

(No Model.)

H. HANSBERGER.

HOLDBACK.

No. 378,505.

Patented Feb. 28, 1888.

FIG. 1

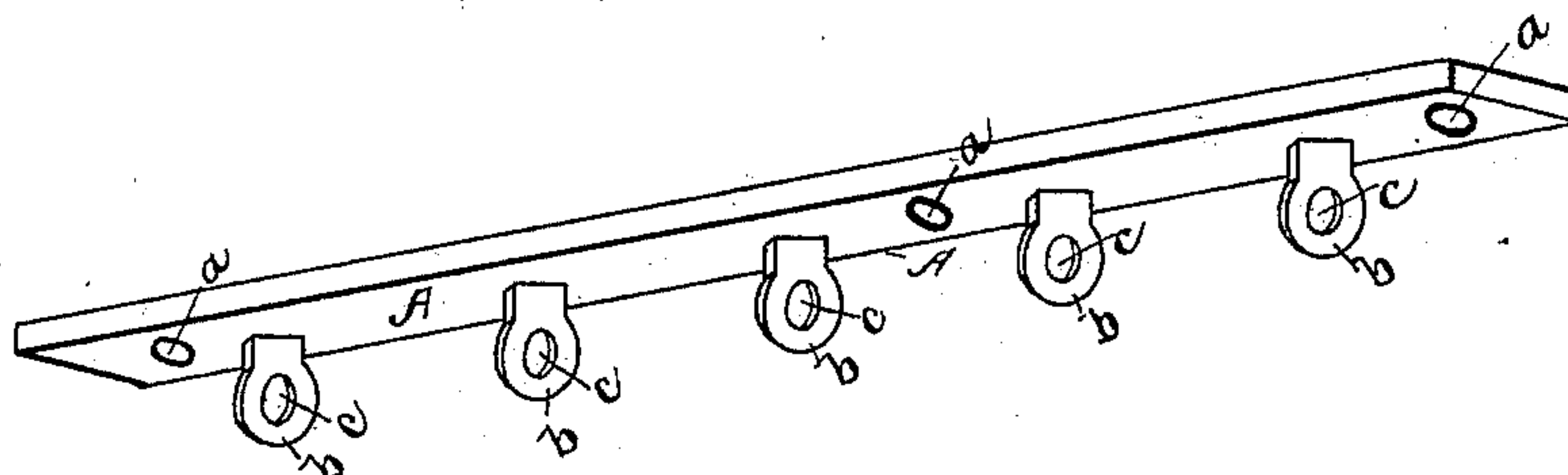


FIG. 2

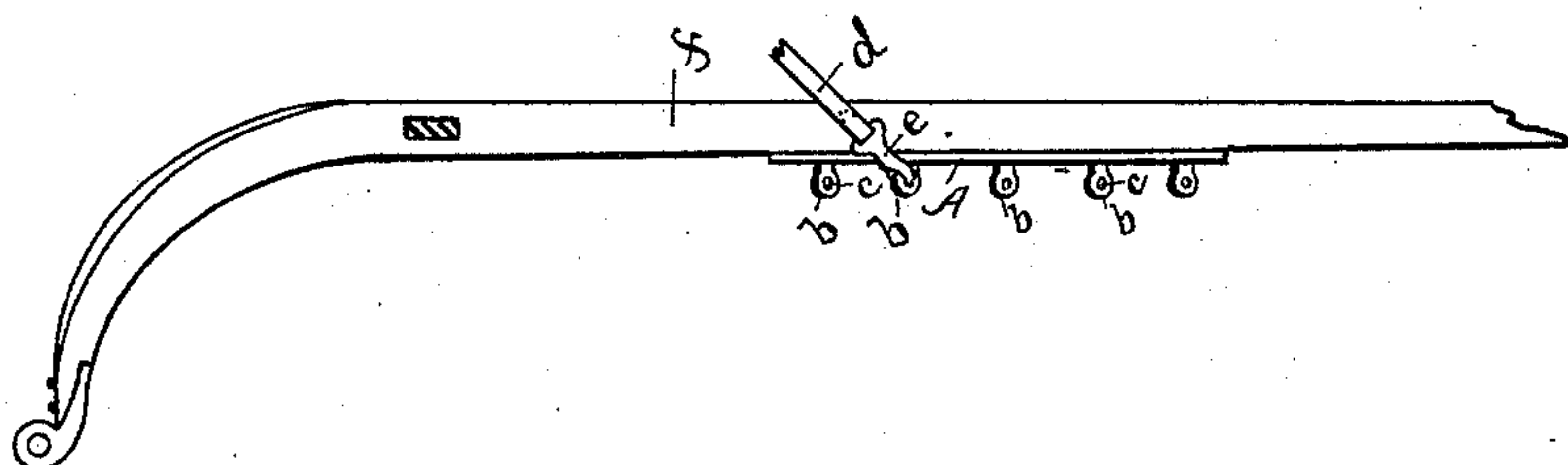
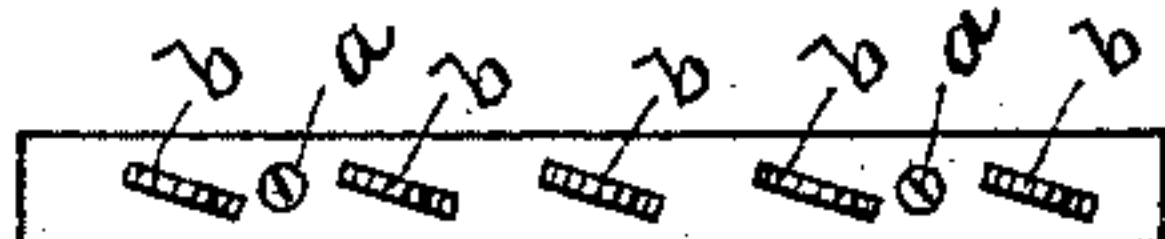


