

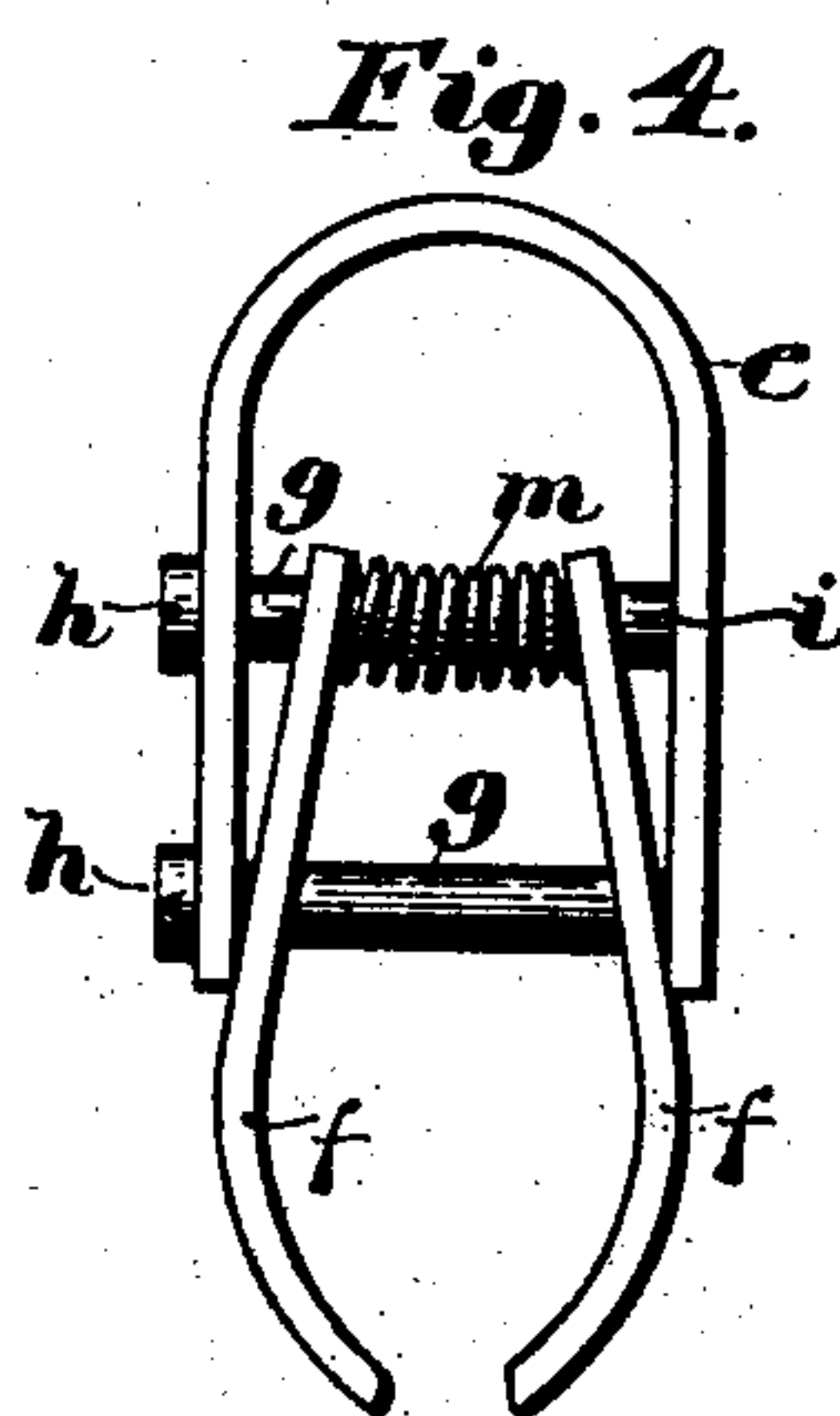
