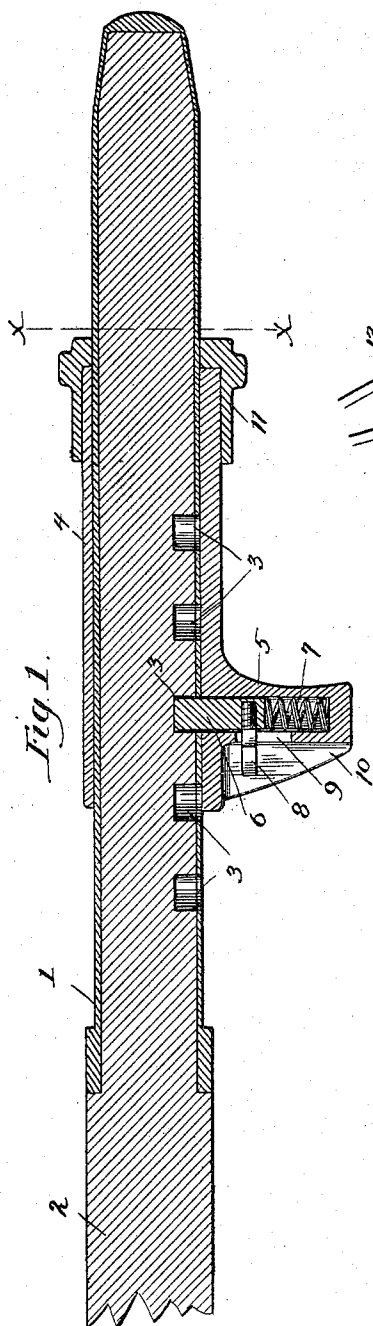


(No Model.)

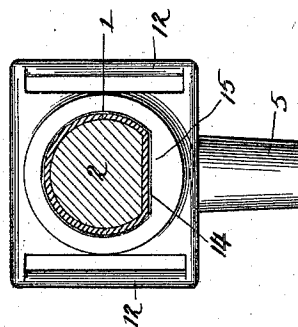
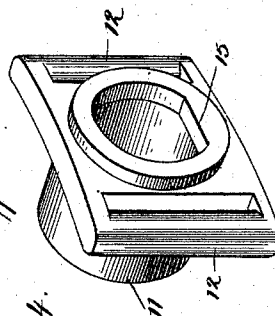
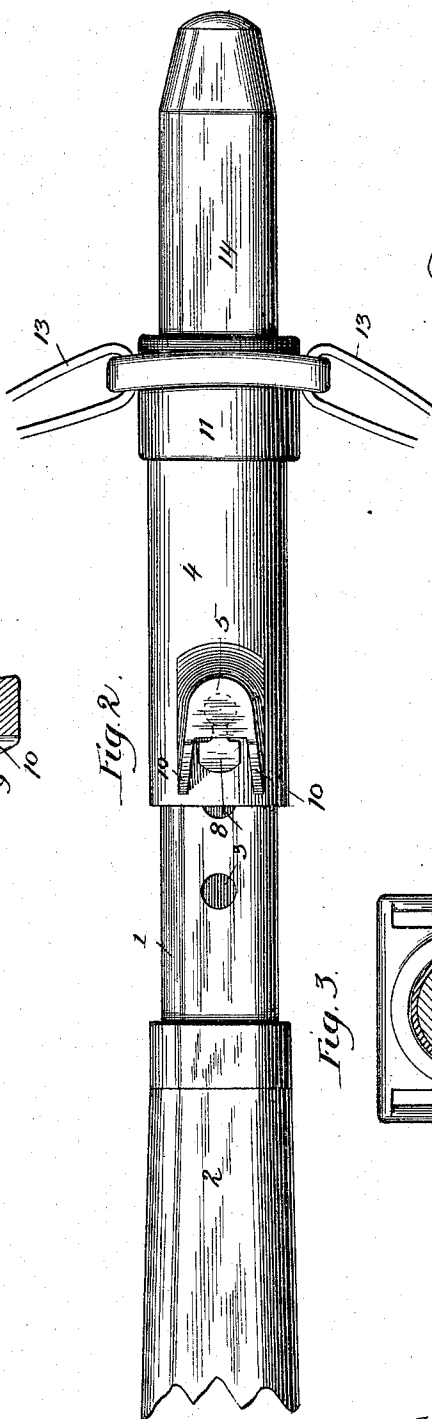
T. MANLEY.
ADJUSTABLE HOLDBACK SOCKET.

No. 580,286.

Patented Apr. 6, 1897.



Witnesses:
H. B. Hallock
S. Williamson



Inventor
Thomas Manley
by Geo. H. Holgate
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UNITED STATES PATENT OFFICE.

