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Patented Sept. 12, 1899.

C. TEETER.

HOLDBACK CLASP OR CHECK LOOP FOR VEHICLES.

(Application filed Aug. 27, 1897.)

(No Model.)

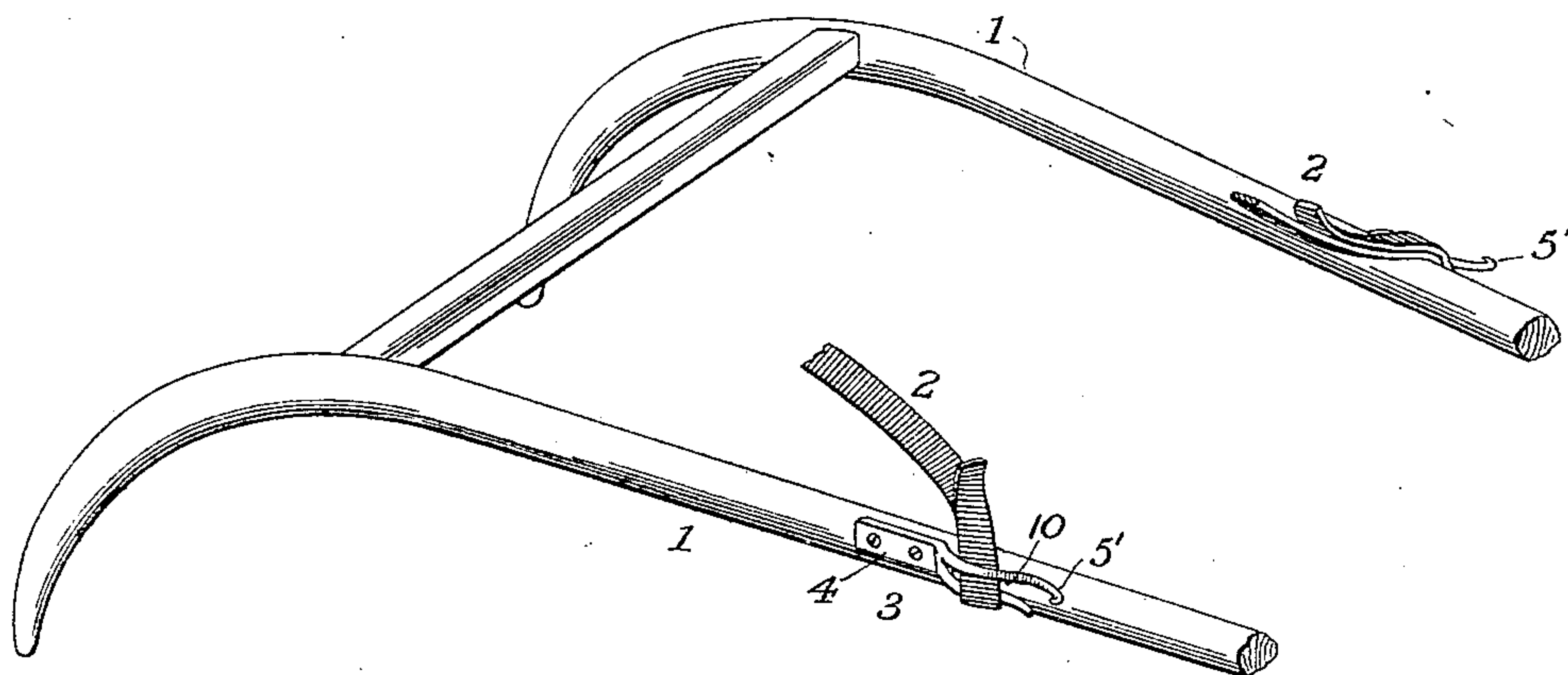


Fig. 1.