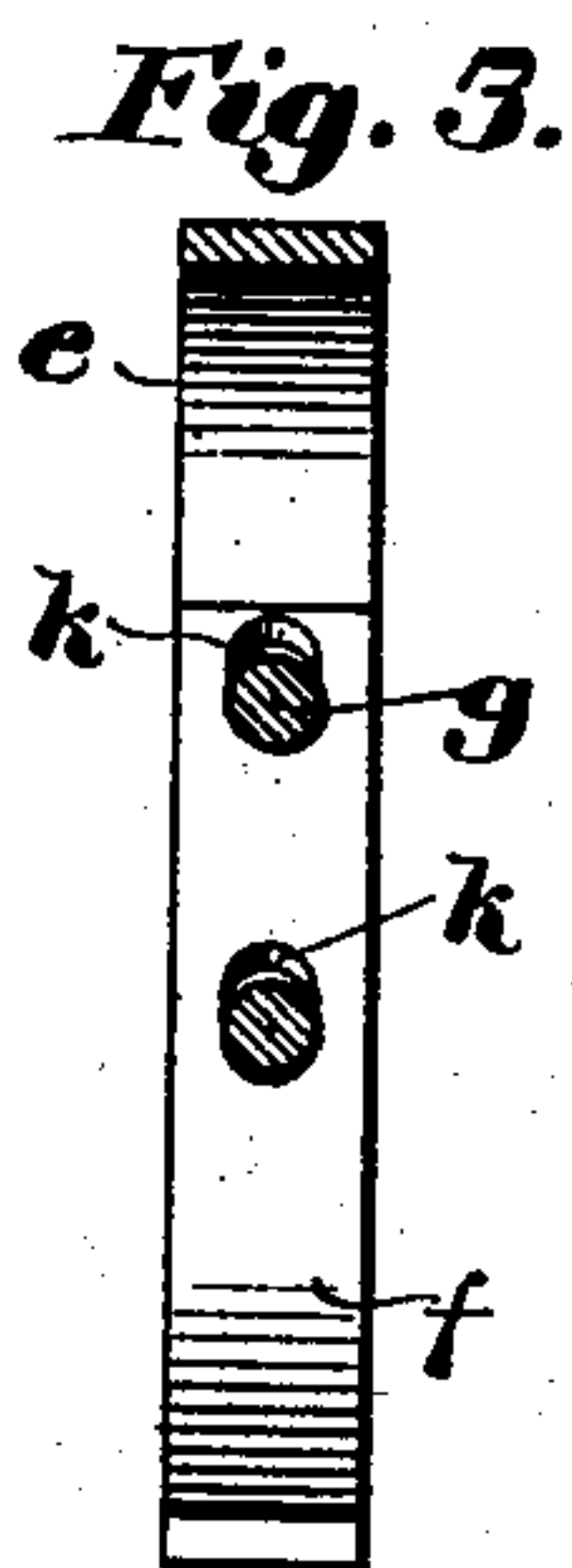
