

(No Model.)

H. K. PORTER.
BREECHING HOOK.

No. 350,392.

Patented Oct. 5, 1886.

FIG. 1.

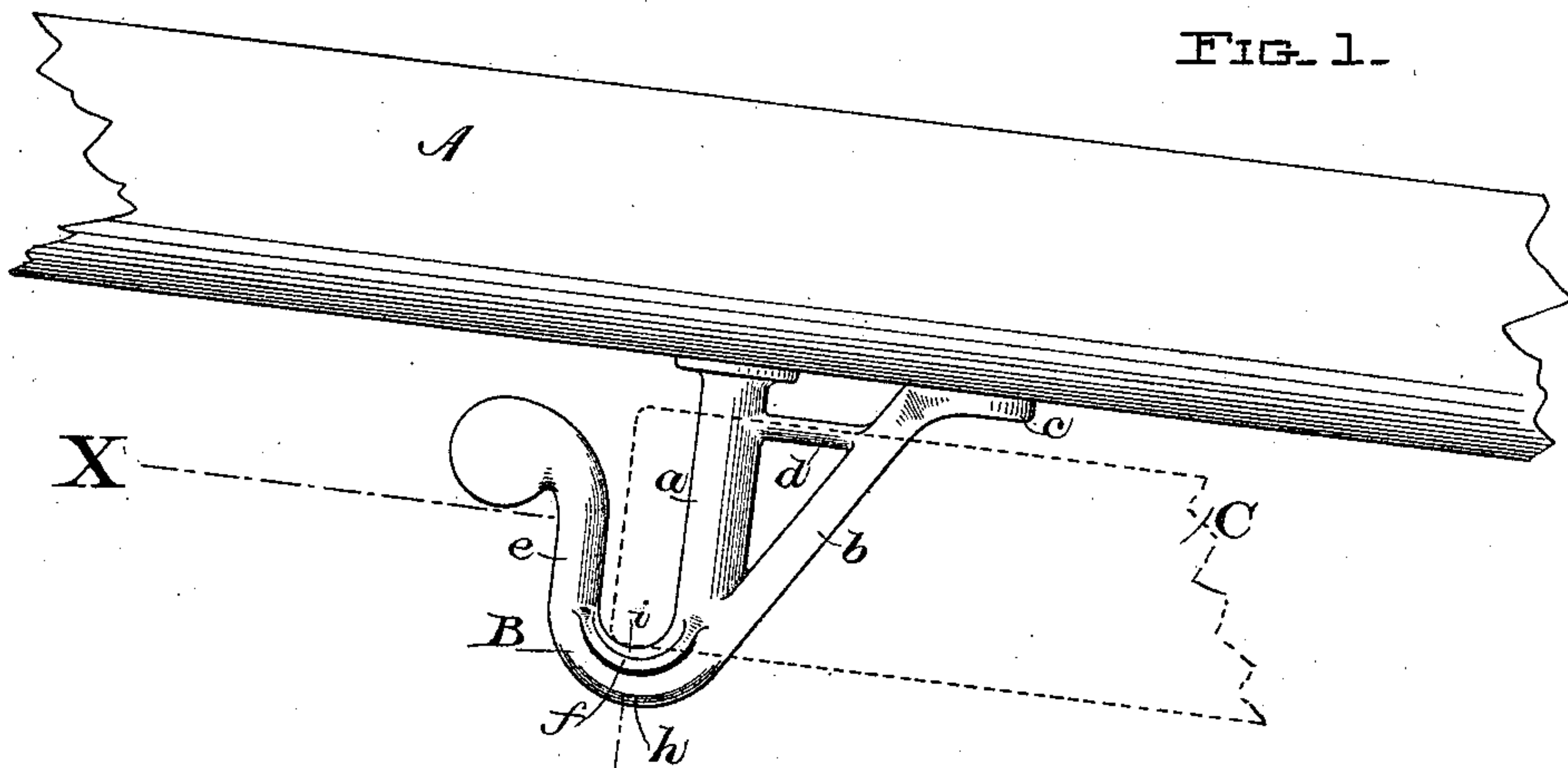


FIG. 2.

