

(No Model.)

C. W. COLLYER.  
HOLDBACK FOR VEHICLES.

No. 510,327.

Patented Dec. 5, 1893.

FIG. I.

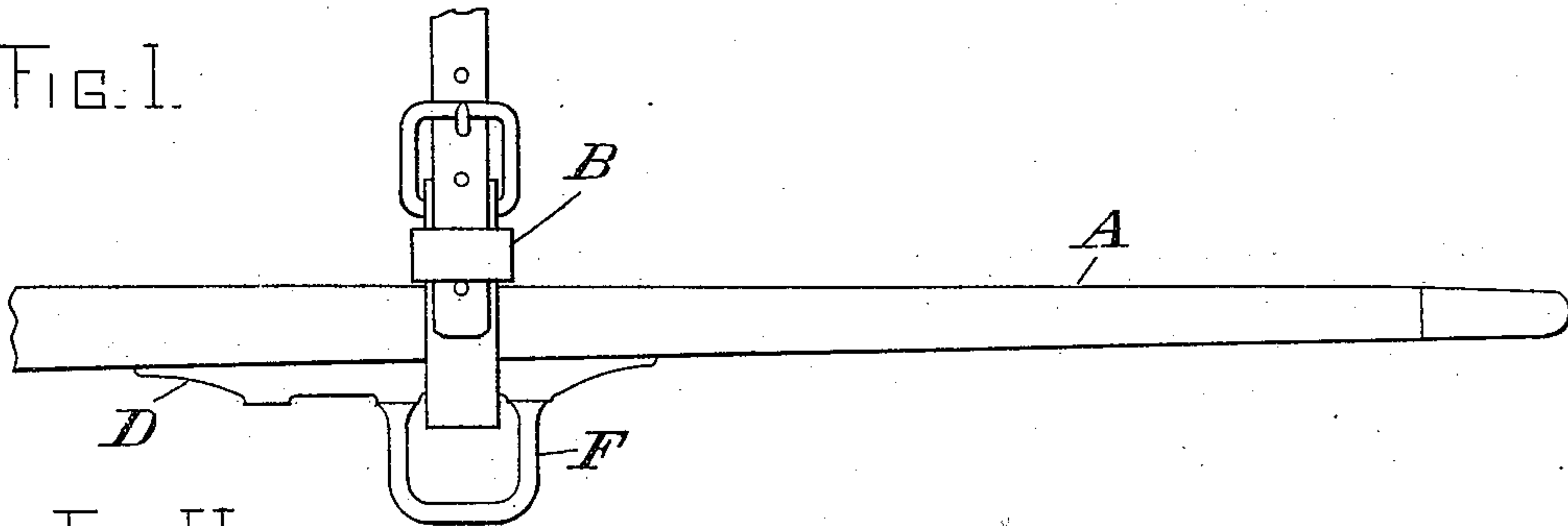


FIG. II.

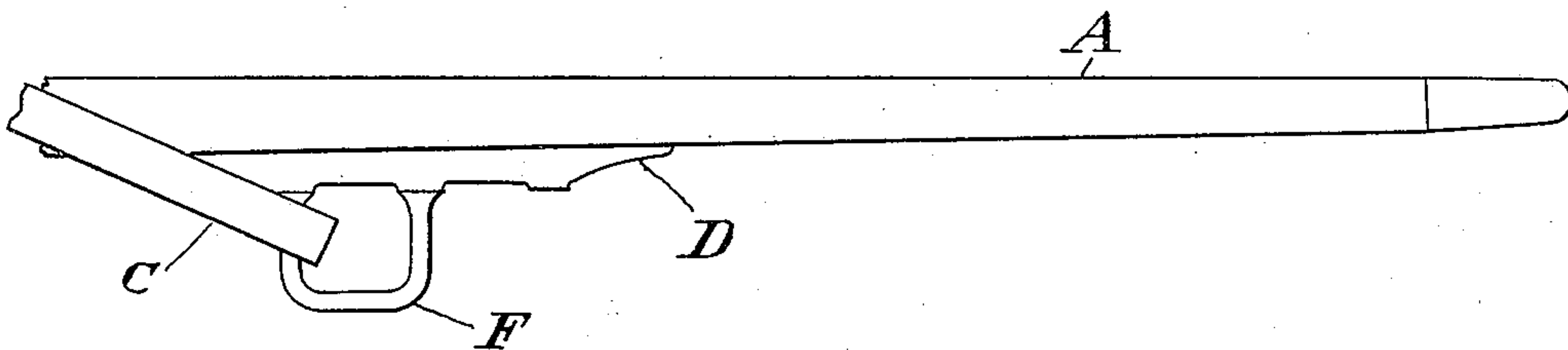


FIG. III.