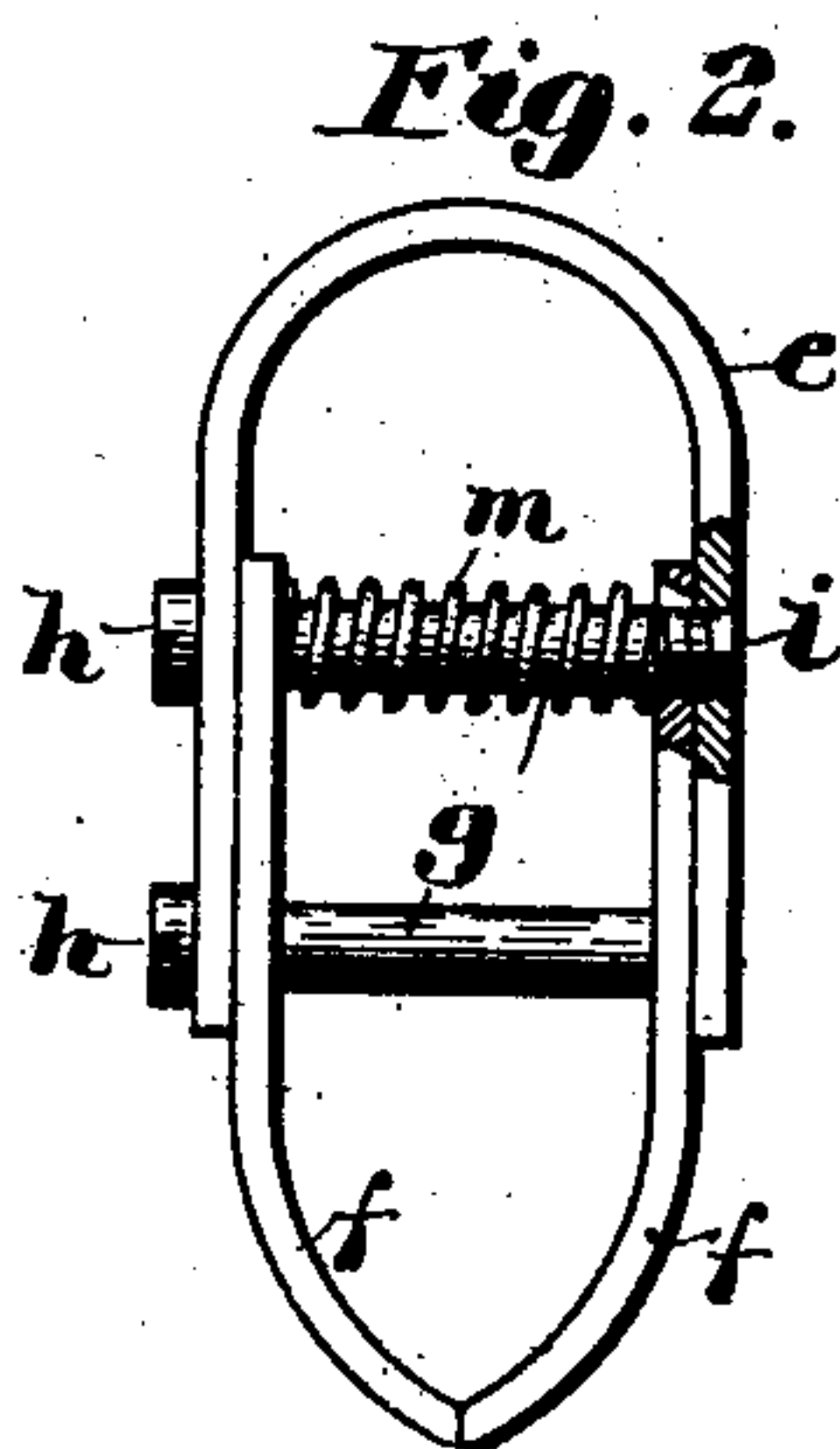
