

C. HASTINGS.
HOLDBACK.
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928,602.

Patented July 20, 1909.

Fig. 1.

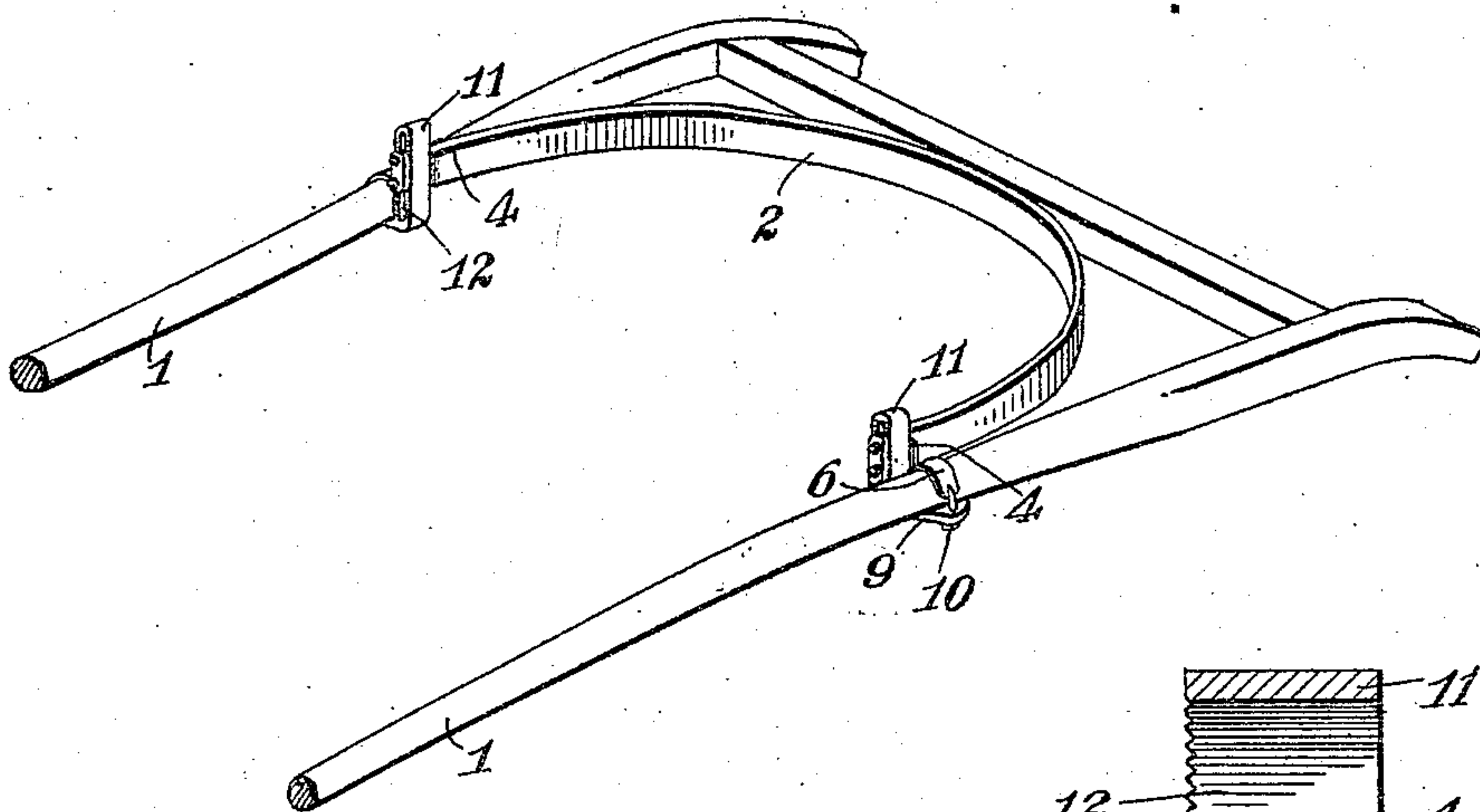


Fig. 2.