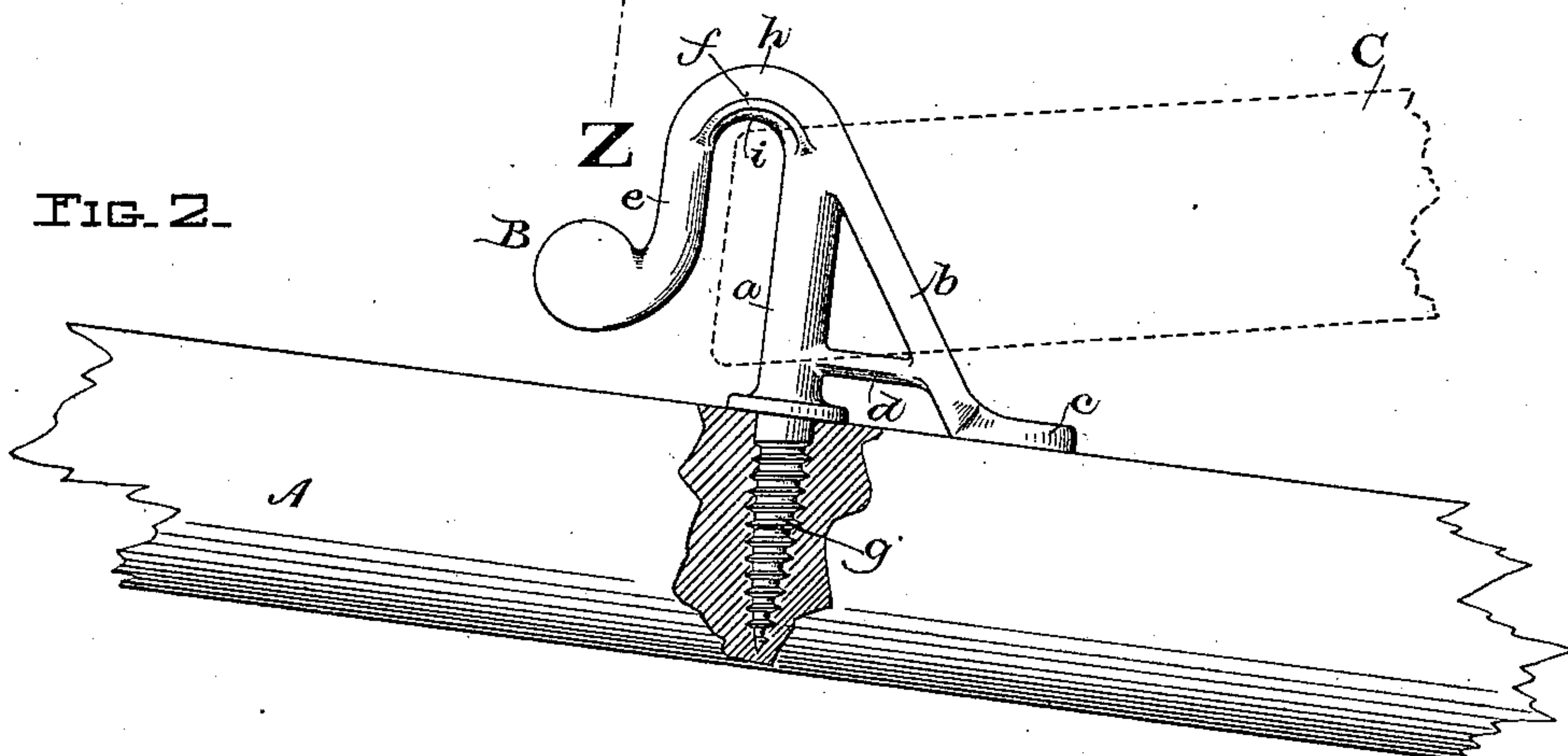


FIG. 4.

