

No. 792,513.

PATENTED JUNE 13, 1905.

J. GAUTHIER.
HOLDBACK.

APPLICATION FILED OCT. 24, 1904.

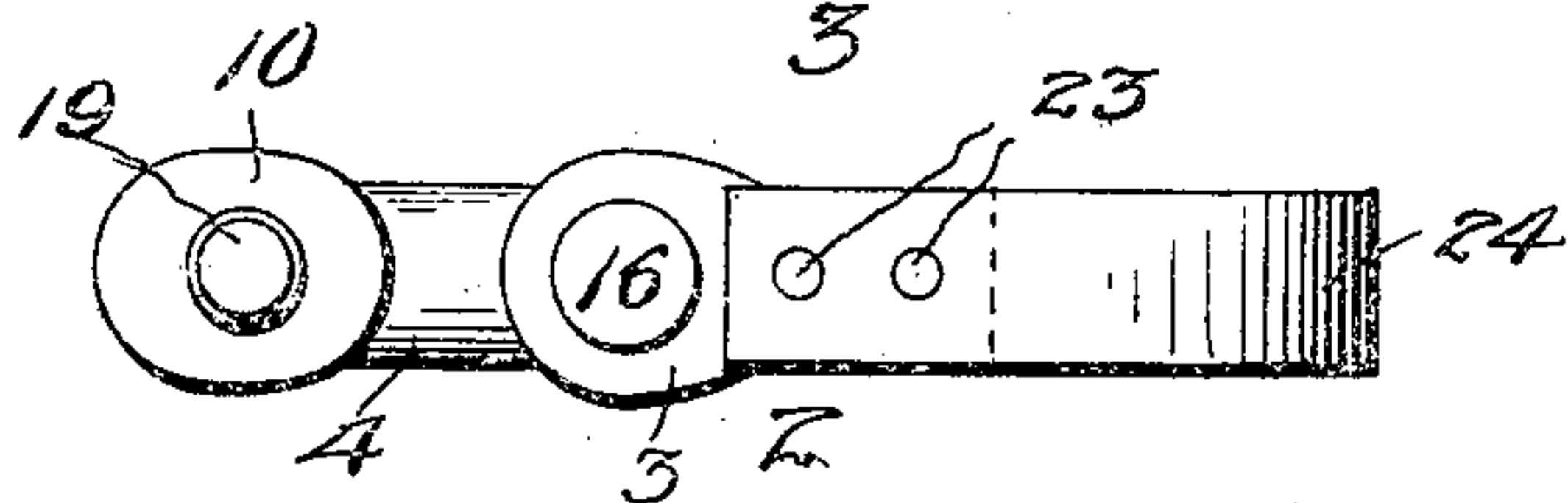
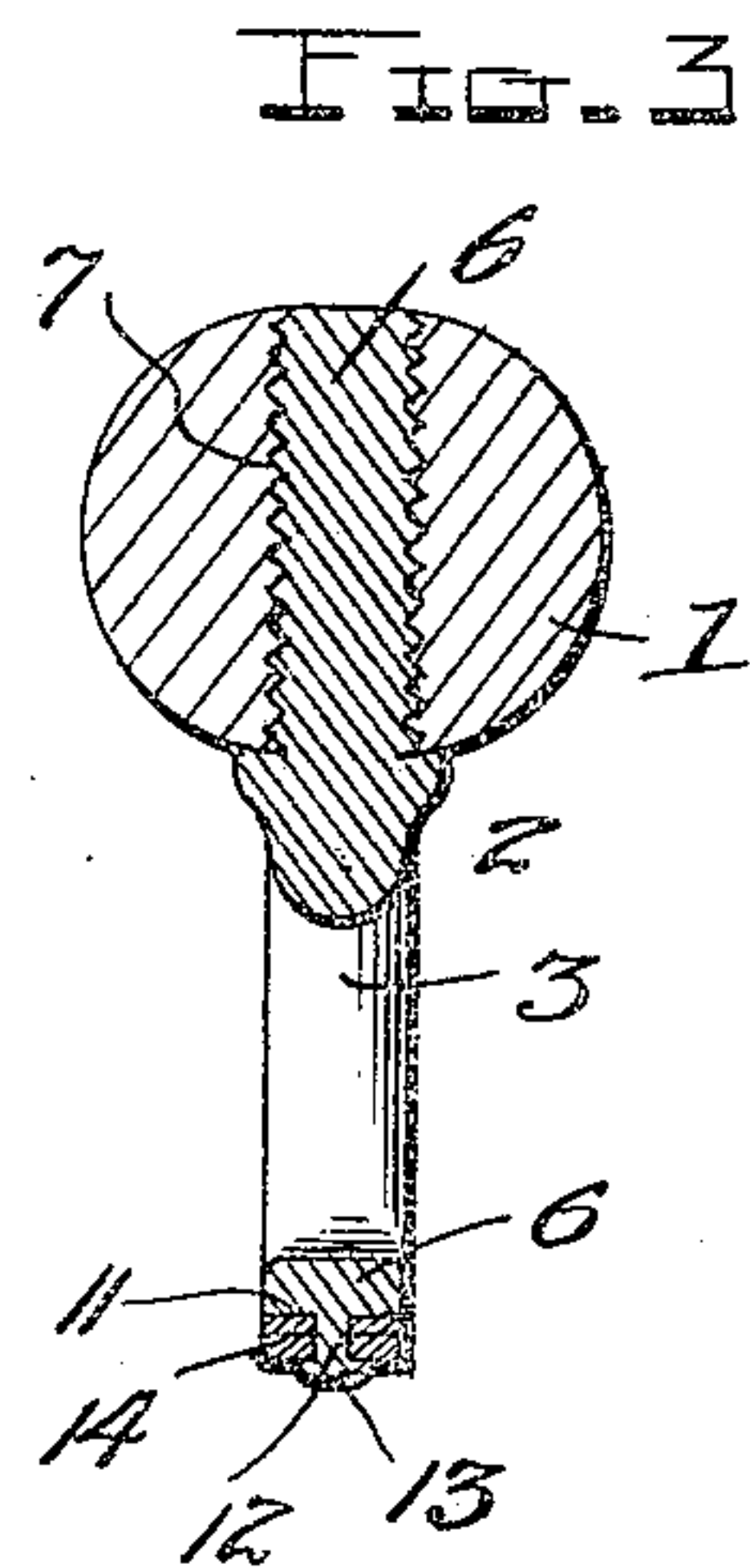