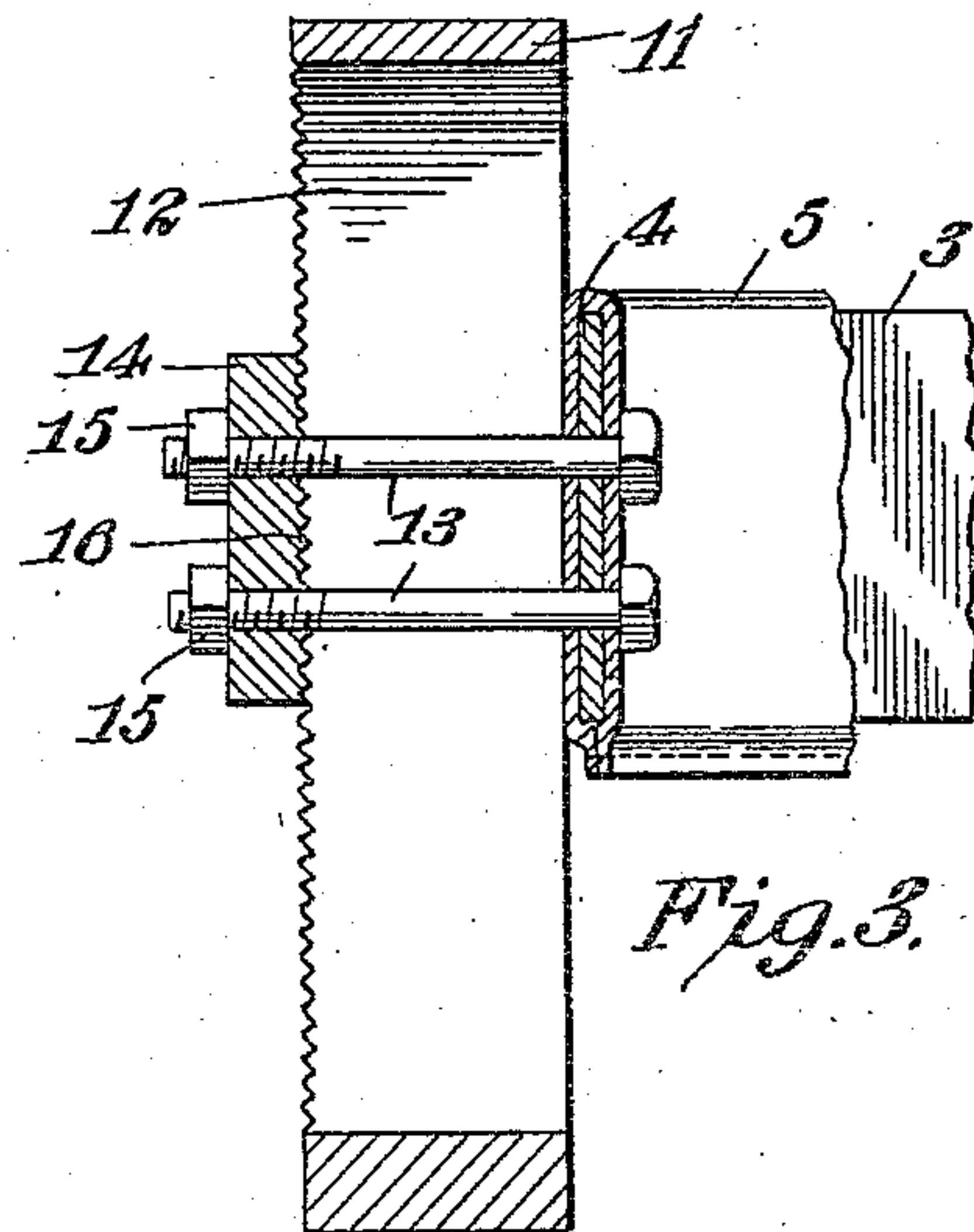
