

(No Model.)

O. P. BAKER.
HOLDBACK DEVICE.

No. 603,420.

Patented May 3, 1898.

Fig. 1.

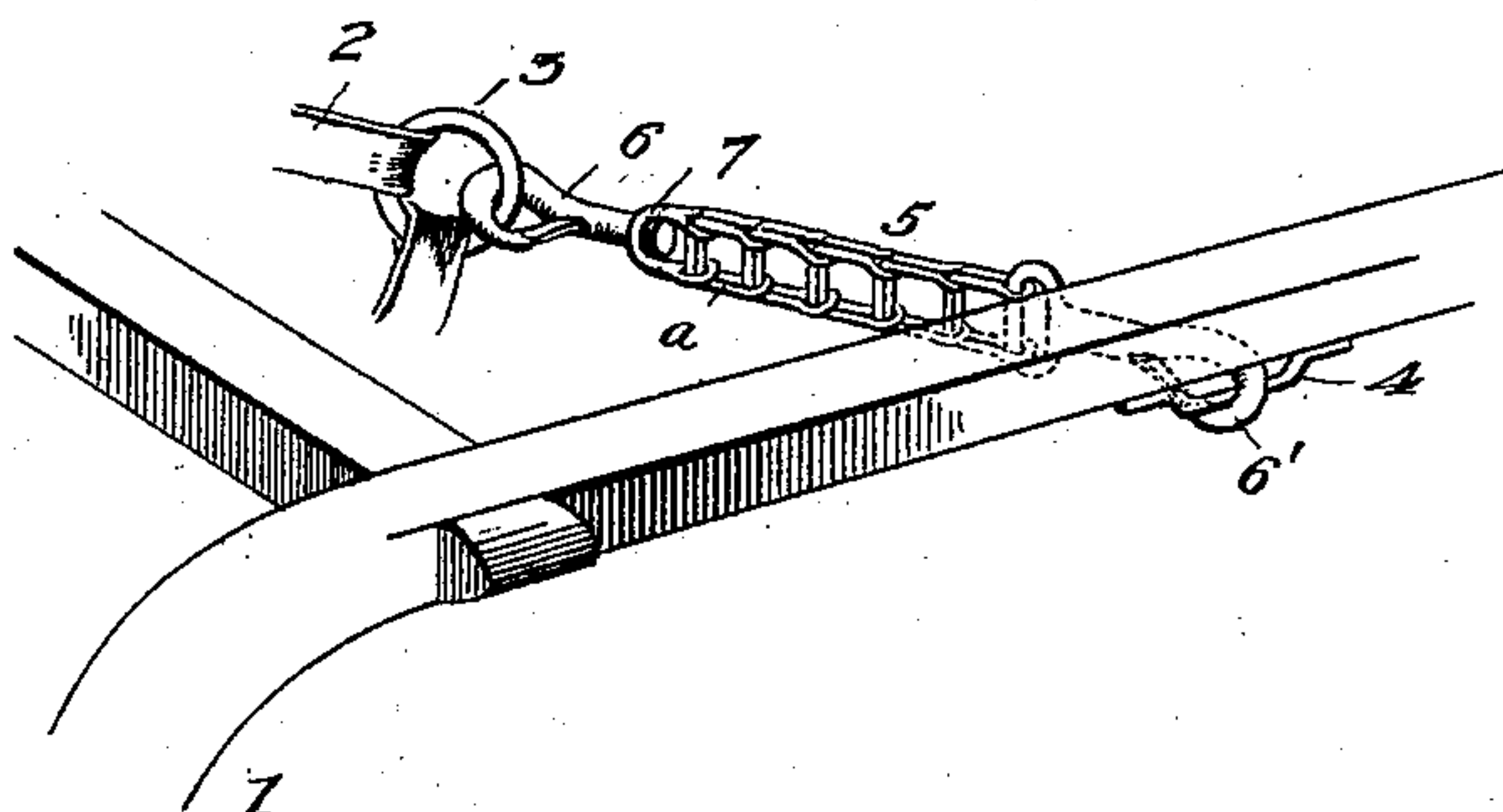


Fig. 2.

