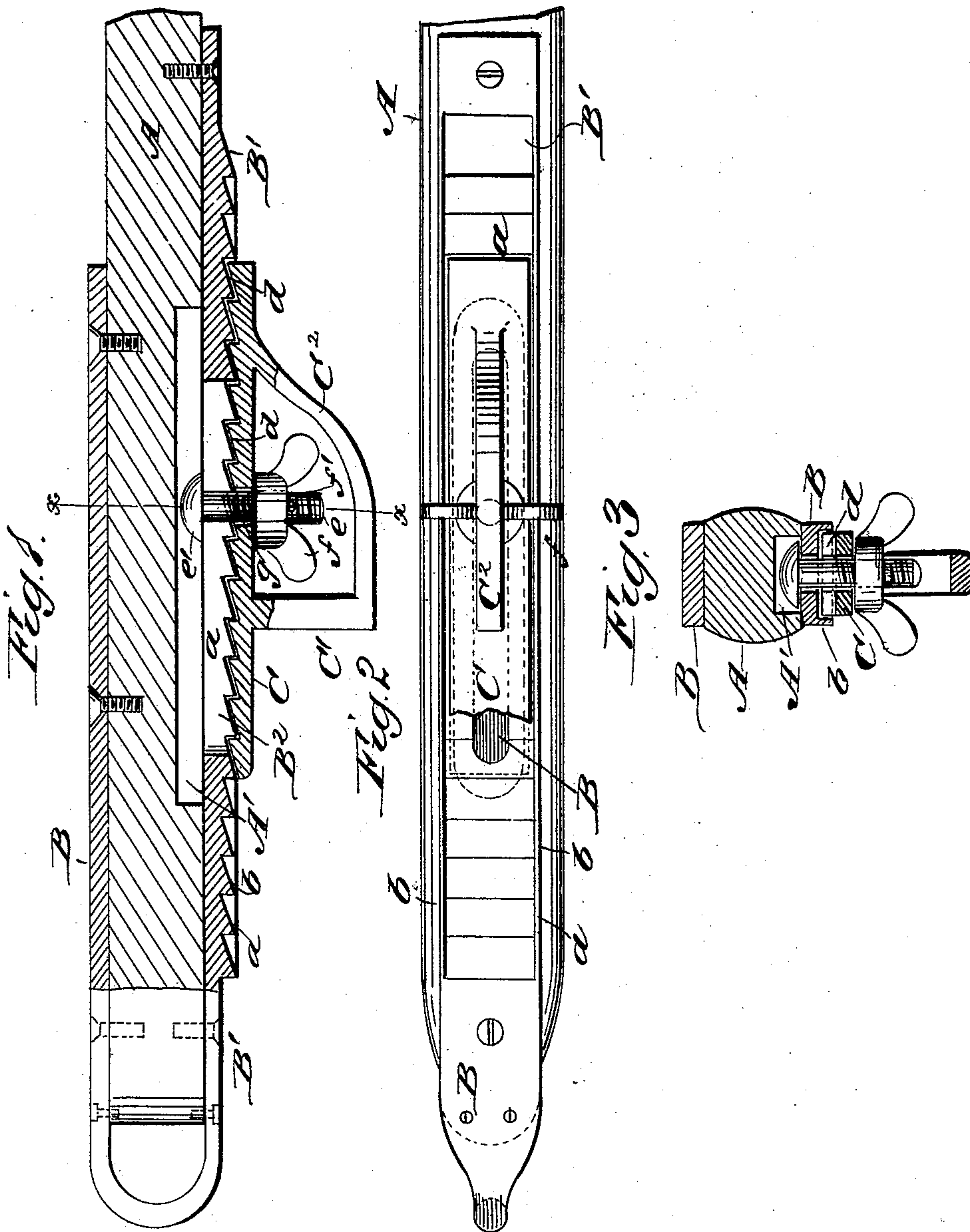


(No Model.)

H. W. ROBERTS.
HOLD BACK FOR VEHICLE POLES.

No. 444,305.

Patented Jan. 6, 1891.



WITNESSES:

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UNITED STATES PATENT OFFICE.

HENRY W. ROBERTS, OF CHEBOYGAN, MICHIGAN.

HOLDBACK FOR VEHICLE-POLES.

