

(No Model.)

D. T. CHAMBERS.

HOLDBACK.

No. 322,158.

Patented July 14, 1885.

Fig. 1.

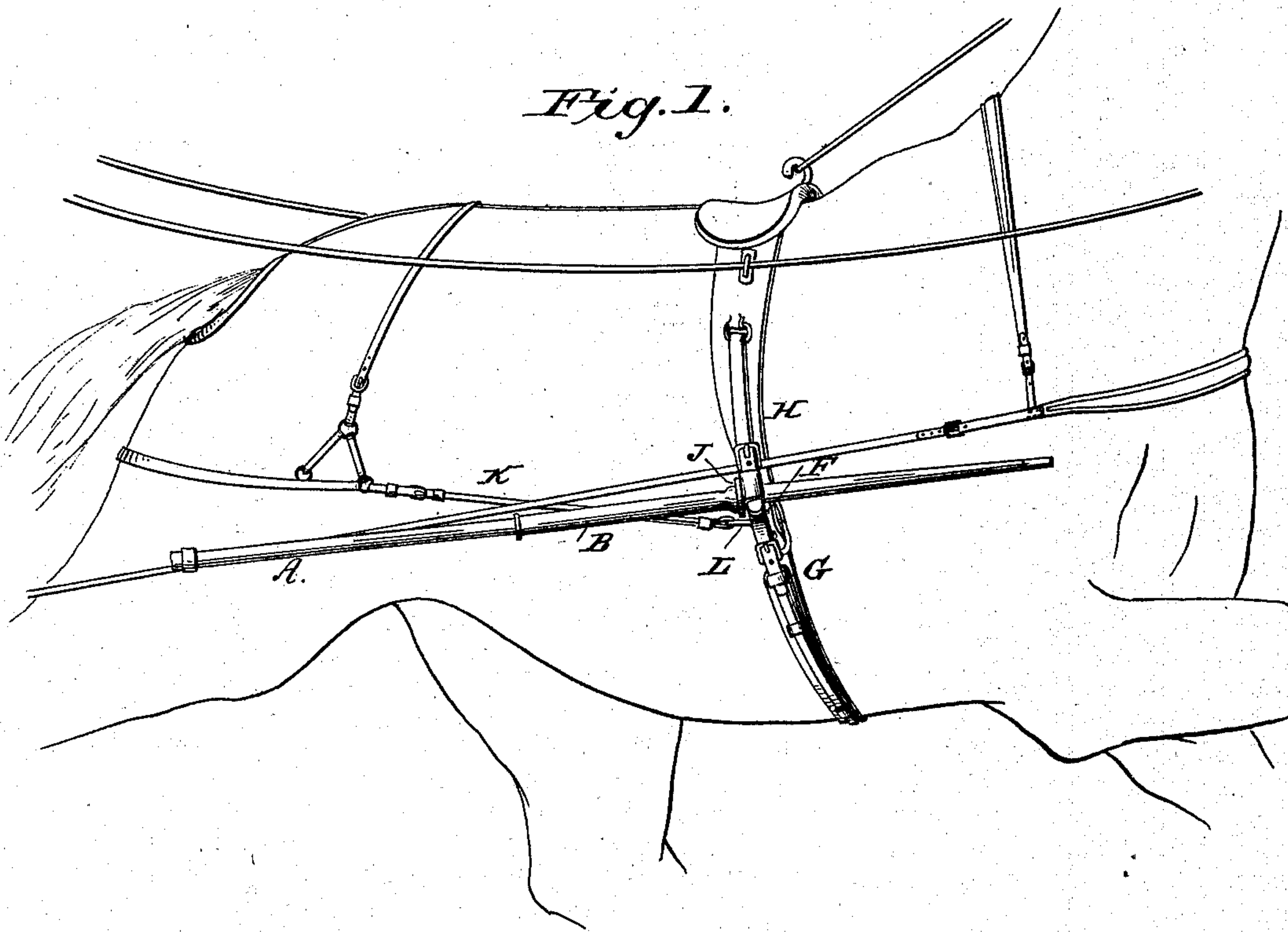


Fig. 2.