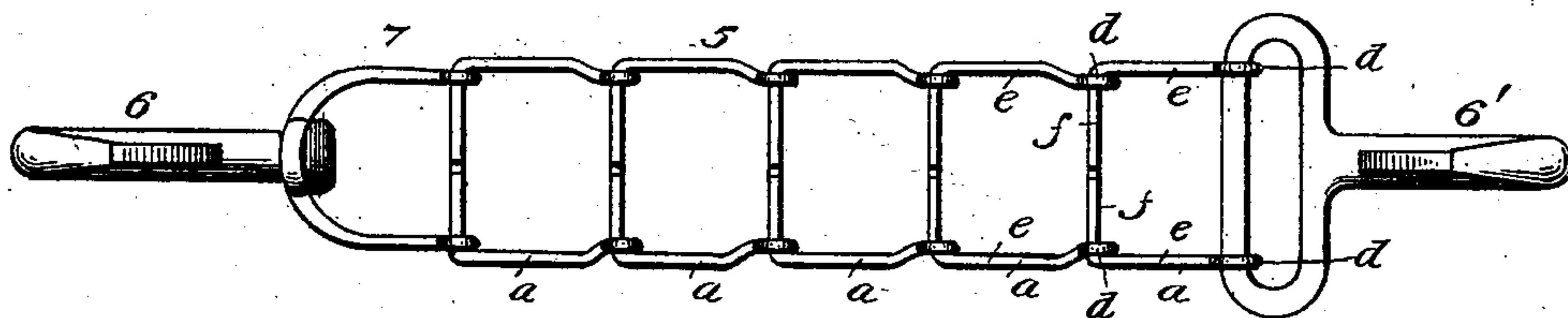
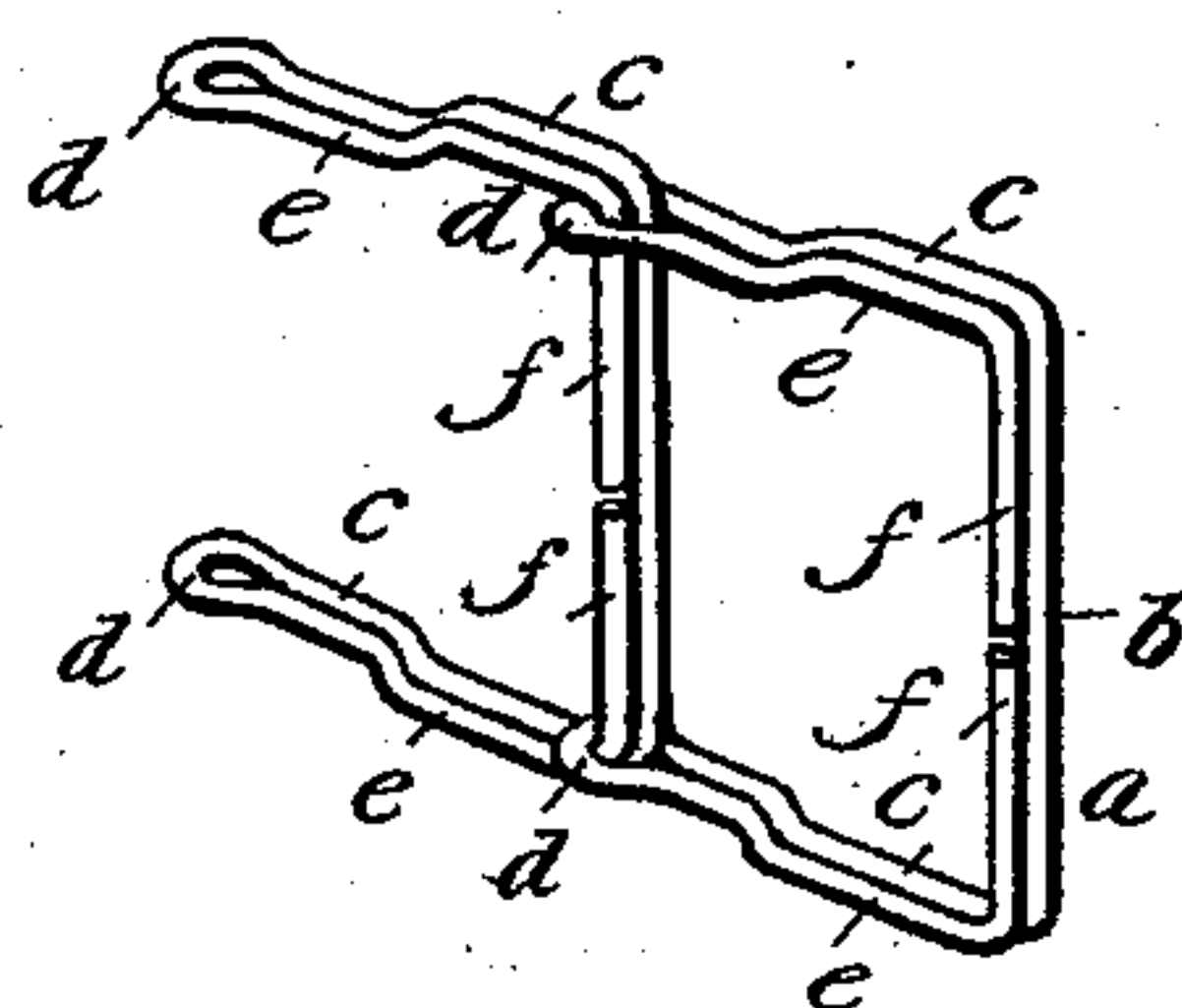


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

OLIVER P. BAKER, OF PLEASANT RIDGE, NEW YORK.