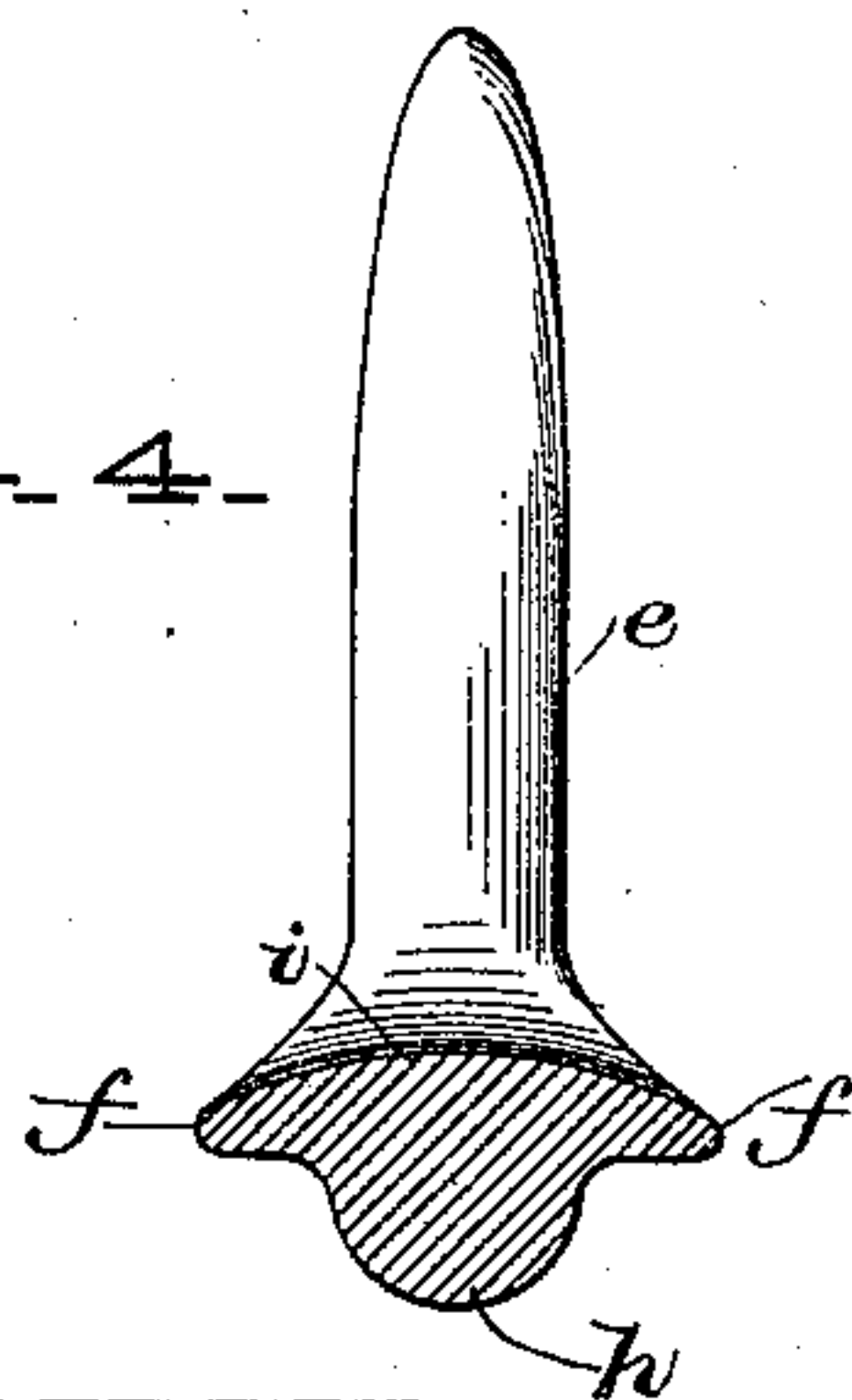
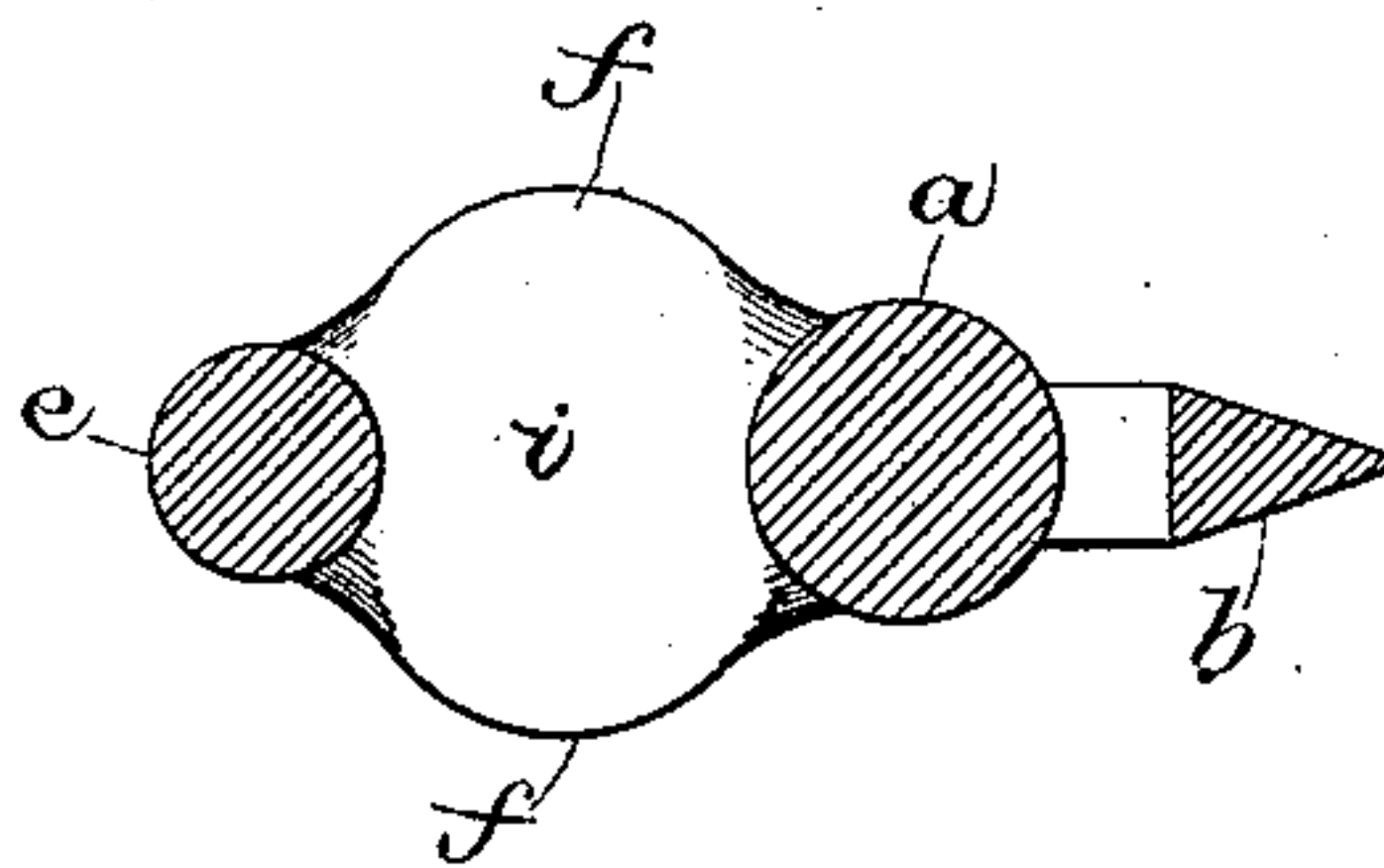


