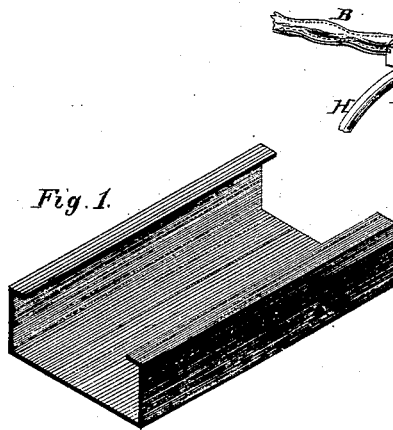


F. L. CHURCHILL & R. C. BEACH.

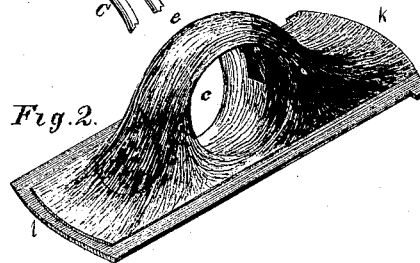
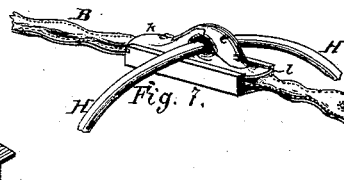
Improvement in Breeching-Holders for Harness.

No. 114,925.

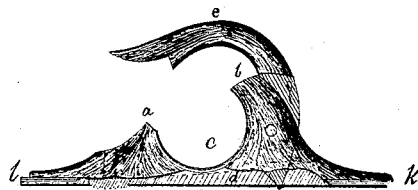
Patented May 16, 1871.



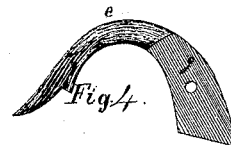
*Perspective of Shell*



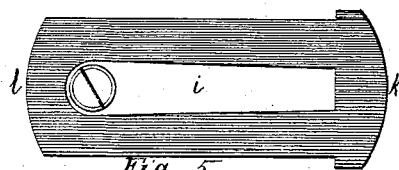
*Perspective of Holder.*



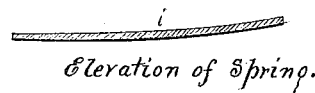
*Fig. 3  
Side Elevation.*



*Clasp.*



*Fig. 5  
Underside of Bed Plate.*



*Elevation of Spring.*



*Fig. 6.  
Plan of Spring.*

Witnesses.

Charles S. Plummer  
William J. Edwards

Inventors.

Fredie L. Churchill  
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# UNITED STATES PATENT OFFICE.

FREDRIC L. CHURCHILL AND ROBERT C. BEACH, OF MINNEAPOLIS, MINN.

## IMPROVEMENT IN BREECHING-HOLDERS FOR HARNESS.

Specification forming part of Letters Patent No. **114,925**, dated May 16, 1871.

*To all whom it may concern:*

Be it known that we, FREDRIC L. CHURCHILL and ROBERT C. BEACH, both of the city of Minneapolis, in the county of Hennepin and State of Minnesota, have invented an implement or machine, called a "Safety Breeching-Holder," for attaching that part of buggy-harness known as the "breeching" to the rest of the harness, by means of which the breeching is detached from the harness whenever, through neglect, accident, or otherwise, the "traces," so called, have been unfastened or broken, and the animal moved forward, of which the following is a specification:

The first part of our invention relates to a hinged clasp, into which the "hip-strap," so called, is placed, and which is attached to the "back-strap," so called, at such a point as it may be desirable to have the hip-strap cross the back-strap; the object of this part of our invention being to allow the hip-strap to escape from the clasp, and thus detach the breeching from the rest of the harness whenever the traces have been unfastened or broken, and the animal moves forward while still attached to the vehicle by the breeching-straps.

The second part of our invention relates to a "shell," by means of which the holder or clasp may be attached to the back-strap.

In the accompanying drawings, Figure 1 is a perspective view of the shell. Fig. 2 is a perspective view of the "holder." Fig. 3 is a side elevation with the clasp raised, and showing also a sectional view of the depression or cavity in the under side of the bed-plate in which the spring plays. Fig. 4 is a side elevation of the clasp. Fig. 5 is the under side of the bed-plate. Fig. 6 is the plan of the spring, and also elevation of the spring. Fig. 7 is a perspective view of parts of the back-strap and hip-strap, showing the shell and holder applied to the former and holding the latter in position.

B may represent the back-strap; C C, parts of the crupper-strap, and H the hip-strap. *k l* is the bed-plate, *k* being the forward or front end. *c* is the opening through which the hip-strap passes. *b* is an elevation on the front

end of the bed-plate, having a "slot" or perpendicular opening, in which the arm *g* of the clasp *e* is hinged. This elevation *b* resists all efforts of the hip-strap to escape by the front when the animal is moved backward or when descending a hill.

*a* is a shoulder on the bed-plate *k l*, against which the hip-strap rests, and which serves to hold the hip-strap in place and prevent its constant pressure on the clasp *e*, and the consequent weakening of the spring *i*.

*d* is a cavity or depression in the under side of the bed-plate *k l*, in which the spring *i* is attached to the bed-plate *k l*. The cavity *d* permits the spring *i* to act freely when the bed-plate is attached to the harness. The arm *g* of the clasp *e* passes through the slot or opening in the elevation *b*, where it is hinged, the end of the arm *g* just entering the cavity *d*. The spring *i*, pressing on the end of the arm *g* in the cavity *d*, holds the clasp *e* closed with sufficient strength to hold the hip-strap in place under all circumstances, except when the traces have been unfastened or broken and the animal moved forward while still attached to the vehicle by the breeching-straps; and when this occurs the spring *i* is not of sufficient strength to hold the clasp *e* closed firmly enough to draw the vehicle, and consequently, when the power is applied by means of the breeching, the hip-strap presses against the clasp *e*, which lifts up under the pressure, and allows the hip-strap to escape, and thus detaches the breeching from the rest of the harness.

The shell, Fig. 1, is a parallelogram in shape, open at the ends, and a portion of the uppermost side removed, leaving projecting edges inward, and being of sufficient depth and width to fit the back-strap snugly. The back-strap is pressed into this shell, and the holder, Fig. 2, is slipped into the shell like a drawer from the front and on top of the back-strap.

We only use the shell to attach the holder to harness already manufactured. It may also be attached by riveting, screwing, wiring, or sewing, in which case, or either case, the shell is dispensed with.

The holder, Fig. 2, and the shell, Fig. 1, are of metal, and may be made to correspond in style to other mounting on the harness.

We do not claim the harness.

We claim—

1. The spring-holder constructed substantially as represented, and employed in connection with the back-strap and hip-strap to secure the latter on the former, as explained.

2. In combination with the hip-strap holder represented, the shell shown in Fig. 1, for securing it to the back-strap, as explained.

FREDRIC L. CHURCHILL.  
ROBERT C. BEACH.

Witnesses:

WILLIAM S. EBERMAN,  
CHARLES L. PLUMMER.