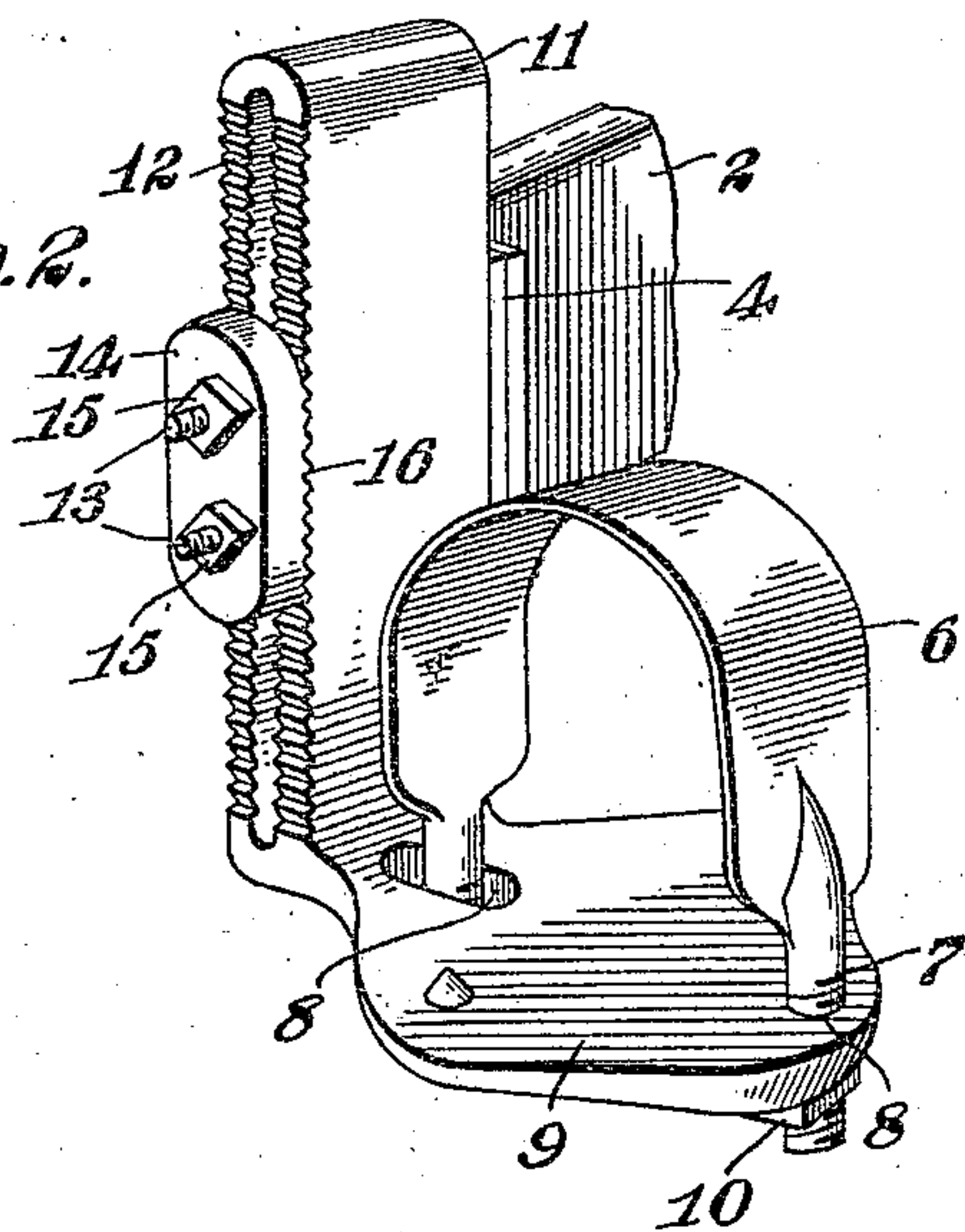