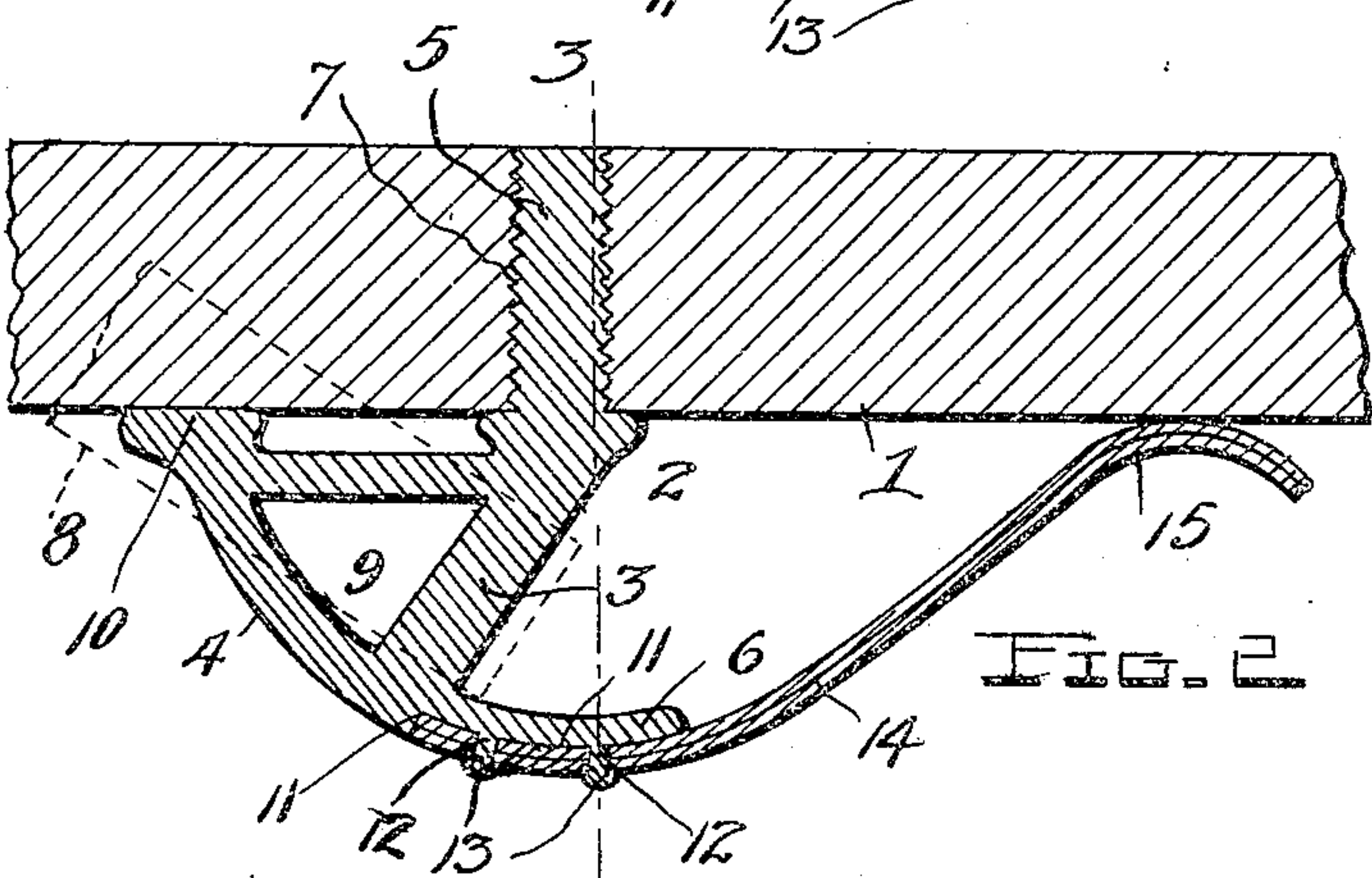
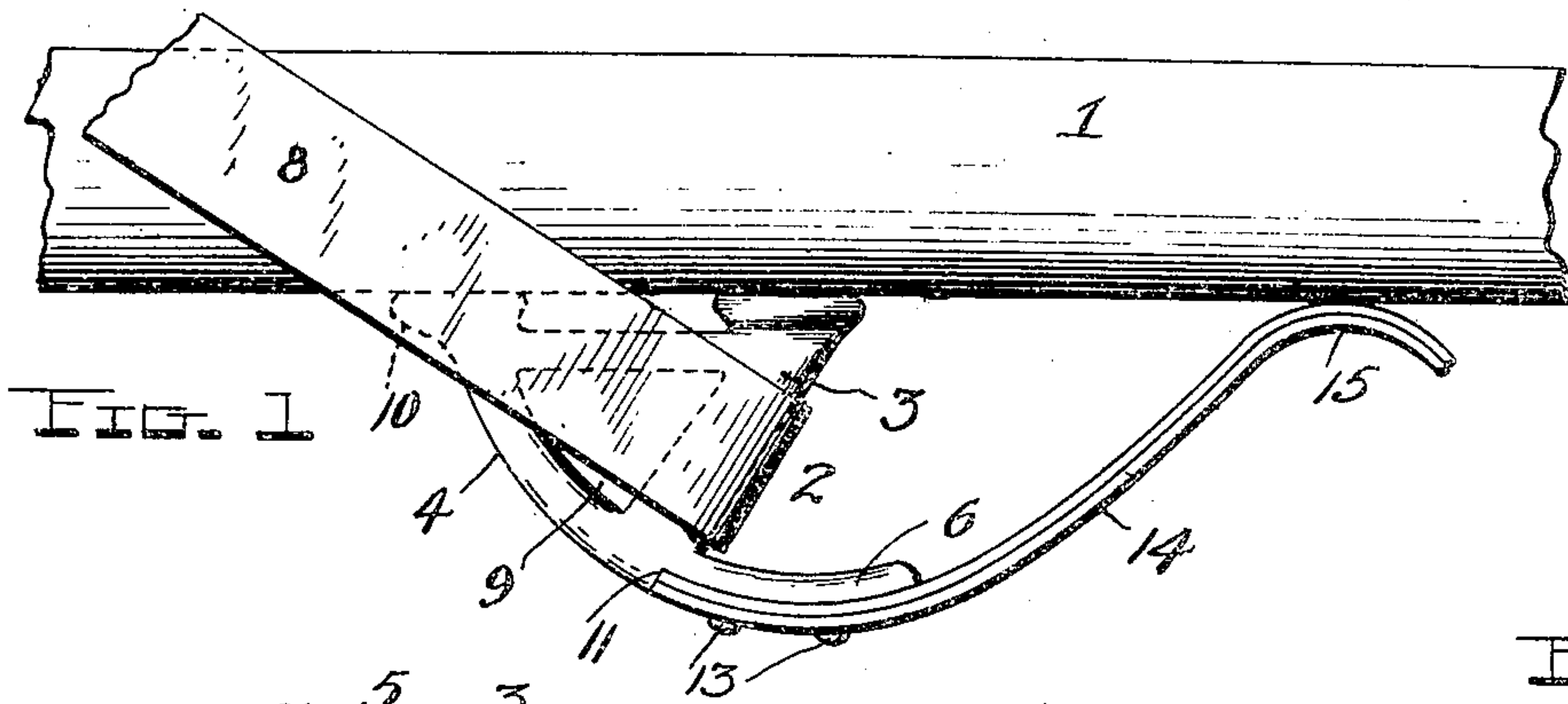


