

(No Model.)

R. W. PRATT.
HOLDBACK ATTACHMENT FOR VEHICLES.

No. 596,617.

Patented Jan. 4, 1898.

FIG. 1.

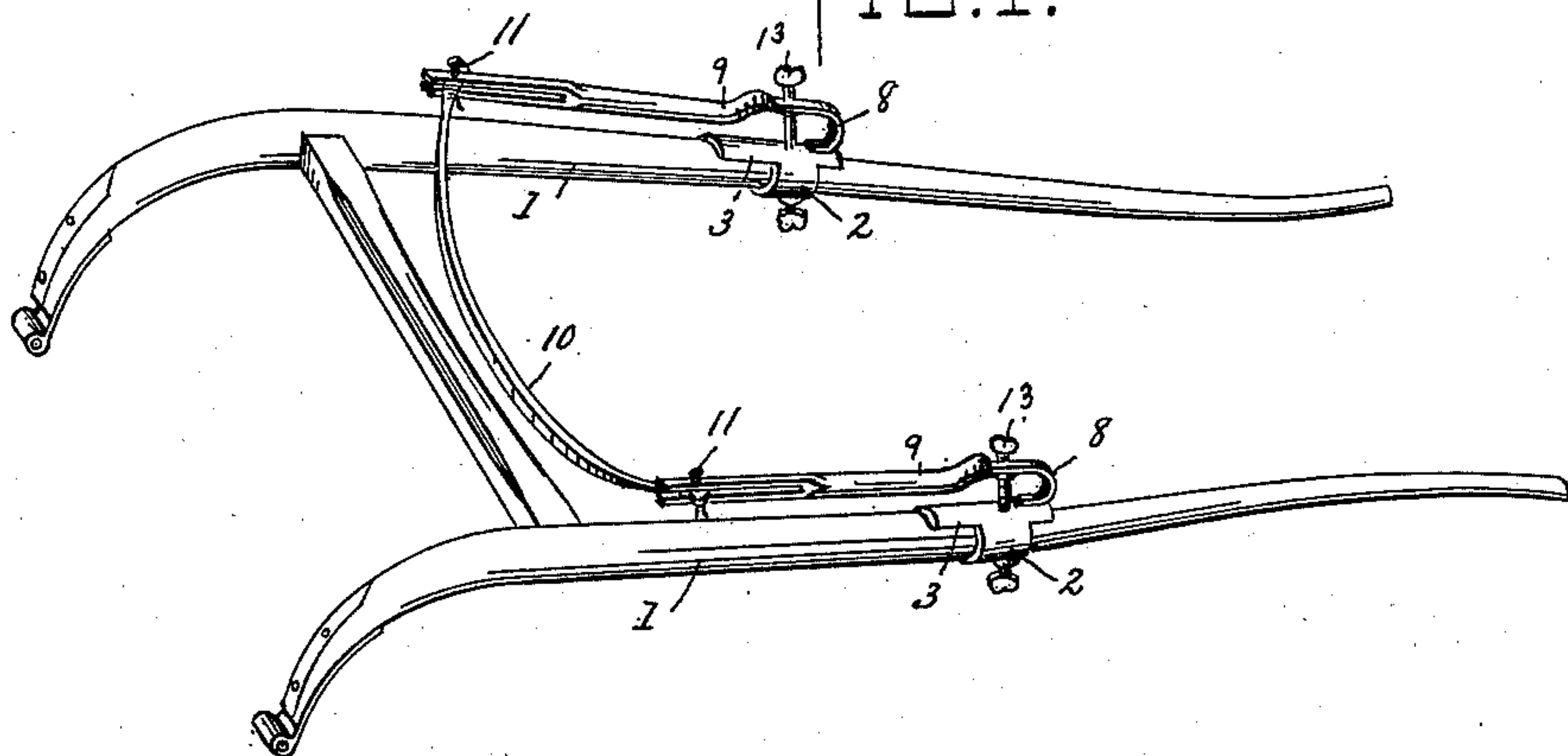
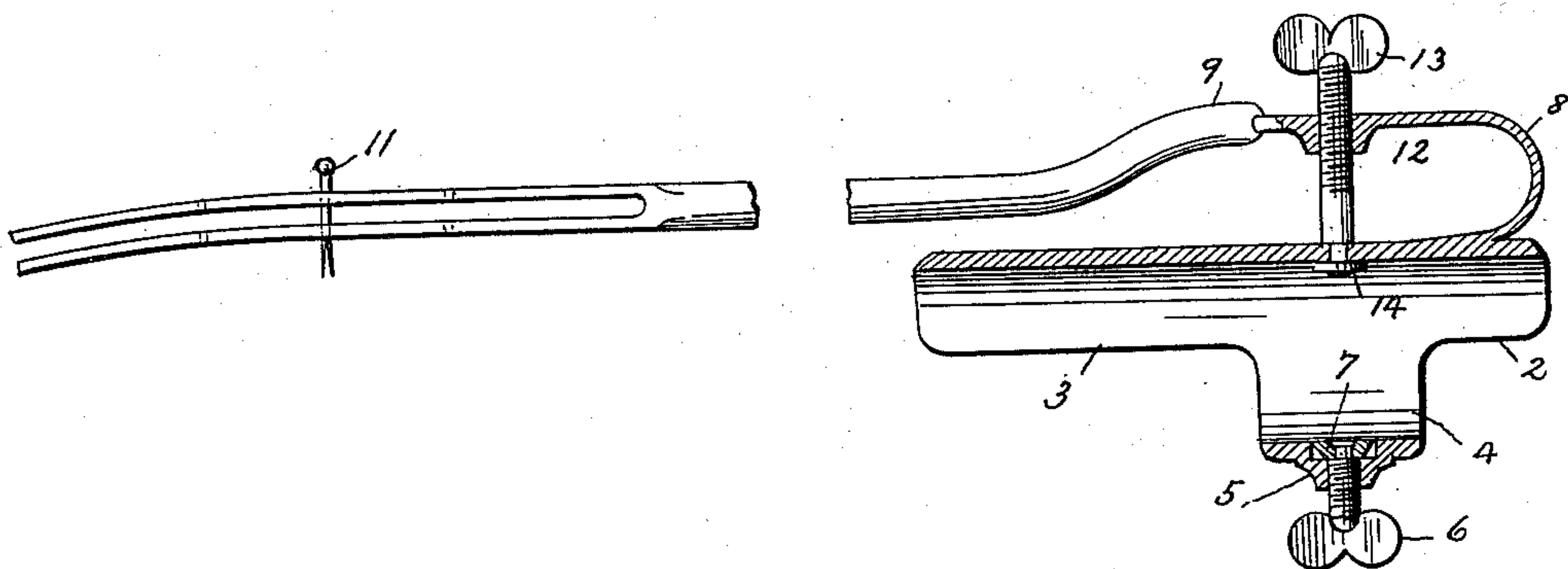