HOLDBACK DEVICE.

SPECIFICATION forming part of Letters Patent No. 603,420, dated May 3, 1898.

Application filed October 30, 1897. Serial No. 656,872. (No model.)

To all whom it may concern:

Be it known that I, OLIVER P. BAKER, a citizen of the United States, residing at Pleasant Ridge, in the county of Dutchess and State of New York, have invented certain new and useful Improvements in Holdback Devices for Harness; 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.

My invention has relation to holdback devices for harness.

The object of the invention is to provide a simple, inexpensive, and practically indestructible holdback device of such construction that it may be easily and conveniently shortened or lengthened to suit all requirements.

Farmers and teamsters have a convenient practice of leaving the holdback-strap attached to the shaft and detaching it by a hook from the harness end. Exposure to weather soon damages the strap to such an extent as to make it worthless.

My invention contemplates the provision of a metallic holdback device which may be unhooked or detached from the harness and left upon the shaft without any danger of its being affected by the weather; and with this object in view the invention consists in certain features of construction and combination of parts, which will be hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a vehicle-shaft, the breech-strap, and the holdback connecting the ring of said strap to the shaft-loop. Fig. 2 is an enlarged plan view of the holdback removed, and Fig. 3 is an enlarged detail perspective of two of the links.

In said drawings, 1 denotes the shaft of a vehicle; 2, the breeching-strap; 3, the breeching-ring, and 4 the shaft-loop.

5 denotes the holdback, which consists of a chain of a novel construction having at its ends snap-hooks 6 6', the one 6 at the harness end of the chain having preferably a swivel connection with a bail 7, which is connected to the end link of the chain, while the one 6' at the shaft end of the chain has simply a loose hinge-like connection.

The chain consists of a series of links *a*, each formed of a stiff piece of wire of suitable thickness bent to form the vertical rigid member *b*, the side arms *c*, having eyes *d*, the parallel arms *e*, and the vertical spring-jaws *f*, which are parallel with the rigid member *b*. The members of one link engage the eyes *d* of the adjacent link, and the eyes of one of the end links receive the cross-bar of the hook 6' and permit of its having a hinged or swinging movement. If it is desired to shorten this chain for obvious purposes, the jaws *f* of the link carrying the hinged snap-hook are separated, so as to allow the eyes of the adjacent link to be slipped from engagement with said jaws and be held entirely by the jaw *b*. In this position the snap-hook may be easily slipped out of the eyes *d* along the arm *e* and be disengaged. Now to remove the link one of the jaws *f* is compressed, and the eyes of the adjacent link are slipped over this compressed jaw along the arms *e c* and off the eye *d*. This shortens the chain to the extent of one link and if it be desired to remove more than this link the same operation takes place as before described, beginning at that point where the eyes are about to be slid off the spring-jaw onto the parallel arms *c e*. After the desired number of links have been removed the jaws *f f* of the remaining end link are disengaged with the eyes of its adjacent link, so as to permit of the loop of the snap-hook 6' being slid into position in the eyes of said end link. The jaws *f f* are then engaged with the eyes of the adjacent link and the holdback is complete ready for use.

In operation it will be noticed that should by any accident or mishap the spring-jaws become disengaged from the eyes of the adjacent loops the links of the chain will not be separated, for the reason that the eyes of the links cannot become disengaged from the fixed jaw *b*.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation, as well as the advantages of the invention, will be readily understood without requiring an extended explanation.

The device is simple, durable, and inexpensive and is easily and conveniently oper-

ated both in attaching and detaching the animal from the vehicle and in shortening or lengthening the chain.

Although I have specifically described the
5 construction and relative arrangement of the several elements of my invention, I do not desire to be confined to the same, as such changes or modifications may be made as clearly fall within the scope of my invention
10 without departing from the spirit thereof.

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

As an improved article of manufacture, a

holdback device for harness composed of 15 links, each of which comprises side arms having eyes, parallel arms, a vertical rigid jaw, separated vertical spring-jaws parallel with the rigid jaw, a swiveled fastening device at one end of the connected links, and a hinged 20 fastening device at the other end, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

OLIVER P. BAKER.

Witnesses:

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S. G. GUERNSEY.