

(No Model.)

H. A. HANSON.
HOLDBACK FOR VEHICLES.

No. 367,518.

Patented Aug. 2, 1887.

Fig. 1.

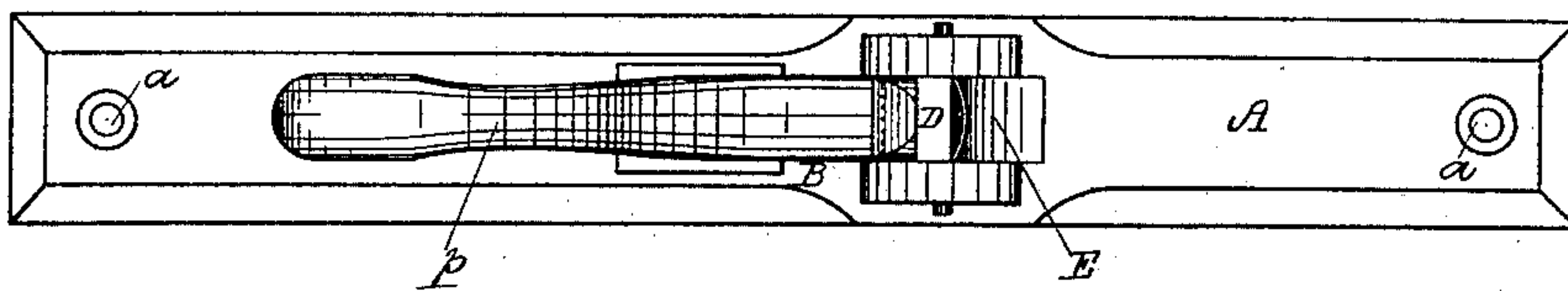


Fig. 2.

