its opposite end is provided with a loop 17, engaging the ring 14. An opposite section 18 is also provided with loops 19 at both ends, the lower one of which embraces the ring 14, and the upper end of which embraces a similar ring 20. A short section 21 is provided with a loop 22, which also embraces or connects with the ring 20, and at its opposite end is provided with an ordinary buckle 23, designed to receive and connect the described attachment with the back-strap 10. The attachment thus described will be understood as duplicated at the opposite side of the harness.

The operation of my invention is as follows: The shafts are raised and the animal brought around in position under the same, and they are lowered and the rings 14 hooked over the hooks 4. It now simply remains to bring the free end of the strap-section 15 under the shaft over the same and project the loop 16 through the ring 22. The snap end of the section 7 of the trace is then passed through the loop 16 at the free end of the section 15 and the snap connected with the ring 9. The operation is then repeated at the opposite side of the horse and the animal is hitched. To unhitch the horse, it is simply necessary to disconnect the snap 8 from the ring 9, withdraw the section 5 of the trace from the loop 16, and start the horse out of the shafts, when the loop 16 will withdraw from the ring 20 and the animal is unhitched. It will be seen that the hitching and unhitching operation is materially simplified, and that I obviate the necessity of frequent passing to and fro before the horse's head, which to nervous animals is very apt to excite them and render them fractious.

Having described my invention and its operation, what I claim is—

1. In a harness, a series of strap-sections depending from the saddle thereof and connected by rings, the terminal section ending in a loop and adapted to be bent over the remaining sections and have its loop end passed through one of said rings to receive a trace, and by its bending forming a thill-receiving loop, substantially as specified.

2. The herein-described harness, comprising the sections 21, 18, and 15, and a series of

rings connecting the sections, the upper section 21 being provided with a buckle adapted to receive the back-strap, the lower section 15 terminating in a loop inserted through the upper ring of the series, adapted to receive the trace connected with the whiffletree and inserted through the loop formed in the last section, substantially as specified.

3. In a harness, the combination, with the back-strap 10, of the section 21, having the buckle 23, connecting the strap with the section and terminating at its opposite end in the loop 22, connected with the ring 20, the section 18, having the loops 19, one of which is connected with the ring 20, and the opposite one of which with the ring 14, the breeching 11, having the loop 13, formed by the buckle 12, connecting with the ring 14, the section 15, having the loops 17, also connecting

with the ring 14 and terminating in the loop 16, said section being passed through the ring 20 to form a thill-receiving loop, and the trace 7, passed through the loop 16, substantially as specified.

4. In a harness, the sections 21, 18, and 15, connected together by rings 20 and 14, the end of the section 15 being passed through the ring 20 and receiving the trace, the ring 14 having the breeching-strap connected therewith, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two-witnesses.

SAMUEL M. RHONE.

Witnesses:

B. L. BOWMAN,
DE LA GREEN.