Fig. 3.

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By *[Signature]* Attorneys

UNITED STATES PATENT OFFICE.

CURTIS HASTINGS, OF JASONVILLE, INDIANA.

HOLDBACK.

No. 928,602.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CURTIS HASTINGS, a citizen of the United States, residing at Jasonville, in the county of Greene and State of Indiana, have invented certain new and useful Improvements in Holdbacks, of which the following is a specification.

This invention comprehends certain new and useful improvements in harness, relating more particularly to an improved breeching construction of that type having a holdback secured transversely of the shafts of the vehicle, and the invention has for its object a simple, durable and efficient construction of device of this character which embodies improved attaching means, whereby the holdback is rendered susceptible of application to shafts of different sizes and capable of being adjusted longitudinally and vertically to suit the horse, while at the same time being adapted to be quickly and conveniently detached from the shafts when not desired for use, the device possessing certain other advantages that will become at once apparent as the invention is hereinafter disclosed, over the ordinary breeching constructions in general use.

With this and other objects in view that will more fully appear as the description proceeds, the invention consists in certain constructions and arrangements of the parts that I shall hereinafter fully describe, and then point out the novel features thereof in the appended claims.

For a full understanding of the invention and the merits thereof, and to acquire a knowledge of the details of construction, reference is to be had to the following description and accompanying drawing, in which:

Figure 1 is a perspective view illustrating the application of my improved breeching construction; Fig. 2 is a detail perspective view of one of the attaching devices; and, Fig. 3 is a vertical section thereof.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawing by the same reference characters.

My invention is designed to be applied to a pair of vehicle shafts 1, and consists essentially of a holdback proper 2 which is supported transversely of the same and may be

of any desired or approved construction or design. In the present instance, however, this holdback consists of a curved bar or core 3 which is formed with oppositely disposed outstanding ends 4 and which is preferably incased in a leather or other suitable covering 5 so as to prevent the animal from becoming injured from contact therewith. As the preferred means for supporting the holdback 2 in position, I provide two attaching members which are substantially similar and which are mounted upon the opposite shafts 1 and engage the outstanding ends 4 of the holdback, as hereinafter described. Each of these attaching devices consists of an inverted U-shaped clip 6 which substantially embraces the shaft and has its ends threaded as indicated at 7 and arranged to protrude downwardly through transversely spaced openings 8 formed in a clip plate 9, the inner opening being preferably transversely elongated, as shown, so as to afford the corresponding end of the clip limited play therein. Nuts 10 work upon the threaded ends 7 of the clip, below the clip plate 9, and are adapted to be screwed up against the latter to mount the attaching device upon the shaft and hold it securely in longitudinally adjusted position thereon. The clip plates 9 have their inner or opposing ends extended and provided with upwardly disposed attaching lugs 11 which extend along the inner sides of the shafts and terminate above the same, and which are formed with vertical slots 12 extending longitudinally therethrough. The outstanding ends 4 of the holdback 2 are designed to extend across the corresponding ends of the respective attaching lugs 11, and each of said ends 4 carries one or more bolts 13, although two are preferably employed and are mounted in the vertical slots 12, as shown, the said bolts being arranged one above the other and being spaced apart a distance less than the length of the slots 12 so as to be capable of having a limited vertical movement therein. At the other ends of the attaching lugs 11, the respective pairs of bolts 13 engage glands 14 that are held in position thereon by means of nuts 15, the contracting surfaces of the glands and the lugs being correspondingly serrated, as indicated at 16.

In the practical use of my improved hold-

back, the clips 6 are applied to the respective shafts 1 and the clip plates 9 are then slipped on the extremities of the clips 6 and are held thereon through the instrumentality of the nuts 10, the nuts being tightened against the clip plates to hold the clips in the desired longitudinally adjusted positions. The pairs of bolts 13 carried by the opposite ends of the holdback are then inserted through the slots 12 of the respective attaching lugs 11 and the respective glands 14 are mounted upon the extremities of the pairs of bolts, the nuts 15 being then applied to the bolts, as before described. Inasmuch as the pairs of bolts 13 are spaced apart a less distance than the length of the slots 12, it will be manifest that these bolts may be moved in the slots and raise or lower the holdback into the desired vertically adjusted position in relation to the horse, and the nuts 14 are tightened against the gland 15 to hold the serrations 16 interlocked, and thus maintain the holdback effectually against accidental displacement.

