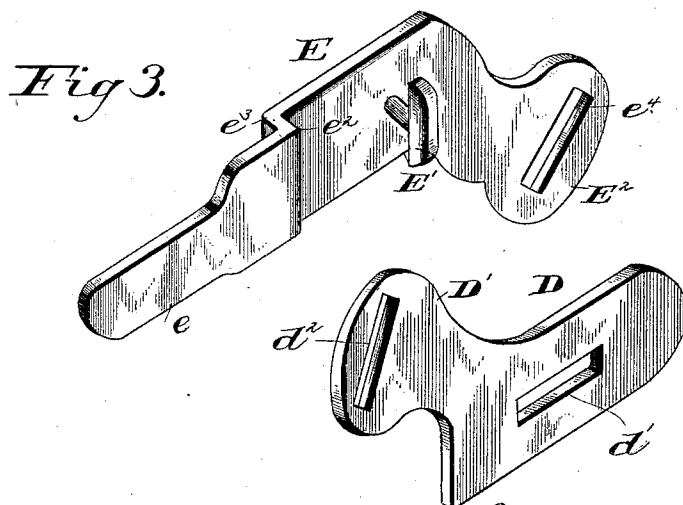
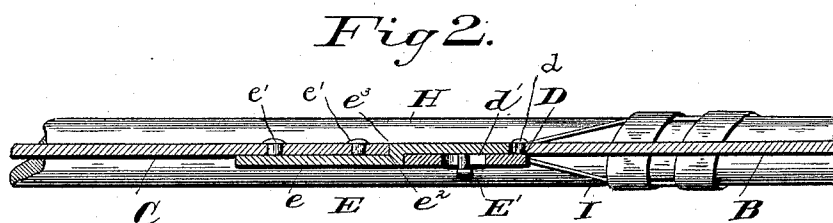
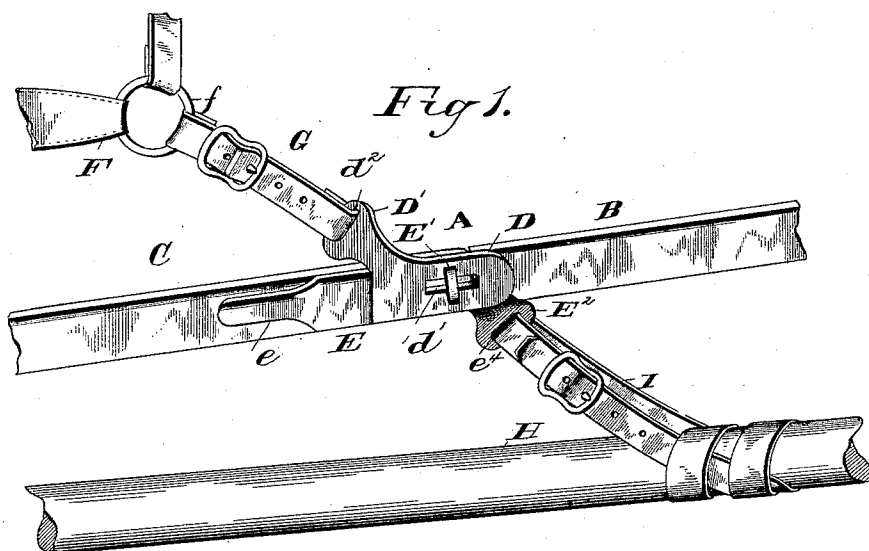


(No Model.)

O. A. WILLYARD.
HARNESS.

No. 475,911.

Patented May 31, 1892.



Witnesses
Paul W. Stevens
Clarence J. Litterer

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UNITED STATES PATENT OFFICE.

OSCAR A. WILLYARD, OF ALLEGAN, MICHIGAN.

HARNESS.

SPECIFICATION forming part of Letters Patent No. 475,911, dated May 31, 1892.

Application filed December 15, 1891. Serial No. 415,174. (No model.)