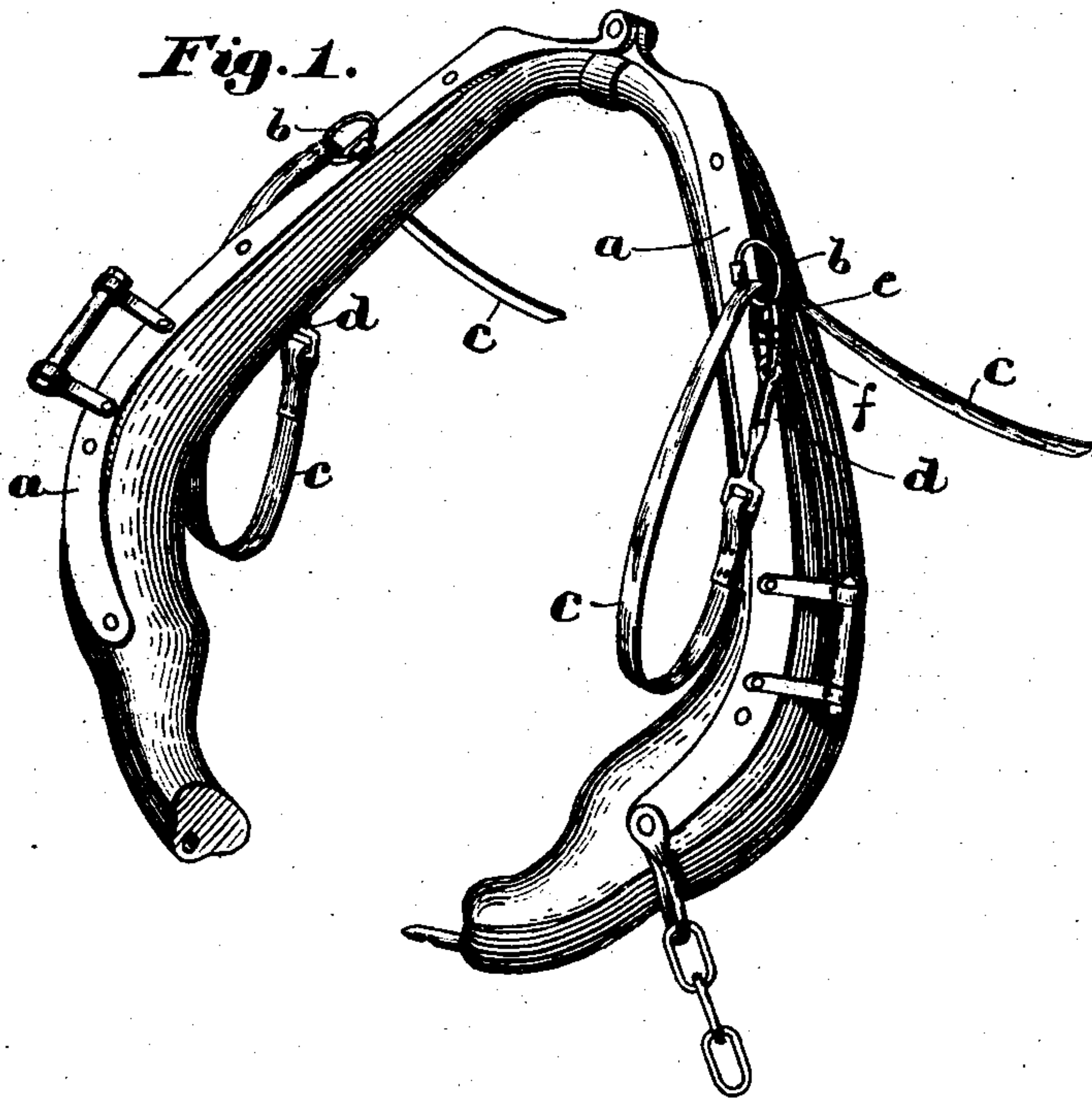
No. 696,175