SPECIFICATION forming part of Letters Patent No. 444,305, dated January 6, 1891.

Application filed April 14, 1890. Serial No. 347,842. (No model.)

To all whom it may concern:

Be it known that I, HENRY W. ROBERTS, of Cheboygan, in the county of Cheboygan and State of Michigan, have invented a new and useful Improvement in Adjustable Holdbacks, of which the following is a full, clear, and exact description.

My invention relates to improvements in adjustable holdbacks for vehicle-poles; and the object of my invention is to provide a simple, durable, and efficient device that may be applied to all sorts of vehicle-poles, and that may be easily adjusted thereon, thereby providing means for bringing animals of varying size into the same relation to the load without changing the length of the harness-tugs.

To this end my invention consists in the combination, with a pole, of a pole-iron having a racked surface, and a holdback having a corresponding surface and means for adjustably attaching a holdback to the pole-iron. This construction will be hereinafter fully described, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a vertical longitudinal section of the device as applied to a vehicle-pole. Fig. 2 is an inverted plan view of the same with a portion broken away to show the slot in the pole-iron, and Fig. 3 is a vertical cross-section on the line $x x$ of Fig. 1.

The pole-iron B is attached to the pole A in the usual manner, so that the under surface of the pole-iron will be flush with the under surface of the pole. Upon the upper surface of the pole-iron B is a thickened portion B', having transversely-ranging ratchet-teeth a , said thickened portion having side flanges b , which inclose the said teeth. The pole-iron B is also provided with a longitudinal slot B², which extends through the under member of the pole-iron and aligns vertically with a recess A', formed in the pole A.

The holdback consists of the horizontal base-plate C, which fits between the flanges b of the pole-iron B, and which has upon its upper surface projecting teeth d , which engage with the teeth a of the pole-iron B. The plate C is

also provided with a vertically-extending portion C', which is braced by a rearwardly-curved member C², which is united to the base-plate at its rear end.

The holdback is held in position upon the pole-iron B by a bolt e , which projects through a perforation g in the plate C and through the slot B² of the pole-iron B into the recess A' of the pole A. The bolt e is provided at its upper end with a wide head e' , which projects beyond the edges of the slot B² and engages the upper surface of the pole-iron B. The bolt e is provided upon its lower end with a suitable thumb-nut f , by which it is held in position. The bolt e is also provided with a transverse perforation, through which a key f' is passed to prevent the thumb-nut f from loosening.

The device is operated as follows: The vertical portion C' projects at right angles from the pole A, and the neck-ring of the yoke will bear against the said portion in the usual manner. To adjust the holdback upon the pole, the nut f is loosened and the plate C moved backward or forward into a desired position, when the nut f is tightened and the holdback thus held in place.

It will be readily seen that the device may be applied to any sort of pole, either for a vehicle or for agricultural implements of the various kinds.

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

1. The combination, with a slotted pole-iron, of a holdback engaging the pole-iron and provided with an aperture, and a bolt passing through the slot of the pole-iron and the aperture of the holdback, substantially as described.

2. The combination, with a pole-iron slotted longitudinally and provided with ratchet-teeth, of a holdback apertured and provided with ratchet-teeth engaging the ratchet-teeth of the pole-iron, and a bolt passing through the slot of the pole-iron and the aperture of the holdback and locking the parts together, substantially as herein shown and described.

3. The combination, with a pole and a longitudinally-slotted pole-iron attached thereto, having side flanges and teeth between the flanges, of a holdback adapted to fit between

the flanges of the pole-iron and having teeth to engage the teeth of the pole-iron, and a bolt passing through the holdback and pole-iron, substantially as described.

- 5 4. A holdback for vehicle-poles, consisting of a longitudinally-slotted pole-iron having side flanges and teeth between said flanges, a plate adapted to fit between the flanges, having teeth to engage the pole-iron teeth and
10 having a vertical projection, and a fastening-bolt, substantially as described.

5. The combination, with the pole A, hav-

ing a recess A' therein, and the pole-iron B, having teeth *a* and flanges *b* thereon and the longitudinal slot B² therein, of the plate C, 15 having teeth *d* and a vertical projection C' thereon, and means, as bolt *e* and nut *f*, for attaching the plate C and pole-iron B together, substantially as described.

HENRY W. ROBERTS.

Witnesses:

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