FIG. 2.



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HOLDBACK ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 596,617, dated January 4, 1898.

Application filed February 19, 1897. Serial No. 624,086. (No model.)

To all whom it may concern:

Be it known that I, RALPH W. PRATT, a citizen of the United States, residing at Orwell, in the county of Oswego and State of New York, have invented certain new and useful Improvements in Thill Attachments; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has reference to a novel construction in attachments for thills, and has for its object the provision of a device which will take the place of the ordinary side straps and breeching-straps of harness.

The invention consists in the novel features of construction hereinafter fully described, claimed, and illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of my invention attached to the thills; and Fig. 2 is a side elevation of the same, partly in section.

Referring to the accompanying drawings, 1 indicates the thills, and secured to the same are the securing-plates 2. These securing-plates 2 are provided with the elongated concaved portions 3, which are adapted to fit upon the upper sides of the thills, and with depending clamping portions 4, which are adapted to embrace the thill, as illustrated. Upon the lower sides of these clamping portions 4 are the lugs 5, which are perforated, as are also the bottom walls of the clamping portions 4. The lugs are perforated, and adapted to take the perforations of the same are the thumb-screws 6, which have the washers 7, secured to their extended ends on the inner sides of the clamping portions 4, which washers prevent the thumb-screws from being entirely disengaged from the clamping members. By means of these thumb-screws the securing-plates are fixed to the thills after having been slipped thereon.

Secured upon the upper surface of the securing-plates 2 are the curved arms 8, which extend upward and rearward, as illustrated. These arms form spring portions at their curved ends and are bent downward and flattened adjacent the spring ends, as illustrated at 9. The extremities of these arms are slotted, and in these slotted portions are attached

the extremities of the breeching 10. This breeching 10 is attached within the slotted portions of the arms in any suitable manner—as, for instance, by a pin 11, passing through the slotted arms of the breeching.

Upon the under sides of the spring portions of the rods are formed the depending lugs 12, which are screw-threaded. Passing through these lugs are the thumb-screws 13, which pass at their lower ends through the plates 2 and have washers 14, secured to said ends on the under side of the securing-plates, so that the said screws are prevented from being entirely disengaged from the securing-plates.

By means of the thumb-screws 13 the arms may be adjusted for raising or lowering the breeching, as desired. It will be understood from the above description that the arms take the place of the side straps and that the breeching is supported and secured to these arms, where it remains permanently in position, and all that is necessary in harnessing the horse is to attach or detach the tugs from the shafts; the side straps and the breeching remaining in position. It will be understood that the securing-plate is adjustable at any position upon the shafts and can be readily secured in its adjusted position.

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

The combination with the thills, of concaved securing-plates adapted to rest upon the upper surface of the thills, said plates provided with downwardly-extending clamping members adapted to embrace the thills, rods looped at their forward ends and secured to the securing-plates, said rods being slotted adjacent their opposite ends, adjusting-screws passing through said rods and engaging the securing-plates, and a strap constituting the breeching adapted to be detachably secured in the slotted ends of the rods, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

RALPH W. PRATT.

Witnesses:

DEWITT CARPENTER,
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