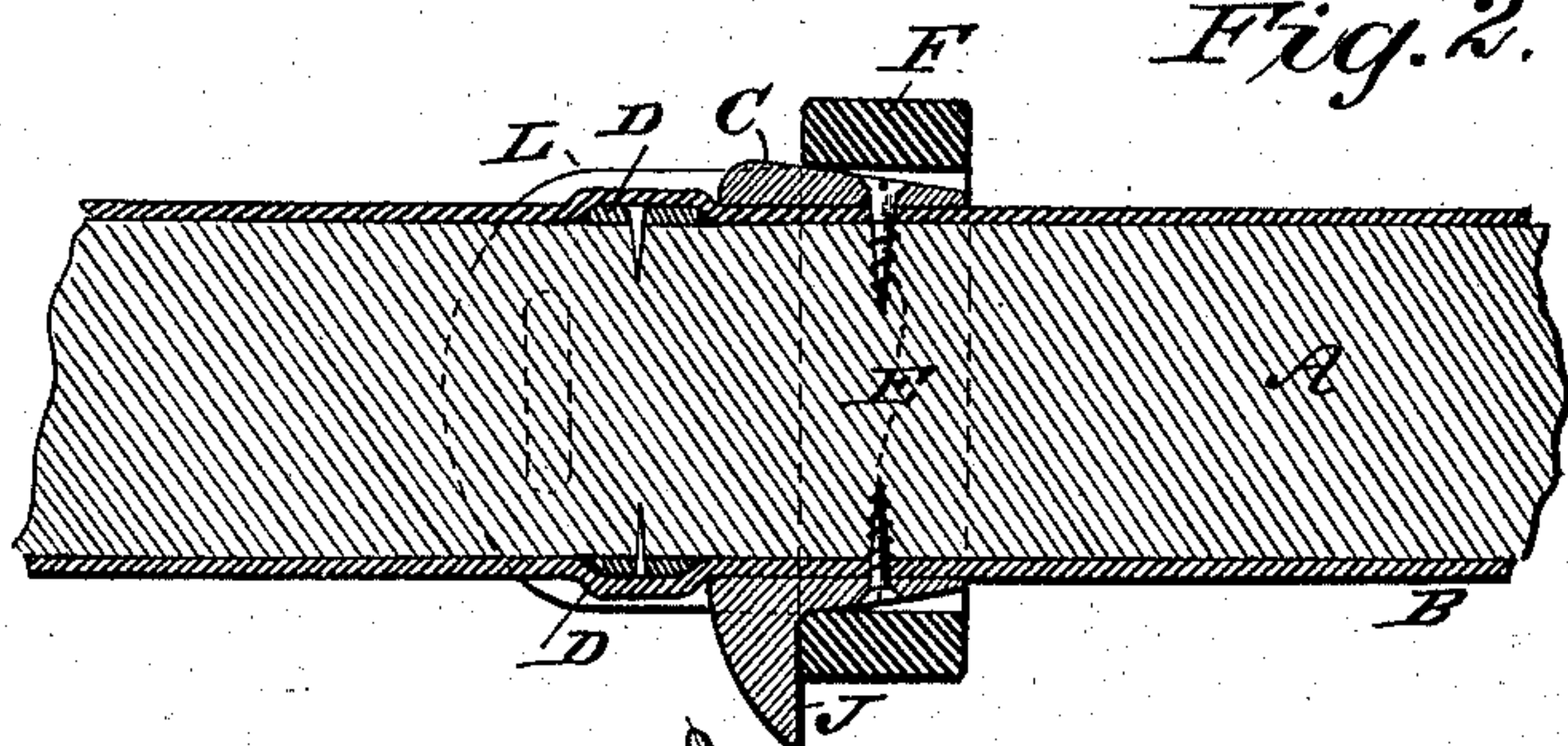