FIG. 5

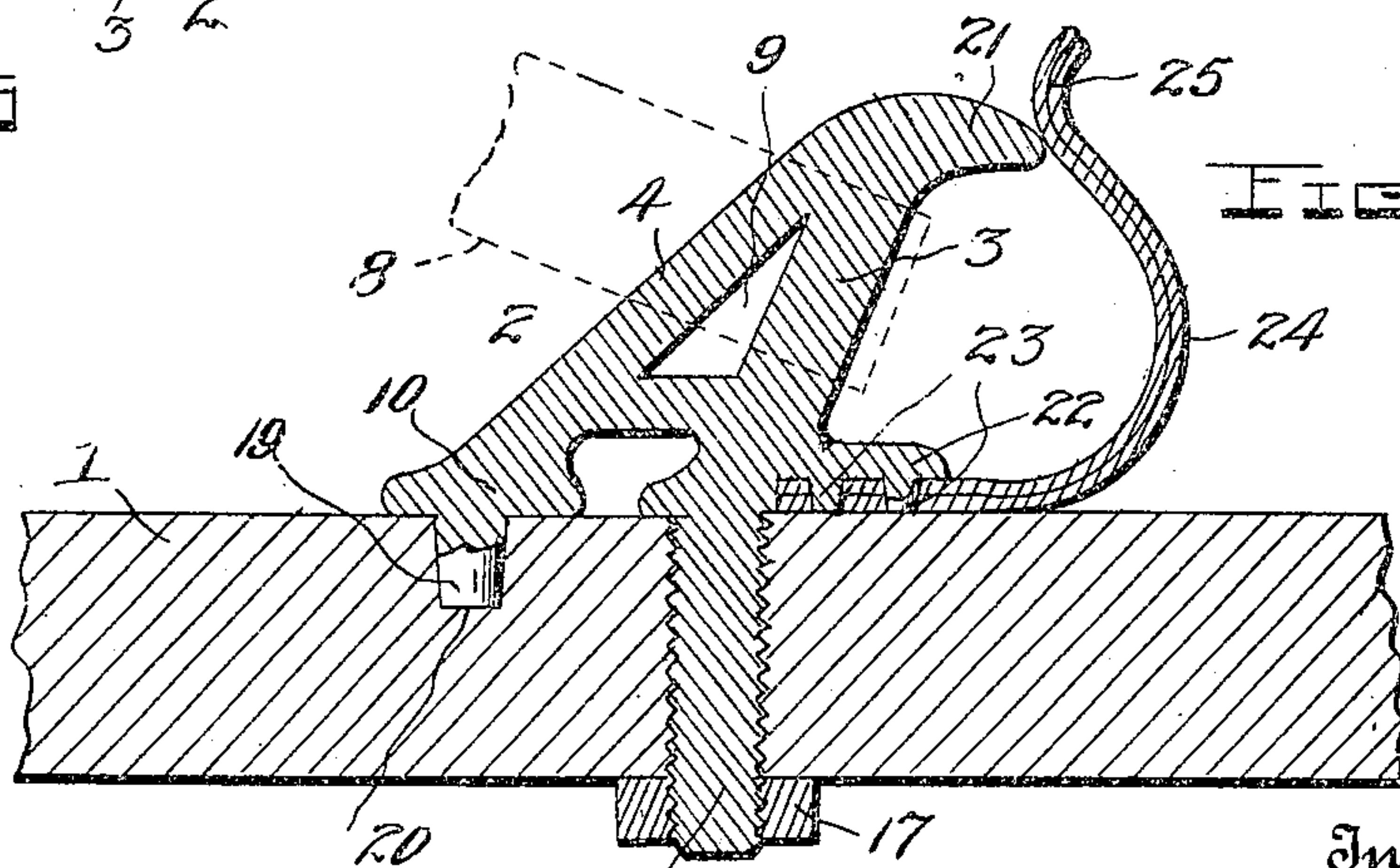


FIG. 4

Witnesses
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UNITED STATES PATENT OFFICE.

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SPECIFICATION forming part of Letters Patent No. 792,513, dated June 13, 1905.

Application filed October 24, 1904. Serial No. 229,790.

To all whom it may concern:

Be it known that I, JOSEPH GAUTHIER, a citizen of the United States, residing at St. Johnsbury, in the county of Caledonia and State of Vermont, have invented certain new and useful Improvements in Holdbacks; and I do 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 relates to improvements in holdbacks for vehicle shafts or thills; and it consists in certain novel features of construction, combination, and arrangement of parts hereinafter described and claimed.