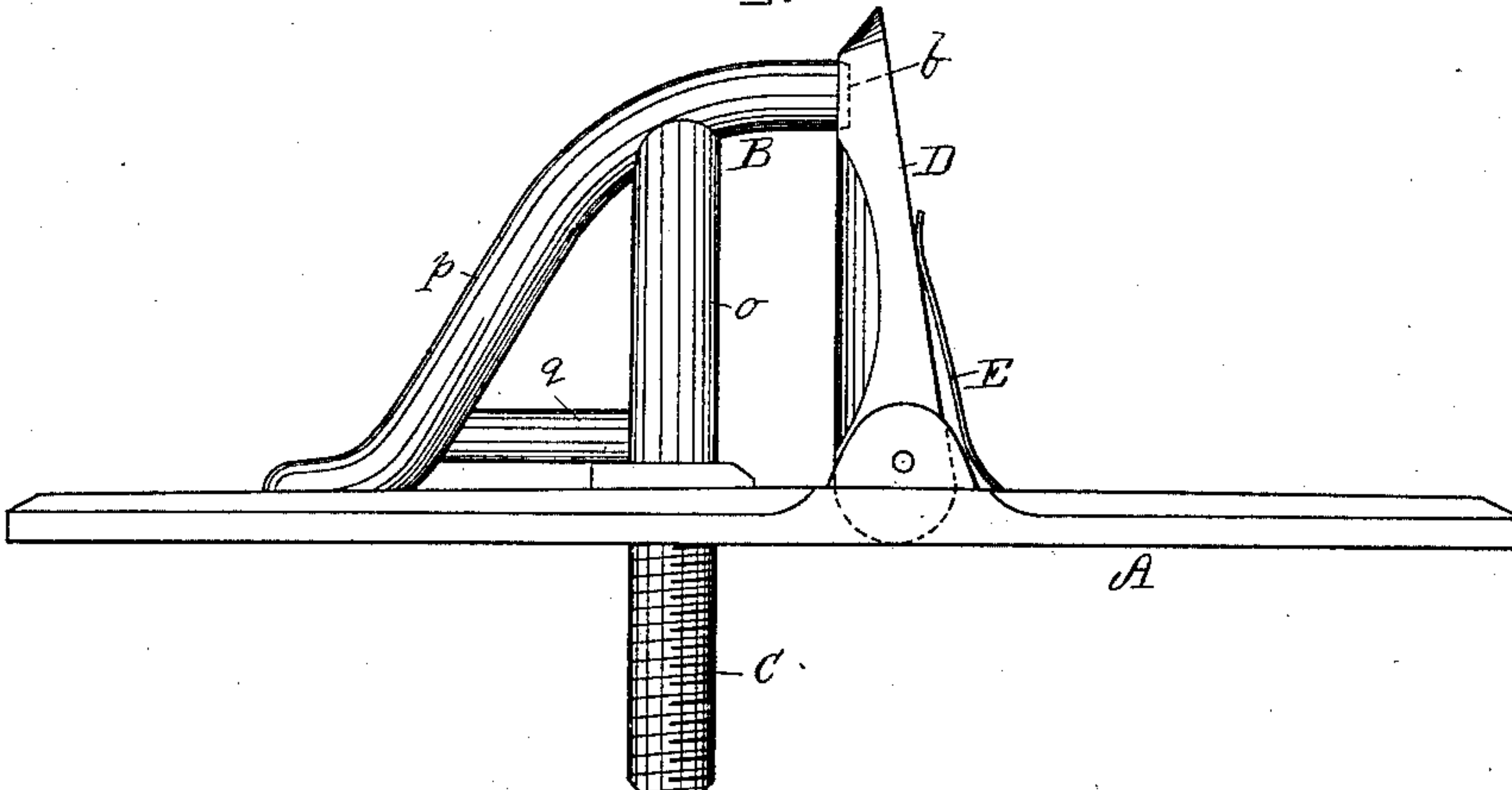


Fig. 3.