Patented Mar. 25, 1902.

F. HOLBROOK.  
FIRE HARNESS.

(Application filed Oct. 3, 1901.)

(No Model.)



**Witnesses:**  
Walter O. Lombard  
Mary A. Kenney.

**Inventor:**  
Frank Holbrook  
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# UNITED STATES PATENT OFFICE.

FRANK HOLBROOK, OF LYNN, MASSACHUSETTS, ASSIGNOR TO THE NEW ENGLAND FIRE SUPPLY COMPANY, OF LYNN, MASSACHUSETTS, A CO-PARTNERSHIP.

## FIRE-HARNESS.

SPECIFICATION forming part of Letters Patent No. 696,175, dated March 25, 1902.

Application filed October 3, 1901. Serial No. 77,403. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK HOLBROOK, a citizen of the United States, residing at Lynn, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Fire-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.

The present invention relates to improvements in suspension devices for harness which are now so generally in use by fire departments and in other service where a "quick hitch" is necessary.

As is well known to those familiar with the practices in modern fire departments, most of the harness is usually suspended in front of the apparatus over the position which the horses occupy while being hitched, the driving-lines being disconnected from the bit and suspended with the rest of the harness and leading back to the driver's seat ready to be instantly grasped by him when preparing to respond to an alarm. The bridle and bit are usually left on the horse, and the forward ends of the lines are provided with quick-operating snap-hooks, whereby they may be instantly connected with the rings of the bit when hitching up. These snap-hooks are quite heavy and have a tendency to hang down and drag the lines through the rings, which is objectionable and retards the operation of hitching. Moreover, they are in the way of the horse as he steps into position. It is therefore the practice to suspend the forward ends of the lines from the hame-rings; but as the release of the snaps from the rings would consume much valuable time when making a quick hitch they are not snapped into the rings, but are tied thereto by fine twine, which may be quickly broken by a jerk. This manner of temporarily suspending the forward ends of the driving-lines is objectionable for the reason that the string or twine is constantly accidentally breaking if any undue pull or strain is applied thereto, as in cleaning the harness.

The object of the present invention is to provide a clip which remains permanently connected to the harness, as in the hame-ring,

into which the snap-hook at the free end of the line may be snapped, but from which it may be instantly freed by giving a quick jerk to the line.

To the above end the present invention consists of the improved clip and to its combination with a fire-harness, all as will be hereinafter described and claimed.

The present invention is illustrated in the accompanying drawings, in which—

Figure 1 shows a perspective view of a suspended harness with my improved clip in position thereon and illustrating the free ends of the lines as they are when suspended. Fig. 2 is a front view of my improved clip removed from the harness, showing the normal position of the jaws when closed. Fig. 3 is a vertical sectional view, and Fig. 4 shows a view similar to Fig. 2 with the jaws open to release the snap-hook.

Similar letters of reference will be employed to designate corresponding parts throughout the specification and drawings.

In the drawings, *a* is a pair of hames, such as are now generally used in fire-harness, and *b* are the rings usually affixed thereto and through which the driving-lines *c* lead to the bit of the bridle. (Not shown.) The lines *c* are provided at their forward ends with snap-hooks *d*, by means of which they are connected to the rings of the bit.

The devices so far referred to in and of themselves form no part of the present invention and have been merely illustrated in order to facilitate an understanding of the operation of my improved clip.

My improved clip in the form preferred by me is shown in detail in Figs. 2, 3, and 4 of the drawings and comprises a yoke *e* and two jaws *f*, which at their lower ends are curved toward each other and meet at a point substantially in line with the median line of the yoke. These jaws are held in place within the yoke by means of bolts *g*, fastened in the yoke in any suitable or convenient manner, as by providing one end thereof with a head *h* and the other end with an external screw-thread *i*, which engage threaded apertures in one side of the yoke. The jaws *f* are provided with slots *k*, through which the bolts *g* pass and which permit the swinging move-

ment of said jaws necessary to their opening and closing. The jaws are normally held closed by means of a coiled spring which surrounds the upper bolt and which bears against the jaws and against the force of which the jaws must be opened.

In operation as many clips are provided as there are driving-lines in the harness, and they are fastened permanently to the harness, preferably to the hame-rings, and hang with the jaws down. The snap-hook of the driving-lines is engaged with the clip (one in each clip) by snapping the hook in the jaws of the clip below the lower bolt, as clearly shown in Fig. 1. This will hold the forward ends of the driving-lines suspended, and in making a hitch it is only necessary to give a quick pull to the lines to cause the jaws to

open, as shown in Fig. 4, and release the snap-hooks from the clips for connection with the rings of the bridle-bit.

Having described my invention, I claim as new and desire to protect by Letters Patent of the United States—

An improved clip, comprising a yoke or frame, opposing curved jaws mounted upon bolts held in said frame, and a spring for acting upon the rear ends of said jaws to force their curved ends together, substantially as described.

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

FRANK HOLBROOK.

Witnesses:

T. HART ANDERSON,  
MARY A. KENNEY.