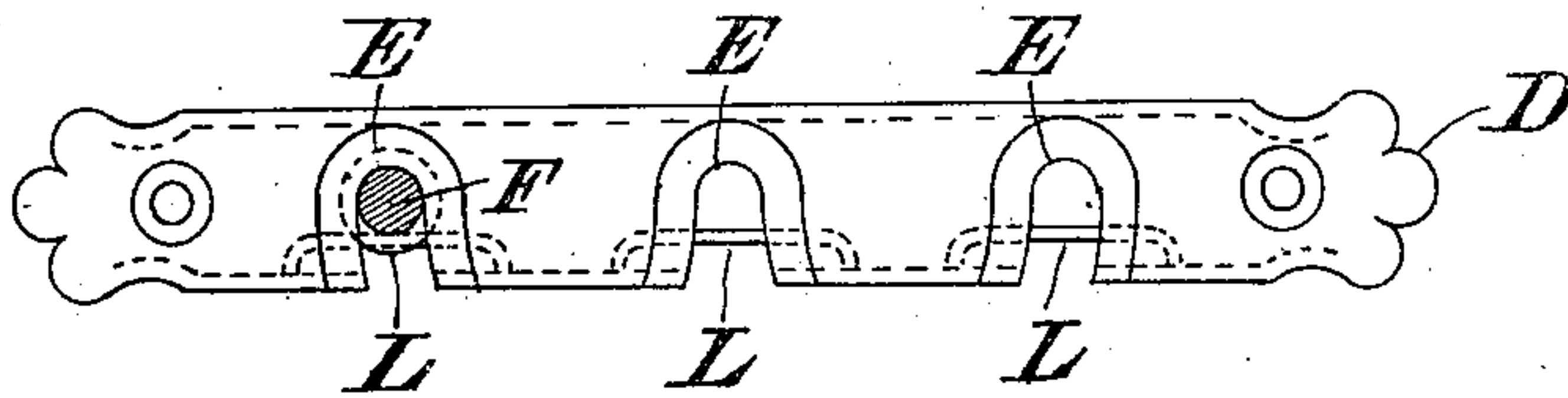


FIG. IV.