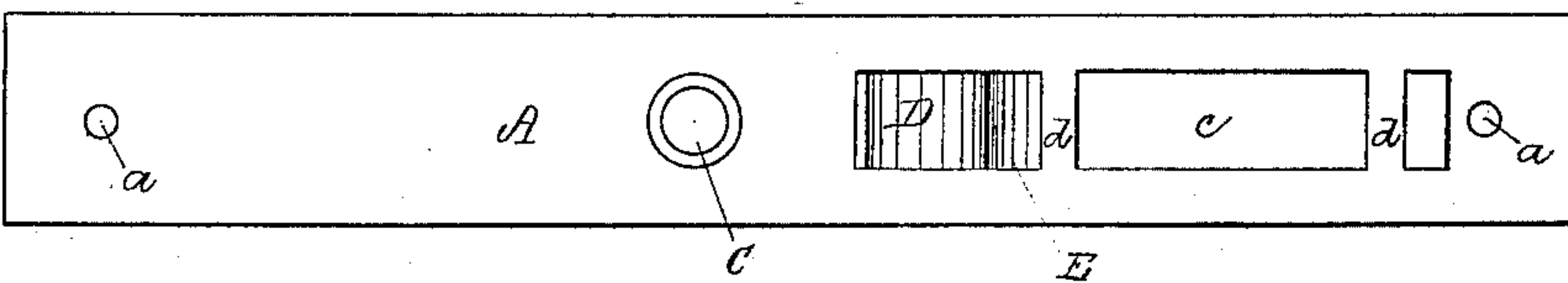
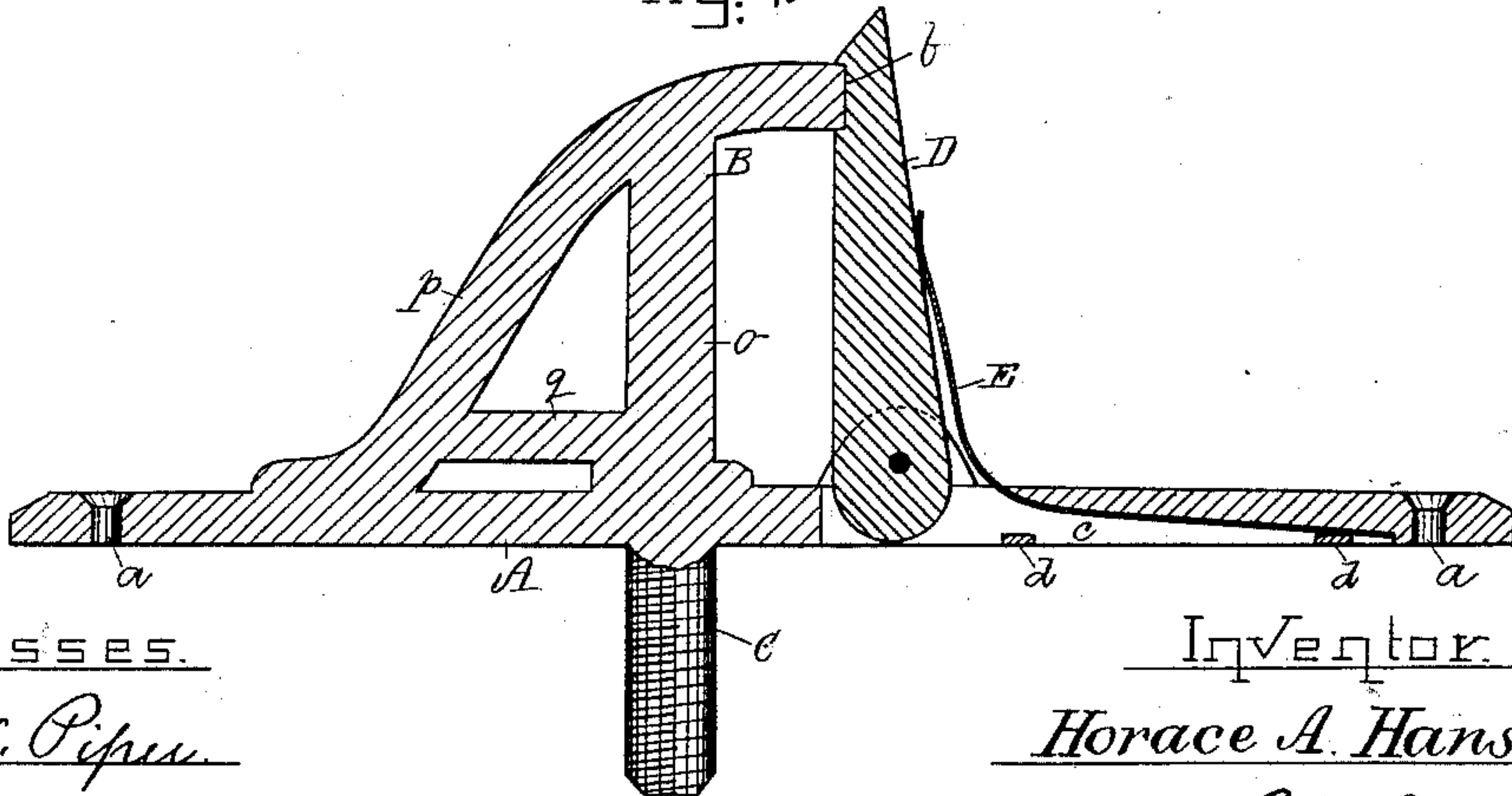


Fig. 4.



Witnesses.

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UNITED STATES PATENT OFFICE.

HORACE AMES HANSON, OF CALAIS, MAINE, ASSIGNOR OF ONE-HALF TO
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HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 367,518, dated August 2, 1887.

Application filed April 20, 1887. Serial No. 235,496. (No model.)

To all whom it may concern:

Be it known that I, HORACE AMES HANSON, of Calais, in the county of Washington, of the State of Maine, have invented a new and useful Improvement in Harness-Breeching Holdbacks for Wheel-Vehicles; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 a side elevation, Fig. 3 a bottom view, and Fig. 4 a longitudinal, median, and vertical section, of a holdback of my invention, the nature of which is defined in the claims hereinafter presented.