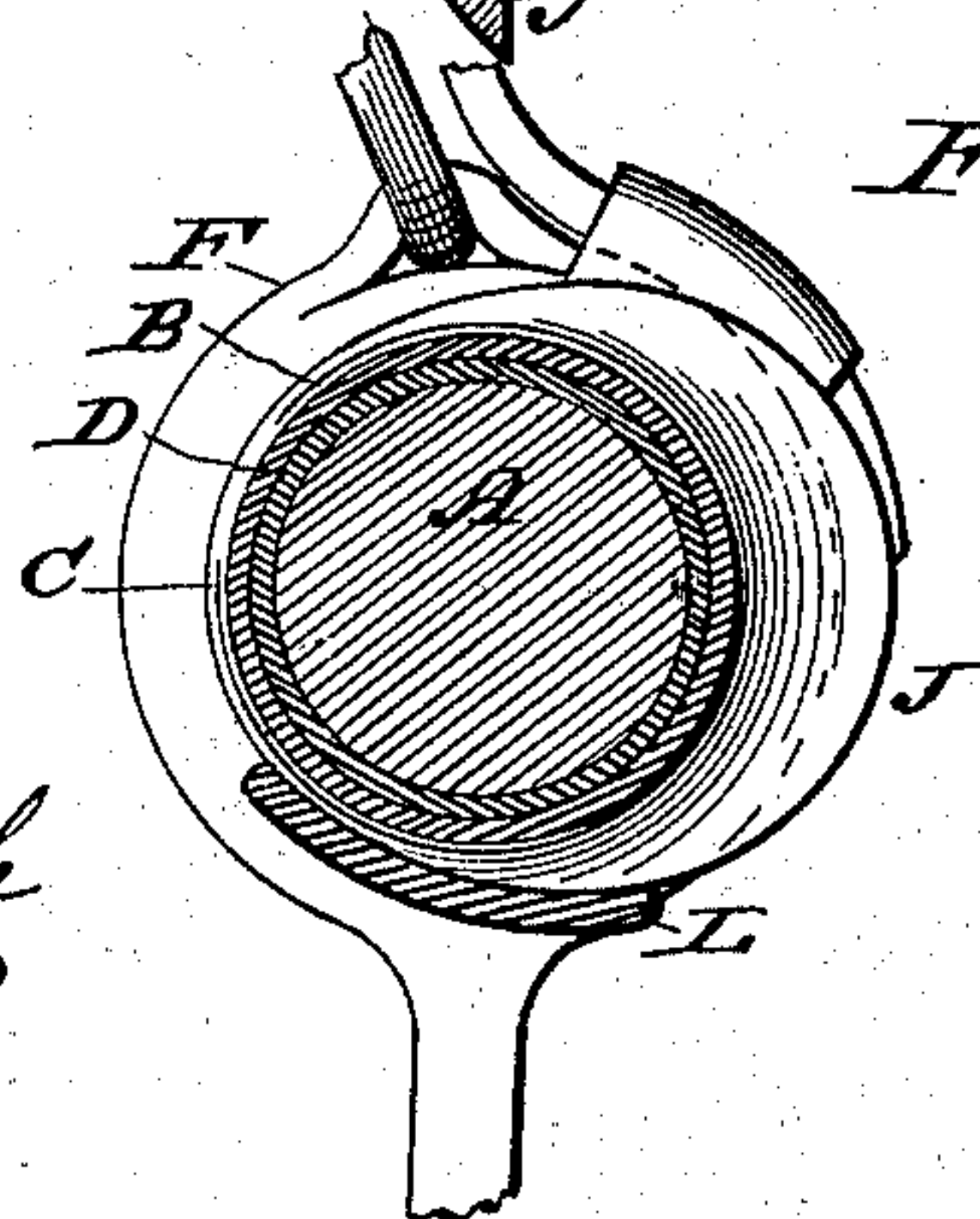