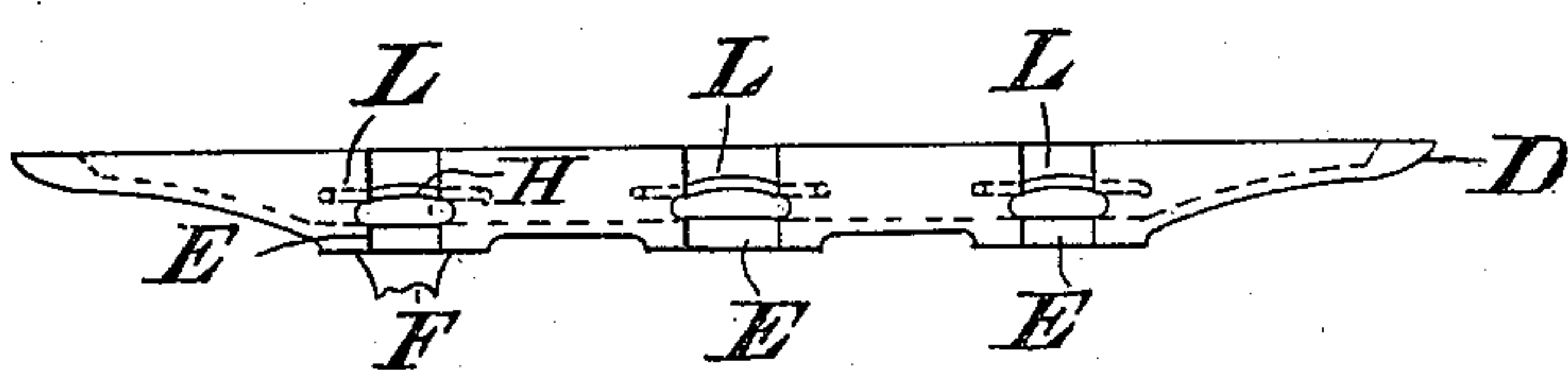
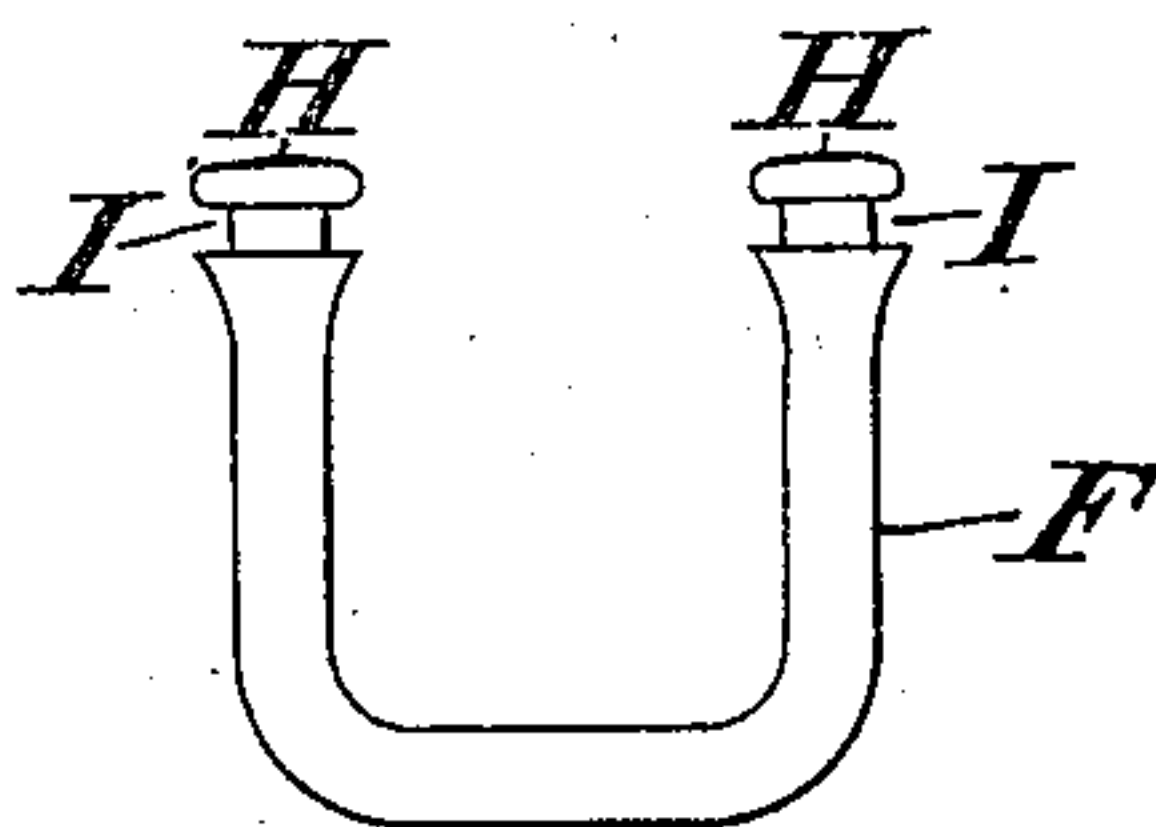


FIG. V.



WITNESSES.

Bertha M. McEaul.  
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INVENTOR

Charles W. Collyer  
By his Attorneys  
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# UNITED STATES PATENT OFFICE.

CHARLES W. COLLYER, OF LYNN, MASSACHUSETTS, ASSIGNOR OF TWO-THIRDS TO AUGUSTUS J. HOITT AND CHARLES HEALEY, OF SAME PLACE.

## HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 510,327, dated December 5, 1893.

Application filed March 25, 1893. Serial No. 467,593. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES W. COLLYER, a citizen of the United States, and a resident of Lynn, in the county of Essex and the Commonwealth of Massachusetts, have invented a new and useful Improvement in Harness-Guards, of which the following is a specification.

My invention relates to improvements in devices of the above class and consists of a U shaped lug and series of locking devices secured to the shaft by means of which the said lug may be locked thereto.

The object of my invention is to provide a device which will prevent accident in case of breakage of breeching or trace, and by means of which the breeching may be dispensed with if desired, and further to provide, when breeching is used, a safe and convenient device for securing same to the shaft.

The accompanying drawings illustrate a preferred form of my invention.

Figures I and II are side views of a portion of a shaft provided with a device embodying my invention. Fig. III is a plan view of locking devices forming a part of my invention detached from the shaft. Fig. IV is a side view of the same. Fig. V is a side view of the U shaped lug forming a part of my invention.

Similar letters of reference refer to similar parts throughout the several views.

In the drawings A represents the forward portion of the shaft including that portion generally inserted in the loop or lug secured to the saddle which holds up the shaft. B represents such loop or lug, and C represents the breeching strap.

To the shaft A is secured the plate D preferably upon the under side thereof.

The plate D is provided with a series of locking devices preferably constructed as follows:—In the plate D is a series of slots E E E, &c., opening at the side of the plate D. Between the plate D and the shaft A are the springs L, L, L, &c., secured to the plate D and extending across the slots E, E, E, &c., a little above the plate D and near the respective openings of the slots E, E, E, &c., at the side of the plate D. In the drawings F

represents the U shaped lug which may be conveniently adapted to be locked to the shaft, by the locking devices hereinbefore described, as follows:—The extremities H H of the lug F are slightly convex and near said extremities the lug F is provided with the grooves I I. When either of the extremities H H of the lug F is inserted in a slot E, the sides of the slot E engage in the groove I, the sides of the groove I forming shoulders extending along the plate D above and below the same. The portion of the lug F above the groove I being slightly convex, as the extremity of the lug F is pushed into the slot E it forces up the spring L until the said spring passes the center thereof when it falls against the same, thereby locking it into the slot E. (See Figs. III and IV). The slots E, E, E, &c., if three in number are conveniently shaped as shown in Fig. III with their sides slightly curved, those upon either end in the same direction, and the central or intermediate slot having its sides curved in both directions. Where more than three slots are used, all intermediate slots are of the form shown on the intermediate slot in the drawings. Where three slots are found to be sufficient for the purposes hereinafter set forth the center slots may be dispensed with and the U shaped lug pivoted to the plate D between the two outside slots. The slots E, E, E, &c., are placed at such distances apart and so shaped that the U shaped lug F may be turned from one into the other.

The operation of my invention is as follows:—The shaft is inserted in the loop B which is brought between two of the slots E E depending upon the length of the trace to be used. The lug F is then inserted in the slots E E embracing the loop B and by means hereinbefore described locked to the shaft. The shaft is thus secured to the saddle and upon breaking the trace the horse is prevented thereby from leaving the shafts.

As hereinbefore stated no breeching is necessary when my improved harness guard is used, as the shafts secured to the saddle act as a hold back but if breeching of the ordinary form is used my device then acts as a safety device or guard in case of breakage thereof,



as the shafts being secured to the saddle as above set forth prevent the vehicle from coming forward against the horse.

My device may be also used as shown in  
5 Fig. II to secure the breeching to the shaft. When so used it is unnecessary to unbuckle the breeching strap as the lug F may be inserted in the loop and then locked to the shaft.

I do not consider my invention limited to  
10 the specific form of locking device hereinbefore described.

I claim as my invention and desire to secure by Letters Patent—

In a harness guard the combination of a U shaped lug and a series of locking devices secured to the shafts, whereby the extremities of said lug may be locked thereto, substantially as set forth and for the purposes specified.

In witness whereof I have hereunto set my  
hand this 23d day of March, A. D. 1893.

CHARLES W. COLLYER.

In presence of—

H. C. PARTRIDGE,  
BERTHA M. MCCAUL.