In such drawings, A denotes the base-plate of the article, which near its ends is provided with countersunk holes *a a* for fastening it by means of screws to the thill of a carriage, whether on the upper or lower side thereof.

B is the breeching-hook, which, formed and fixed to and extending upward from the base-plate in manner as shown, has below it projecting down from the base-plate a screw, C, to screw into a thill. This breeching-hook is composed of a shank or post, *o*, bent at a right angle, or thereabout, at its upper part, the brace *p*, inclined from the top of the shank to the base-plate, and the additional part or tie *q*, extending from the lower part of the shank to the brace, all being in one piece of metal. The tie aids greatly in strengthening the hook at the part of it which is subjected to the greatest strain of the breeching. By having the screw C to the base-plate and hook, such screw resists the tendency of the breeching to pull the holdback upward off the thill, and saves the screws that go through the holes *a* from strain vertically and horizontally. In front of the said hook is the keeper D, which projects somewhat above the hook, and in its upper part is socketed, as shown at *b*, to receive the end of the hook. This keeper is an arm pivoted or hinged to the base-plate and forced up to the hook by a spring, E, which bears against the front of the keeper and extends down into a chamber, *c*, formed in the base-plate lengthwise thereof, as represented, such chamber having across it two bars or bridges, *d d*, which serve to hold in place the spring, or that part of it which extends within the chamber, all being arranged as repre-

sented. These bridges, while the holdback is in use, also prevent the spring from being forced downward upon and into the thill, so as to wear or indent the latter and diminish the elastic power of the spring; and, besides, they admit of the spring being extended up in front of and against the keeper, in order to prevent the latter from being turned and held down, so as to cause the breeching to become accidentally disengaged from the hook.

In case of breakage of the whiffletree of the carriage provided with the said improved holdback, the horse harnessed between and to the thills can, in moving forward, draw the breeching-strap that may be about the hook against the keeper, which, moving under the strain brought upon it, will be forced away from the hook, so as to allow of the ready and automatic disengagement of the breeching from the hook.

The base-plate, by having the chamber and its bridges, as described, for receiving and holding the spring, allows not only of a long spring being used, but of the part thereof which is within the chamber springing downward therein when the keeper is moved away from the hook, thereby lessening the danger of breakage of the spring.

In fastening the holdback to a thill the screw C is first to be screwed therein until the base-plate is made to rest or bear on the thill and to extend lengthwise thereof, after which screws are to be inserted into the holes of the base-plate and screwed into the thill.

I am aware that holdbacks have been made with a base-plate, a hook, and a spring or keeper to such hook, and therefore do not claim such, broadly. Nor do I claim a holdback made as represented in either of the United States Patents Nos. 26,476 and 193,284, in which the spring of the keeper is wholly within a chamber in the base-plate and arranged so as to be liable to be borne against the thill when the keeper is turned away from the hook, there being in such holdbacks nothing like the bridges *d* of mine, and the spring arranged with them and the keeper, as in my holdback.

I claim—

1. A harness-breeching holdback composed of the base-plate chambered and provided

with bridges, as described, the hook project-
ing upward from such base-plate, the keeper
hinged or pivoted to the base-plate and ar-
ranged in front of the hook, and the spring
5 bearing on and extending up against the front
of the keeper and thence down within the
chamber and over its bridges, as represented.

2. The improved harness-breeching hold-
back, substantially as specified, composed of
10 the base-plate chambered and provided with
bridges, as described, the hook projecting up-
ward from such base-plate, the screw extend-

ing downward from the said base-plate, the
keeper hinged or pivoted to such base-plate
and arranged in front of the hook, and the 15
spring bearing and extended up against the
front of the keeper and thence down within
the chamber of the base-plate and over its
bridges, as represented.

HORACE AMES HANSON.

Witnesses:

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