FIG. 3.



WITNESSES

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HENRY K. PORTER, OF BOSTON, MASSACHUSETTS.

BREECHING-HOOK.

SPECIFICATION forming part of Letters Patent No. 350,392, dated October 5, 1886.

Application filed May 12, 1886. Serial No. 201,900. (No model.)

To all whom it may concern:

Be it known that I, HENRY K. PORTER, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Breeching-Hooks, which will, in connection with the accompanying drawings, be hereinafter fully described, and specifically defined in the appended claims.

Figure 1 is a side elevation of my improved hook, shown as secured to the carriage-shaft from the under side thereof. Fig. 2 shows the same parts, but with the hook as secured from the top side of the shaft. Fig. 3 is an enlarged horizontal section on line X, Fig. 1, and viewed as from above that line. Fig. 4 is an enlarged vertical section taken as on line Z, Fig. 1, and as viewed from the right therein.

This invention has for its object an improvement in that article of vehicle hardware termed "breeching-hooks," "breech-hooks," or "holdbacks;" and it consists in the improvement shown in the drawings, and specified in the claims to be hereto appended.

In said drawings, A represents a section of the vehicle-shaft. B is my improved hook, and C represents a section of the breeching-strap, as in Figs. 1 and 2, secured to the hook.

The hook is shown as formed with the well-known standard *a*, terminating in a threaded shank, *g*, to be inserted in the shaft, a rearward brace, *b*, having a foot, *c*, bearing on the shaft, a tie, *d*, uniting parts *a* and *b*, and the front arm or guard, *e*, which secures strap C in place, all said parts being heretofore well known.

When the hook is inserted from the under

side of the shaft, as shown in Fig. 1, the strap C, except when drawn taut, in passing declivities in the road will rest in the curve *h*, by which parts *a e* are united, and as the edge of the strap has heretofore had no broader bearing on which to rest than the rod-like part *h*, and as the strap is by the diverse motions of the horse and vehicle constantly moving on its bearing in the hook, the strap is rapidly worn away and weakened, and when the hook is secured to the shaft from the upper side thereof, as shown in Fig. 2, the acute angle between the strap and shaft tends to draw the strap upward into the apex of the curve *h*, when force is exerted upon the strap, as in descending hills in the roadway, and in such case the wear upon the upper edge of the strap is material. To obviate this wear and injury to the edge of the strap when the hook is arranged either above or below the shaft, I form upon the sides of the hook at the curve *h* the wings *f*, arranged to produce a broadened surface, as at line *i*, to serve as the bearing or rest for the edge of the strap.

I claim as my invention—

1. A breech-hook having the wings *f* formed thereon, substantially as described.

2. A breech-hook formed with a broadened flattened surface, *i*, at the curve *h*, to serve as a bearing for the breeching-strap, substantially as specified.

HENRY K. PORTER.

Witnesses:

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