FIG. 3



WITNESSES

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SPECIFICATION forming part of Letters Patent No. 378,505, dated February 28, 1888.

Application filed July 13, 1887. Serial No. 244,184. (No model.)

To all whom it may concern:

Be it known that I, HENRY HANSBERGER, a citizen of the United States, residing at Millersport, in the county of Fairfield and State of Ohio, have invented a certain new and useful Improvement in Holdbacks for Vehicle-Shafts, of which the following is a specification.

My invention relates to the improvement of holdbacks adapted to be attached to the thills of vehicles; and the objects of my invention are to obviate the necessity of wrapping the holdback-strap one or more times about the thill to gain a proper adjustment of the connecting parts of the harness; to provide a holdback so constructed as to admit of the holdback-strap being readily and easily connected with the shafts at different points to facilitate the adjustment of the harness; to provide holdbacks adapted to be easily attached to the shafts of a vehicle, and to accomplish these objects in a neat, simple, and inexpensive manner. These objects I accomplish in the manner illustrated in the accompanying drawings, in which—

Figure 1 represents in perspective my improved holdback. Fig. 2 is an inner side elevation of one of the shafts of a vehicle having my holdback attached thereto, and Fig. 3 is a view of the under side of the holdback.

Similar letters refer to similar parts throughout the several views.

A represents an oblong metallic plate having formed therein at intervals screw-holes *a*. Made to project downwardly from the under side of said plate *a* is a horizontal row of lugs, *b*, said lugs being preferably formed with said plate, and each having a hole or eye, *c*, near its lower end. These lugs *b* preferably have their perforated portions slightly flattened, and are made to project from an imaginary horizontal line drawn through the center of the plate A, said perforated portions being turned slightly at an angle with said line for the reason hereinafter specified.

One of the above-described plates may be attached to each of the thills of a vehicle at the desired points thereon by screwing or other-

wise securing the same to the under side of the thill *f* in the position shown in Fig. 2 of the drawings.

The ends of the holdback-straps *d* each having first been provided with a snap or other hook, *e*, it will be seen that a connection may readily be formed between the shafts and harness by engaging the hook *e* with one of the perforated lugs *b*, as shown in the drawings. As above mentioned, the lugs *b* are set at a slight angle with the sides of the plate, thus bringing their narrowest sides toward the holdback, which, as will be seen, will greatly facilitate the engagement of the hook *e* therewith.

It will also be observed that by the use of the above-described device holdback-straps of different lengths may be made taut by engagement with the proper lug of the holdback, and that by this means the holdback may be adjusted to hold horses of different lengths in their proper position within the shafts. A number of perforated lugs may be made to project from the shafts to attain part of the above-described objects; but the means above described are preferable for many reasons.

I am aware that a metallic plate having notches on its under side has been used in connection with vehicle-shafts as a holdback; but my invention differs from this in many points of construction.

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

In a holdback for vehicles, the combination, with the thills of a vehicle, of metallic plates *a*, secured to the under side of said thills and having projecting therefrom perforated lugs *b*, which are adapted to be made to engage hooks *e*, carried on the ends of the holdback-straps, substantially as and for the purpose specified.

HENRY HANSBERGER.

Witnesses:

GEO. O. SHETRON,
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