Fig. 3.



WITNESSES:

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DANIEL T. CHAMBERS, OF MECHANICSBURG, OHIO, ASSIGNOR OF ONE-THIRD
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HOLDBACK.

SPECIFICATION forming part of Letters Patent No. 322,158, dated July 14, 1885.

Application filed April 30, 1885. (No model.)

To all whom it may concern:

Be it known that I, DANIEL T. CHAMBERS, a citizen of the United States, residing in Mechanicsburg, in the county of Champaign and State of Ohio, have invented a new and useful Improvement in Holdbacks for Harness, of which the following is a description.

This invention relates to that class of holdbacks which are so connected with the harness as to require no attention when placing the horse to the carriage; and its object is to provide a self attaching and detaching holdback of neat appearance in harmonious keeping with the most approved style of harness—one that shall avoid rattling and unnecessary wear on conspicuous parts of the gear.

To this end my invention consists in certain attachments to the thills constructed and combined as hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side view of a portion of a horse, showing my invention applied. Fig. 2 is a horizontal section of a portion of a shaft with my holdback attached to it, and Fig. 3 is a transverse vertical section of a shaft just behind my holdback-ferrule.

A represents a carriage-shaft of any usual form. The shaft here represented is shown as covered with leather, B, in a manner common to stylish carriages. Upon and entirely around this leather covering I fix my ferrule C, as follows: Beneath the covering upon the shaft I first tack a ferrule or leather ring, D, and around this ring I secure the covering in any usual manner. I then place the ferrule around the covering on the shaft and crowd it back until it bears against the slight bulge in the covering formed by the ring D. This prevents the ferrule from ever slipping backward under any amount of strain, even though the common wood-screws E, with which it is fastened to the shaft, were to become loose. The ring underneath the covering resists endwise thrust very much more than the same ring could do if placed outside the cover, because the action of the ferrule is to wedge the cover upon the ring rather than to push the ring endwise, and the cover itself is also fastened to the shaft.

F represents the shaft-tug which surrounds

the shaft, and is secured to the shaft-girth G and to one of the saddle-shafts H by buckles, as usual. The ferrule C is provided with a lip or flange, J, extending about half-way around it and projecting on the outside of the shaft away from the horse. That portion of the ferrule in front of the flange is as wide along the shaft as the width of the tug, and freely supports the latter to shield the shaft and its covering from the wear inevitable to this locality of the harness and gear. The ferrule, being metal, is brightened by wear, and is neither weakened by the amount of wear to which the life-time of the harness would subject it nor is it rendered unsightly thereby; but, on the contrary, where the tug is carried directly upon the shaft or its covering in front of a ferrule or other stop, the cover will be quickly worn down to the shaft, and the color of the shaft will thereafter show an unsightly blemish. It is common to see shafts worn at this point so as to be seriously weakened thereby.

I connect the holdback-strap K directly with the tug, and not with any loose connection thereof—such as rattling rings, &c.—as follows: L is a tang of thick leather made into the tug and projecting rearward therefrom beneath the ferrule to take the wear thereof, and perforated to receive the forward end of the holdback-strap. By this means leather joins with leather, and leather rests on the only metal of the device—the ferrule C—so that rattling is impossible. The holdback-strap attaches to the breeching in a vertical plane, and in some styles of holdback attachments the forward end is also vertical, carrying the edge upward to be worn and warped in wet weather by the to and fro dragging of the trace upon the said edge; but in my method of attaching, the holdback-strap is turned to a horizontal position where it enters the tug-tang, and the trace slides upon that portion of the holdback near the thill, which is thus avoiding wear.

The leather tang L may be attached to the tug F in any other way which will serve the purpose set forth.

I am aware that a flanged ring having its flange on the forward end has been secured to

a buggy-shaft to stop a holdback placed directly on the shaft, and I do not claim the same.

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

1. The combination of a carriage-shaft, A, a cover, B, therefor, the ring D, interposed between the shaft and cover, and the flanged ferrule C, placed upon the shaft around the cover B, and close in front of the ring D, substantially as shown and described.

2. The combination of a carriage-shaft, A, a ferrule, C, secured thereon, provided with a flange, J, a shaft-tug, F, attached to a girth and to a saddle-strap of the harness, a tang, L, secured to the tug, and a holdback-strap, K, connecting the tang L with the breeching of the harness, the said flange J being at the rear

end of the ferrule, and that portion of the ferrule forward of the flange being as wide as the tug F, which is shaped to fit thereon, substantially as shown and described.

3. The combination of a carriage-shaft, a ferrule secured thereon provided with a flange at its rear end, a tug fitted around and to rest wholly upon that portion of the ferrule forward of the flange, and a tang projecting rearward from the tug and perforated near its rear edge to receive a holdback-strap, and means for securing the tug to a girth of the harness, substantially as shown and described, for the purpose specified.

DANIEL T. CHAMBERS.

Witnesses:

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