THOMAS MANLEY, OF PRINCE ALBERT, CANADA.

ADJUSTABLE HOLDBACK-SOCKET.

SPECIFICATION forming part of Letters Patent No. 580,286, dated April 6, 1897.

Application filed July 15, 1896. Serial No. 599,263. (No model.)

To all whom it may concern:

Be it known that I, THOMAS MANLEY, a subject of the Queen of Great Britain, residing at Prince Albert, in the Northwest Territory and Dominion of Canada, have invented certain new and useful Improvements in Adjustable Holdback-Sockets, of which the following is a specification.

My invention relates to a new and useful improvement in adjustable holdback-sockets for wagon-tongues or vehicle-poles, and has for its object to provide a device of this description which will permit of the adjustment of the holdback-loops so as to adapt the distance between the whiffletrees and holdback-loops to varying lengths of horses.

With these ends in view my invention consists in the details of construction and combination of elements hereinafter set forth, and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, I will describe its construction and operation in detail, referring by number to the accompanying drawings, forming a part of this specification, and in which—

Figure 1 is a central longitudinal section of the front end of a pole having my improvement applied thereto; Fig. 2, an inverted plan view of the same; Fig. 3, a section at the line $x x$ of Fig. 1, looking in the direction of the arrow; and Fig. 4, a detailed perspective of the holdback-loop.

Referring in detail to these drawings, 1 represents a ferrule which is fitted to the outer end of the pole 2 and has formed therein a number of holes 3.

4 is a cylindrical bushing adapted to pass over the ferrule and having formed with its under side a housing 5, in which is arranged a bolt 6, adapted to be forced upward by a coiled spring 7 and capable of being depressed against the action of this spring by the knob 8, which projects through a slot 9 in the housing. Upon either side of the knob is formed integral with the housing 5 a fin 10, which serves to inclose this knob in order to protect the same.

I provide a socket 11, which is adapted to fit over the end of the bushing, as clearly shown in Fig. 1, and this socket is provided

with the usual holdback-loops 12, to which the straps 13 are to be attached in hitching two horses to a pole, as is well understood. From this description it will be seen that the position of the bushing may be adjusted to any one of the positions indicated by the holes 3, and when so adjusted the bolt 6 will snap into one of these holes, thus securely retaining the bushing in its adjustment, so that it will be seen that when a pair of horses of different length from those last hitched to a vehicle are to be attached thereto this change in length may be compensated for by the adjustment of the bushing.

To prevent the socket from turning upon the ferrule, the latter is flattened upon its under side, as indicated at 14, and the hole in the front end of the socket is also flattened at 15, so as to fit this flattened portion of the ferrule, thus preventing its revolving thereon.

By the use of my improvement the necessity for substituting one pole for another in order to hitch horses of varying lengths to a vehicle is entirely obviated, and a pole of equal strength is provided which may accommodate any length of horse.

Having thus fully described my invention, what I claim as new and useful is—

1. In combination with the pole of a wagon, a ferrule fitting thereon, a number of holes formed therein, a bushing adapted to pass over the ferrule, a housing formed on the under side of said bushing, a bolt arranged in said housing, a coil-spring arranged in said housing adapted to press the bolt upward, a socket adapted to fit over the end of the bushing, said ferrule being flattened on its under side to prevent the socket from turning, said socket being also flattened to fit said ferrule, as and for the purpose described.

2. The herein-described combination of a pole, a ferrule 1 secured thereon and having holes formed therein, a bushing 4 adapted to slide upon the ferrule, a bolt 6 arranged within said bushing, a spring 7 for forcing said bolt into engagement with the holes, a knob 8 for withdrawing said bolt against the action of the spring, and a socket adapted to fit the outer end of the bushing and provided with loops for the attachment of the holdback-straps, substantially as and for the purposes set forth.

3. In combination with the pole of a wagon, having holes therein, a bushing adapted to pass over said pole, a housing formed with said bushing, a bolt in said housing and a
5 spring for pressing said bolt upward into contact with the holes, a socket adapted to fit on said bushing and be prevented from turning thereon, as and for the purpose described.

4. In combination with the pole of a wagon,
10 a ferrule fitting thereon having a number of holes formed therein, a bushing adapted to pass over the ferrule, a housing formed on said bushing, a bolt arranged in said housing, a spring arranged in said housing adapted to
15 press said bolt upward, a knob projecting

through and adapted to slide in a slot formed in the housing, said knob being attached to the bolt, fins formed on the side of the housing to inclose the knob, a socket having loops formed therewith adapted to fit on said bush- 20 ing and be prevented from turning thereon, as and for the purpose described.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

THOMAS MANLEY.

Witnesses:

S. S. WILLIAMSON,
H. E. ROSS.