

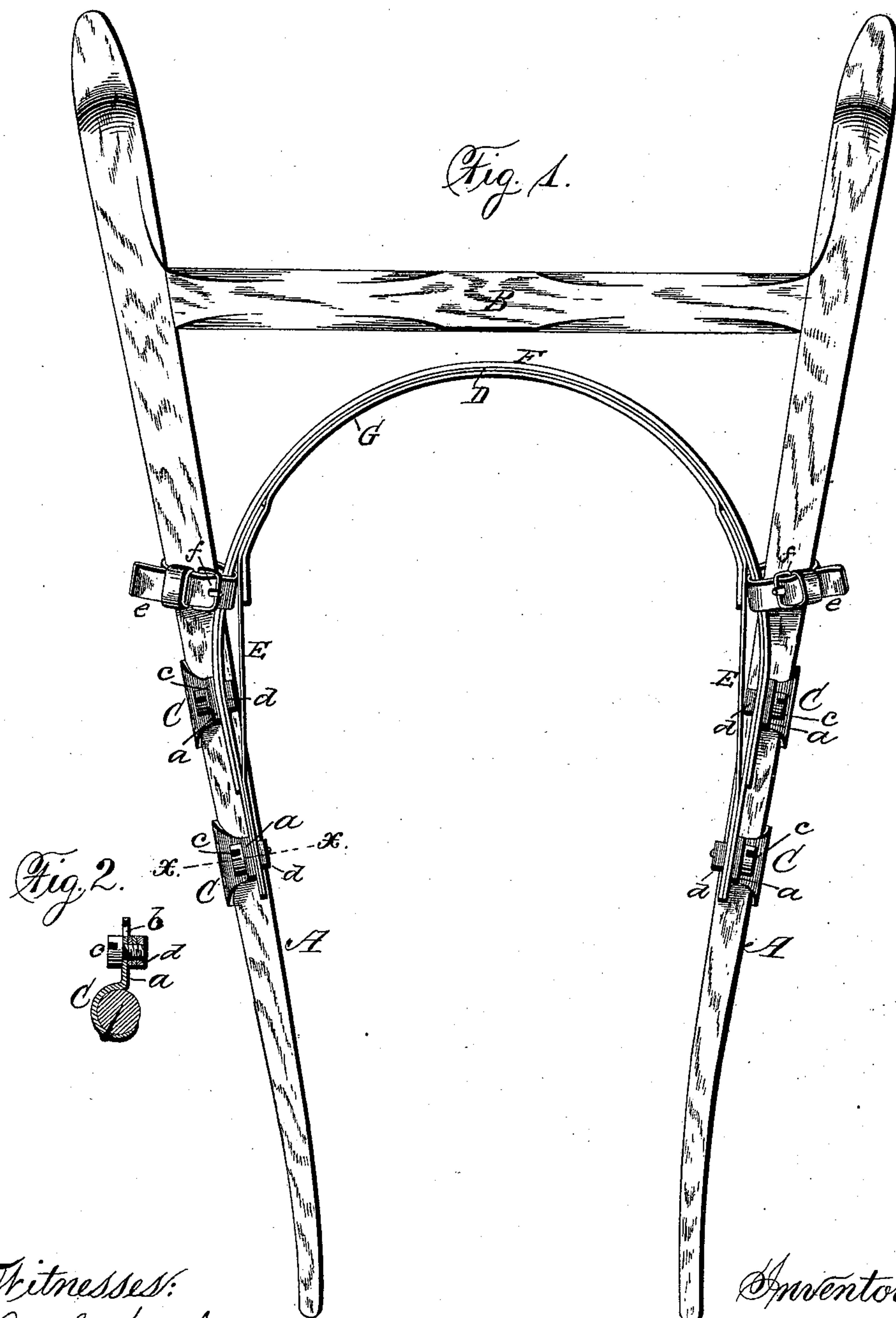
(No Model.)

G. W. BAIRD.

HARNESS.

No. 363,881.

Patented May 31, 1887.



Witnesses:
Jas. C. Hutchinson.
L. L. Miller.

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UNITED STATES PATENT OFFICE.

GEORGE WASHINGTON BAIRD, OF HENDERSONVILLE, NORTH CAROLINA.

HARNESS.

SPECIFICATION forming part of Letters Patent No. 363,881, dated May 31, 1887.

Application filed November 1, 1886. Serial No. 217,737. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WASHINGTON BAIRD, a citizen of the United States, residing at Hendersonville, in the county of Henderson and State of North Carolina, have invented certain new and useful Improvements in Breeching and Holdback Straps; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

In the accompanying drawings, Figure 1 represents a top plan view of a pair of vehicle-shafts, showing my invention applied thereto; and Fig. 2 a detail sectional view taken on line *xx* of Fig. 1.

The present invention has relation to that class of harness in which a breeching-strap is connected to adjustable clips upon the shafts of a vehicle; and the object of the invention is to improve the construction of the straps heretofore employed, whereby a combined breeching and quarter or holdback strap for the shafts of vehicles is provided which will possess increased strength and durability, and which will take the place of the ordinary crupper, breeching, and quarter straps now in common use, whereby all danger of chafing or rubbing on the horse's hind quarters is avoided and the horse less liable to sweat, as there is less harness required, and consequently it keeps the horse free and cool in warm weather; also, perfect control of his hind parts when going into ditches or over stones, which is not the case when bound up with the quarter-strap ordinarily in use.

The construction of the device whereby these advantages are attained is substantially shown in the drawings, and will be hereinafter described and claimed.

In the accompanying drawings, A represents the vehicle-shafts connected near their rear end by the usual cross-bar, B. To each of the shafts A are suitably attached clips C, having an upwardly-extended shank, *a*, provided with two or more perforations, *b*, as shown in Fig. 2, to receive screws *c*, as a means of fastening thereto the ends of the metal strap D, which I construct of spring-steel. To the inner sides of the strap D are secured the ends of steel braces E, the forward ends

thereof being secured to the front pair of clips C by the same screw and nut, *d*, as secure the ends of the strap D.

Upon the outer side of the steel strap D is fastened a leather strap, F, which terminates at a point between the two clips, and upon the inside of the strap D is also secured a leather strap or lining, G, to prevent injury to the horse when coming in contact with his hind quarters. The strap D is further connected to the shafts by means of the straps *e* and buckles *f*.

By the employment of the spring steel strap, which is connected to the shafts, it remains in its normal position, and as it forms no part of the harness attachment to the horse it does not come in contact with his hind quarters, only when going down hill, the spring-steel from which the strap is made rendering it sufficiently rigid to assume at all times a natural position, and still enabling it to yield laterally to accommodate it to the motion of the horse.

The clips C may be adjustable upon the shafts in any well-known manner, and the height of the strap D may be adjusted, as circumstances may require, by means of the screws, nuts, and perforations in the shank of the clips.

The steel brace E is of importance, and one of the special features of my invention, as the strap D is materially strengthened thereby at its forward or front end, where most needed, and it provides a more rigid connection with the clips without destroying the flexibility or spring of the strap.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A combined breeching and quarter or holdback strap consisting of a strap formed of spring-steel and lined with leather and provided with steel braces, said straps and braces being adjustably connected to suitable clips on the shafts of the vehicle, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GEORGE WASHINGTON BAIRD.

Witnesses:

S. V. PURKENS,
D. M. HODGES.