H. M. BURDICK & M. R. FLANDERS.

Holdbacks for Vehicles.

No. 146,042. Patented Dec. 30, 1873.

FIG. 1.

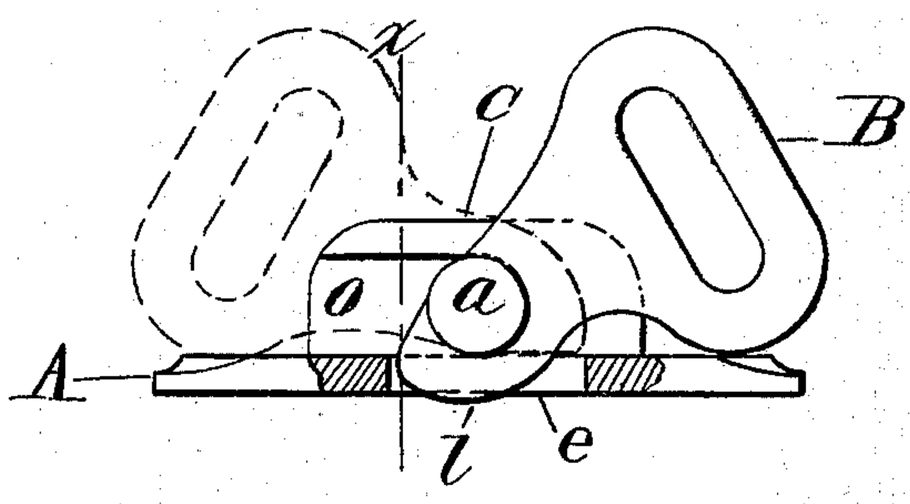


FIG. 2.

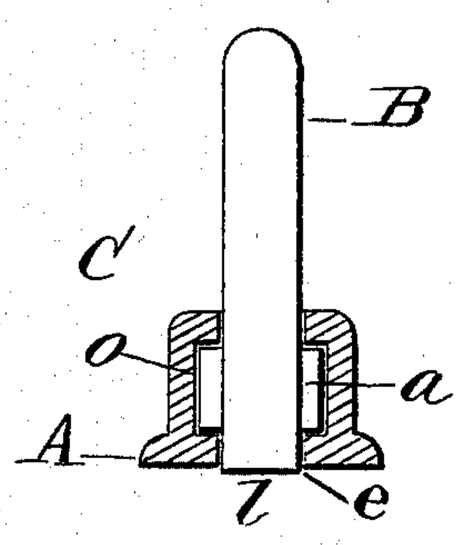
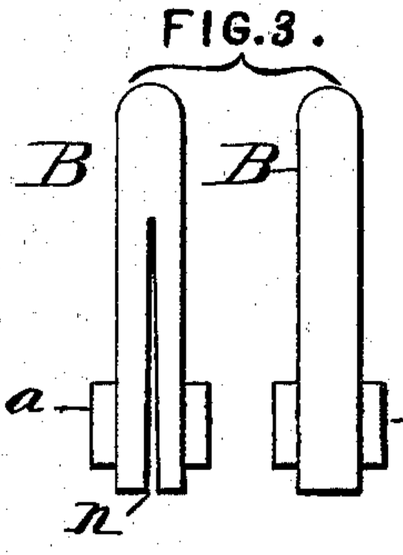


FIG. 3.



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UNITED STATES PATENT OFFICE.

HIRAM M. BURDICK AND MOSES R. FLANDERS, OF ILION, NEW YORK.

IMPROVEMENT IN HOLDBACKS FOR VEHICLES.

Specification forming part of Letters Patent No. **146,042,** dated December 30, 1873; application filed October 8, 1873.

To all whom it may concern:

Be it known that we, H. M. BURDICK and MOSES R. FLANDERS, of Ilion, in the county of Herkimer and State of New York, have invented certain Improvements in Holdbacks for Carriages, of which the following is a specification:

Our invention relates to the devices usually termed "holdbacks," used on the shafts or thills of carriages; and it consists in a novel construction of the device, as hereinafter explained.

Figure 1 is a side view, a portion being shown in section. Fig. 2 is a transverse section on the line *x x* of Fig. 1. Fig. 3 represents the part B, detached and slightly modified.

In constructing our device, we provide a base-plate, A, having a raised portion, C, on its upper face, as represented in Figs. 1 and 2; this portion C being slotted longitudinally and vertically, forming, as it were, two vertically-projecting ears, on the inner face of each of which there is formed a longitudinal groove, *o*, as represented in Figs. 1 and 2. We then provide a piece, B, which has an elongated hole to receive the breeching or holdback strap at its upper end, the lower end being of a thickness to fit in between the ears of plate A, and having projecting laterally from each side a round lug, *a*, as shown in Figs. 1 and 2, these lugs being of a size to slip into the grooves *o* on the inner sides of the projecting portion C of plate A. Through plate A, at its center, is made an opening, *e*, and the lower end of the piece B is of such a length that when inserted or connected to plate A, as shown in Figs. 1 and 2, it will project down into this hole *e*, and thus prevent it from slipping out until turned over, as represented by the dotted lines of Fig. 1. As shown in the left-hand figure of Fig. 3, the part B may be slit lengthwise, and the parts sprung asunder, as shown, which will cause them to hold in place when inserted in the grooves *o* of plate A, thereby preventing it from becoming accidentally detached.

In using our device, the plate A is secured upon the thill, and the part B is secured to the harness by being attached to the holdback-strap. The part B, being held in the position indicated by the dotted lines—that is, turned over forward—is then shoved backward until its lugs *a* are secured in the grooves *o*, when it is swung over back to the position shown in Fig. 1, when its lower end engages in the hole *e*, and prevents it from slipping out. To unfasten it the part is swung over forward and drawn out or off, as the case may be.

By this construction we provide a simple and efficient device that can be easily attached or detached, and which, in case the traces become detached and the horse runs away, will at once become detached automatically by the simple act of the horse moving forward, as by so doing the part B will be turned over forward and drawn out. So, too, in unhitching a horse, these parts need not be touched, as, when the traces are unfastened and the horse moves forward, the holdback will be thereby unfastened.

Having thus described our invention, what we claim is—

A holdback for carriages, consisting of the plate A, provided with the recess *l* and grooved projections C, in combination with the loop B, provided with the lugs *a*, all constructed and combined to operate substantially as described.

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