The object of my invention is to improve the construction of devices of this character, and thereby render the same more efficient and durable in use and less expensive to manufacture.

The above and other objects, which will appear as the nature of my invention is better understood, are accomplished by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved holdback, showing the application of the same. Fig. 2 is a vertical longitudinal sectional view through the same. Fig. 3 is a vertical transverse sectional view taken on the line 3 3 of Fig. 2. Fig. 4 is a vertical longitudinal sectional view through a slightly-modified form of my invention, the holdback being mounted upon the upper side of the shaft instead of upon the under side, as in Figs. 1 and 2; and Fig. 5 is a bottom plan view of the holdback shown in Fig. 4, the same being removed from the shaft.

Referring more particularly to Figs. 1 and 3, inclusive, of the drawings, the numeral 1 denotes a shaft or thill, upon the under side of which is secured my improved holdback 2. The latter is here shown in the form of an integral casting which consists of an angularly-disposed body or hook portion 3, a brace portion 4 for said hook, a screw-threaded fastening-stud 5 at one end of said hook, and a projecting portion or tongue 6 at the opposite end of said hook. The screw-threaded stud 5 is screwed into a suitable socket 7 in the shaft

1, so that the body or hook portion 3 projects downwardly and forwardly to permit the usual holdback-strap 8 to have a direct line of draft, as shown. The brace 4, which projects forwardly from the hook 3, is open, as at 9, and has its end 10 engaging the under side of the shaft in order to strengthen and support the hook 3. The tongue 6 projects rearwardly from the lower end of the hook 3 and has its lower face recessed at 11 and formed with two or more integral fastening studs or rivets 12.

In order to prevent the holdback-strap 8 from becoming disengaged from the hook 3, I provide a flat or band spring 14, which is formed of two leaves or double, as shown. Said spring has one of its ends secured in the recessed portion 11 of the tongue 6 by means of the fastening studs or rivets 12, which latter project through openings formed in said end of the spring and have their outer ends upset, as shown at 13. The opposite end of said spring is curved, as at 15, and frictionally engages the under side of the shaft, so that the strap 8 will be prevented from being casually disengaged from the holdback, as will be readily understood.

In Figs. 4 and 5 of the drawings I have shown a slightly-modified form of holdback, which I mount upon the upper side of the shaft or thill. As here shown, the screw-threaded stud 16 is passed entirely through the shaft in order to receive a screw-nut 17 upon its lower end, and the outer end 18 of the hook-brace is formed with an integral stud 19, which is seated in a socket 20, formed in the shaft 1, in order to prevent the casting from turning upon its screw-stud 16. It will be noticed that the hook or body portion of the casting, which receives the holdback-strap, projects upwardly and rearwardly and has its upper end formed with a projecting portion 21. The tongue 22 in this form of holdback, which corresponds to the tongue 6 in the form previously described, is disposed at the inner or lower portion of the hook and has its integral studs 23 formed upon its under side and engaging the upper side of the shaft when the holdback is applied to the latter. The spring 24 in this form of my invention is sub-

stantially U-shaped and has its lower end securely clamped between the tongue 22 and the shaft, the studs 23 preventing the spring from turning. Said spring 24, which is also doubled as shown, has its upper end 25 engaged with the portion 21 of the hook or body portion of the casting.

The use and advantages of my invention will be readily understood from the foregoing description, taken in connection with the accompanying drawings. It will be seen that the device is of simple and durable construction and that it may be manufactured at small cost. Owing to the angular disposition of the hook, the holdback-strap will have a direct line of draft, so as to lessen the strain and reduce the wear upon the same.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

The herein-described holdback consisting of

an integral casting having an angularly-disposed hook portion adapted to be engaged by the bight of the holdback-strap, a curved tongue portion projecting outward from said hook 30 portion to assist in keeping the holdback-strap engaged by said hook, a diagonal brace portion for said hook adapted to bear against a vehicle-shaft, a bar connecting the hook portion and the diagonal brace, a threaded fastening-stud formed upon one side of said hook 35 and adapted to engage an opening in said shaft, a double spring secured upon integral fastening-studs projecting from the tongue portion of the hook, said spring being curved to close 40 the hook and to prevent the disengagement of said holdback-strap and a stud formed on the diagonal brace portion, essentially as described.

In testimony whereof I have hereunto set 45 my hand in presence of two subscribing witnesses.

JOSEPH GAUTHIER.

Witnesses:

E. C. CHANDLER,
CHAS. W. RUITER.