To all whom it may concern:

Be it known that I, OSCAR A. WILLYARD, a citizen of the United States, residing at Allegan, in the county of Allegan and State of Michigan, have invented certain new and useful Improvements in Single Harness; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in single harness; and it has for its object to provide a simple and improved attachment therefor whereby the labor and time requisite in connecting the harness with a vehicle are reduced to a minimum.

To this end my invention consists, substantially, in the construction, combination, and arrangement of parts, as will be hereinafter more fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of detail parts of a harness to which my invention relates and illustrating the application thereof, the parts being in coupled position. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a detail perspective view of the two plates detached.

Corresponding parts in the figures are denoted by the same letters of reference.

In carrying out my invention the harness employed may be in the main of any well-known or approved pattern. The tugs A are severed transversely near their rear ends, dividing each of the same into two parts—a forward section B and a rear section C—designed to be coupled together. To this end two connecting-plates D E are provided, respectively attached to the opposing ends of each forward and rear section. The plates D are formed of metal and each provided at its inner face with studs d , preferably formed integral therewith and designed to be passed through and riveted to the tug-section. The plates D are also provided with a longitudinally-arranged slot d' , the purpose of which will appear farther on. At the upper rear corner of these plates is formed an integral extension D' , extending obliquely upwardly and rearwardly therefrom, and is provided with a slot d^2 , arranged transversely to said extension. The rings $f f$, carried at the ends of the breeching

F, are connected with the plates D by a strap G, passing through said rings and the slots d^2 . The plates E are constructed of the same material as the plates D and have each a rearwardly-extending arm e , provided with securing-studs e' . From the arm e each plate is bent inwardly at right angles thereto and again forwardly, forming a front and rear shoulder $e^2 e^3$, respectively, the tug-sections C abutting against the latter shoulders. The forward portions of the plates are provided upon their outer faces with a T-shaped stud E' , the head of which is arranged transversely to its plate and corresponds to and is adapted to be received by the slot in the opposing plate D. An extension E^2 is formed at the forward end of each of the plates E, which projects obliquely forwardly and downwardly therefrom and is provided with a transversely-arranged slot e^4 . Connecting the plates E with the thills H are straps I, secured around the thills after the usual manner of securing the holdback-straps, and are passed through the slots e^4 . Thus when the plates D and E are coupled together the extensions D' and E^2 are approximately in alignment and the straps G and I perform conjunctively the office of holdback-straps. In coupled position the outer faces of the plates D and E are brought flush with one another by reason of the bend in the latter plates.

In practice the sections C of the tugs are left coupled to the whiffletree and the straps I remain connected with the thills and the plates E. To attach the harness to the vehicle, it is then but necessary to turn the plates D so that their slots d' will receive the heads of the studs E' when said plates are returned to their normal position. By this single operation the tugs are connected, and also the sectional holdback-straps, and by the reversal of such operation the harness is quickly and conveniently detached.

I claim as my invention—

1. The combination, with the two-part tugs, of coupling-plates respectively secured to the opposing ends of the tug-sections, each plate having an extension projecting obliquely with relation to the main portion and provided with a slot, which extensions relatively project in opposite directions when the pair of plates are brought together, means for connecting

the plates in said position, and the two-part holdback-straps adapted to respectively connect the upwardly-projecting extension with the breeching and the oppositely-projecting extension with the thills, substantially as set forth.

2. The combination, with the two-part tugs, of coupling-plates secured to the opposing ends of the tug-sections, one pair of said plates being provided with transversely-disposed T-shaped studs and the other pair with longitudinal slots for receiving said studs, and holdback-straps, each formed in two sections, the upper sections being adapted to connect the forward plates with the breeching and the lower sections the rear plates with the thills, substantially as set forth.

3. As an improved article of manufacture,

a coupling device for sectional tugs and holdback-straps, consisting of two plates, one of which being provided with a longitudinal slot and with an oblique extension projecting upwardly and rearwardly therefrom, the other plate being provided with a transversely-disposed T-shaped stud adapted to be received by said slot and with an oblique extension projecting downwardly and forwardly, said extensions each having a transversely-arranged slot, substantially as set forth.

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

OSCAR A. WILLYARD.

Witnesses:

ORRIN C. COBURN,
CHAS. L. BARRETT.