

(No Model.)

H. A. KOOGLER & C. H. SLONECKER.

HOLDBACK FOR VEHICLES.

No. 413,143.

Patented Oct. 15, 1889.

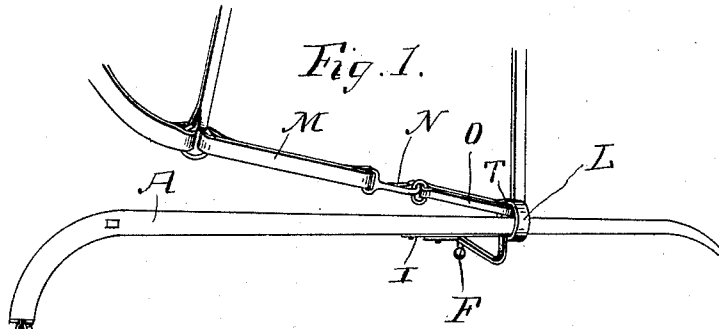


Fig. 2.

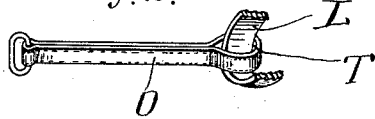


Fig. 3.

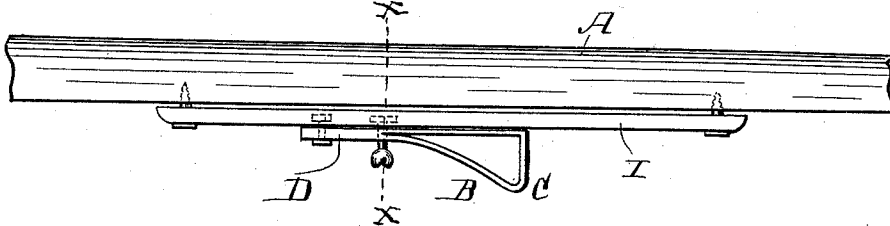
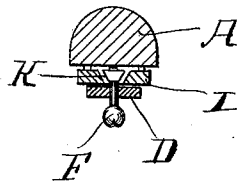


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

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HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 413,143, dated October 15, 1889.

Application filed July 27, 1889. Serial No. 318,958. (No model.)

To all whom it may concern:

Be it known that we, HENRY A. KOOGLER and CHARLES H. SLONECKER, citizens of the United States, and residents of near De Graff, in the county of Logan and State of Ohio, have invented a new and useful Hitch-Up and Holdback, of which the following is a specification.

Our invention relates to certain improvements in holdback attachments to vehicles and harness, whereby the holding back of the vehicle does not depend entirely upon the breeching, and wherein the hitching up and unhitching are simplified.

Figure 1 is a perspective view; Fig. 2, a detached view of connecting-strap with the shaft-bearer shown in section; Fig. 3, a side view of shaft attachment and part of shaft enlarged, and Fig. 4 a sectional view of same through line *x x*.

The construction and operation of our device are as follows:

To the shaft-bearer L we attach a strap O, some six inches long, the front end of which has a loop T, that fits on the shaft-bearer, and the other end provided with a ring, into which the snap N of the holdback-strap M clasps. Instead of the snap a buckle may be used. When once adjusted, the holdback-strap need not be undone, as it is not attached to the shaft, and when the tugs are unhitched the horse walks out free, the holdback-strap remaining attached to the shaft-bearer. The holdback-strap is thus disconnected from the shaft and in backing draws only upon the shaft-bearer L. To prevent the shaft-bearer from slipping back on the shaft and allowing the vehicle to run against the horse, we attach the plate I to the under side of the shaft. This plate has a beveled slot or groove K in it, extending nearly to each end, and attached adjustably to it, by means of bolt and thumb-screw F, is the triangular-shaped piece B, having shoulder C and extension D. On the up-

per end of thumb-screw and bolt F are beveled-nuts G, that play in the beveled slot K in plate I. The bolt F is not screwed up tight, but left so that the triangular piece B may slide freely on piece I.

When the horse is put in the shafts, the buggy is run up to the proper distance from it, and the adjustable piece B is slid along until it comes against the rear of the shaft-support, when it is secured in place by tightening the thumb-screw. The position of the horse is thus regulated by sliding piece B backward or forward on the shaft, instead of changing the length of the holdback-straps.

Instead of the loop C, connecting the holdback and shaft-bearer, the holdback-strap may be made long enough to connect with the shaft-bearer; but, as an attachment to harness already in use, the strap O is more convenient and cheaper. It will be seen that by this means of hitching up the horse is made to back with his shoulders as well as his hindquarters, and should a holdback-strap break the vehicle cannot run against the horse, but is held by the shaft-bearer resting against piece B.

What we claim is—

1. The combination, with the shaft-bearer L and strap O, of the adjustable piece B, having shoulder C, and attached to the plate I on the shaft by thumb-screw F, playing in a slot and secured by the nut G, as and for the purpose set forth.

2. The combination of the buggy-shaft and plate I, with the adjustable shoulder-piece B, the bevel groove and slot K, the thumb-screw F, and bevel-nuts G, as and for the purpose set forth.

HENRY A. KOOGLER.
CHARLES H. SLONECKER.

Witnesses:

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NED CAMPBELL.