From the foregoing description, in connection with the accompanying drawing, it will be apparent that I have provided an improved holdback which may be readily applied to the shafts of a vehicle, and may be held in the desired longitudinally and vertically adjusted positions according as found most suitable to the horse; which in addition to its function as a holdback, also serves to prevent the horse from damaging the vehicle by kicking; which is arranged to supersede the old breeching of the harness, and thus reduces the number of parts of the latter and admits of the hitching and unhitching of the horse being accomplished with greater facility; which embodies the characteristics of simplicity, durability and strength, and which consists of comparatively few parts that may be easily and cheaply manufactured and readily assembled.

Having thus described the invention, what I claim is:

1. In a breeching of the character described, the combination of attaching devices designed to be mounted upon the shafts and carrying attaching lugs having vertical slots extending therethrough, a holdback provided at its opposite ends with threaded elements passing through the respective slots and slidingly mounted for vertical movement therein, and means working upon the threaded elements and engaging with the attaching lugs to maintain the former in adjusted positions in the slots.

2. In a breeching of the character described, the combination of attaching devices designed to be mounted upon the shafts and carrying attaching lugs having vertical slots extending therethrough, a holdback provided at its ends with threaded elements passing through the respective slots and

slidingly mounted for vertical movement therein, nuts working upon the threaded elements, and means cooperating with the nuts for maintaining the threaded elements in adjusted positions in the slots.

3. In a breeching of the character described, the combination of attaching devices designed to be mounted upon the shafts and carrying attaching lugs having vertical slots extending therethrough, a holdback extending between the attaching devices and provided at its opposite ends with horizontally disposed threaded elements slidingly mounted in the slots of the respective attaching lugs and projecting therebeyond, nuts working upon the projecting ends of the threaded elements, and means carried by the threaded elements and interposed between the nuts and the attaching lugs for engaging the latter to maintain the threaded elements in different vertically adjusted positions in the slots.

4. In a breeching of the character described, the combination of attaching devices designed to be mounted upon the shafts and carrying attaching lugs having vertical slots extending therethrough, a holdback extending between the attaching devices and provided at its opposite ends with horizontally disposed threaded elements slidingly mounted in the slots of the respective attaching lugs and projecting therebeyond, nuts mounted upon the projecting portions of the threaded elements, and glands also mounted upon the projecting portions of the threaded elements and interposed between the nuts and the attaching lugs and having an operative engagement with the latter, as and for the purpose specified.

5. In a breeching of the character described, the combination of attaching devices designed to be mounted upon the shafts and carrying attaching lugs having vertical slots extending therethrough, a holdback extending between the attaching devices and provided at its opposite ends with horizontally disposed threaded elements slidingly mounted in the slots of the respective attaching lugs and projecting therebeyond, nuts mounted upon the projecting portions of the threaded elements, and glands also mounted upon the projecting portions of the threaded elements and interposed between the nuts and the attaching lugs, the contacting surfaces of the glands and the attaching lugs being formed with interlocking serrations, as and for the purpose specified.

6. In a breeching of the character described, the combination of attaching devices embodying clips designed to be mounted upon the shafts and clip plates secured to the clips, the clip plates being formed with attaching lugs having vertical slots extending therethrough, a holdback extending between the attaching devices and

provided at its opposite ends with horizontally disposed threaded elements slidingly mounted in the slots of the respective attaching lugs and projecting therebeyond,
5 nuts working upon the projecting portions of the threaded elements, and means carried by the threaded elements and interposed between the nuts and the attaching lugs and

having an operative engagement with the latter, as and for the purpose specified. 10

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

CURTIS HASTINGS. [L. s.]

Witnesses:

EARL W. FERGUSON,
A. C. BROWN.