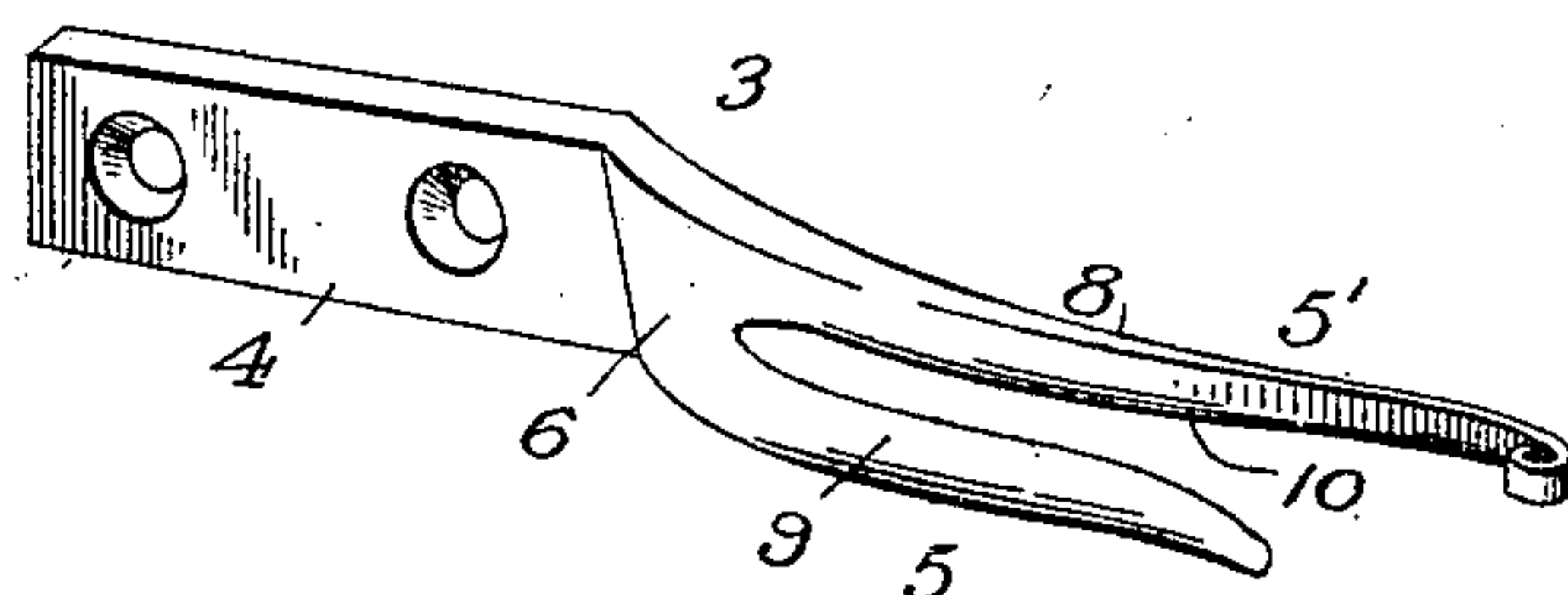


Fig. 2.

WITNESSES

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CHANCELLOR TEETER, OF DELORAINE, CANADA.

HOLDBACK-CLASP OR CHECK-LOOP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 632,953, dated September 12, 1899.

Application filed August 27, 1897. Serial No. 649,767. (No model.)

To all whom it may concern:

Be it known that I, CHANCELLOR TEETER, a citizen of the Dominion of Canada, residing at Deloraine, in the Province of Manitoba and Dominion of Canada, have invented certain new and useful Improvements in Clasps, Buckles, or Check-Loops; 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 relates to improvements in clasps, buckles, or check-loops, and has more particular relation to clasps or buckles employed in connection with harness.

The invention consists of an attaching-plate having two spaced spring-arms extending therefrom in different planes and adapted to be attached to the shaft of a vehicle, so that a breeching-strap may be forced between said arms and between one of said arms and the vehicle-shaft and then held firmly in position.

The invention also consists of certain other novel constructions, combinations, and arrangements of parts, all of which will be hereinafter more particularly set forth and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 represents a perspective view of a pair of shafts with my invention applied thereto, and Fig. 2 represents an enlarged detail perspective view of my said improvement.

1 1 in the drawings represents the shafts, 2 2 the breeching-straps, and 3 3 my improved clasps. Each of the latter comprises an apertured attaching-plate 4, having two spring-arms 5 and 5' formed on one end of the same. The material plate 4 is bent, as at 6, to form the shoulder, so that when said plate 4 is applied to the shaft both of the arms 5 and 5' will extend clear of the shaft, and thus be capable of a spring movement in either direction to permit of the straps 2 being forced between the same, as hereinafter described. The arm 5', which extends some distance beyond the arm 5, is so bent at 8 as to lie farther away from the shaft than the arm 5, which is similarly bent at 9. The arm 5 is bent outward from the shaft and then inward near its forward end, so as to form a strap-re-

taining portion 10, so that the pressure of the spring-arm pressing the strap against the shaft will be light at this point, but will become heavier as the strap is moved forward, while the arm 5 is simply bent forward and downward on an incline and is so formed that its outer end extends outward away from the arm 5', whereby the breeching-strap may be readily forced between the two arms, so as to lie within the retaining portion 19. The inherent spring quality of the two arms permits of the breeching-straps being readily forced between them, and thus held firmly in position by the spring-arm 5' pressing the strap against the spring-arm 5 and the spring-arm 5 pressing against the shaft 1 in such a manner that the strap 2 cannot be jarred or shaken out of position.

By the employment of my invention the breeching-straps are secured permanently to the breeching, so that when the animal is to be unhitched it is not necessary to touch the breeching-straps at all, as the forward movement of the animal in passing from between the shafts will cause said breeching-straps to slip out from between the forward ends of the spring-arms 5 and 5', and thereby disengage it altogether from the shafts. This peculiar action is particularly desirable in case of runaways, as the horse may be detached from the vehicle by simply loosening the traces. The application of the breeching-straps to the shafts is rapid and effective, and the spring-arms hold the straps firmly in position, preventing the wear occasioned by the ordinary devices of this kind, which allow the strap to lie loosely between the prongs, chafing and wearing with each movement of the animal.

If so desired, the attaching-plate and the shorter arm 5 may be formed integral and of sheet metal, with the arm 5' constructed of wire and suitably secured thereto.

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

1. In a harness-clasp, the combination with a vehicle-shaft, of a plate secured thereto and provided with two spaced spring-arms between which a breeching-strap may be forced, and said breeching-strap firmly pressed be-

tween the said spring-arms, and also firmly pressed between one of said spring-arms and the vehicle-shaft, substantially as described.

2. The combination with a vehicle-shaft, of
5 a harness-clasp secured thereto and comprising an attaching-plate, and two spaced spring-arms lying in different horizontal planes one of which is longer than the other and is formed with a strap-retaining curve, and a breeching-
10 strap lying in said retaining-curve and firmly pressed between the two spaced spring-arms and between the said spaced spring-arms and the vehicle-shaft, substantially as described.

3. The combination with the vehicle-shaft,
15 of a harness-clasp secured thereto and comprising an attaching-plate provided with two

spaced spring-arms one of which is longer than the other and formed with a strap-retaining curve, and a breeching-strap with its looped end passed around the shorter arm and pressed 20 between said arm and the vehicle-shaft, substantially as shown.

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

CHANCELLOR TEETER.

Witnesses:

W. P. MCKIM,
T. H. EVANS.