

C. H. DOW.  
SAFETY HOLDBACK.

No. 191,228.

Patented May 29, 1877.

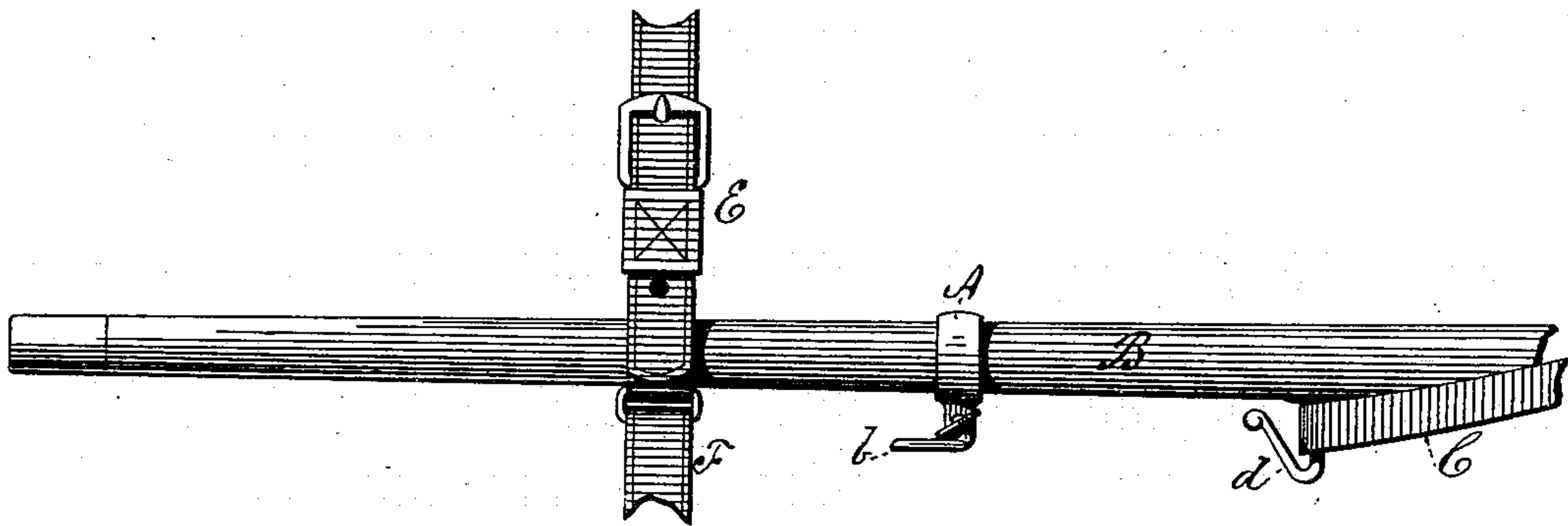


FIG. 1.

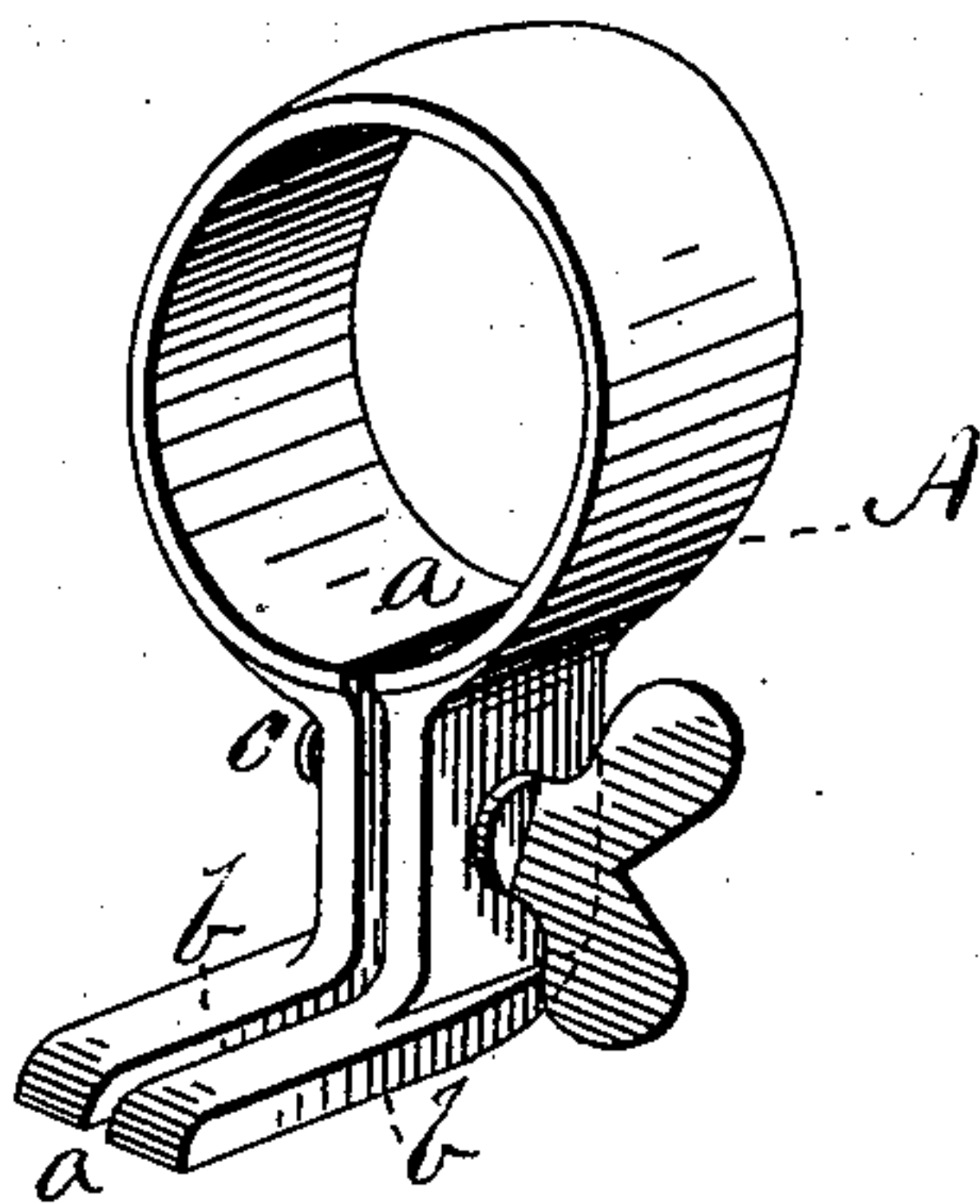


FIG. 2.

WITNESSES,

*George T. L. Brown*  
*Arthur L. Brown*

INVENTOR,

*Charles H. Dow*

# UNITED STATES PATENT OFFICE.

CHARLES H. DOW, OF PROVIDENCE, RHODE ISLAND.

## IMPROVEMENT IN SAFETY-HOLDBACKS.

Specification forming part of Letters Patent No. **191,228**, dated May 29, 1877; application filed April 11, 1877.

*To all whom it may concern:*

Be it known that I, CHARLES H. DOW, of the city and county of Providence, in the State of Rhode Island, have invented a new and useful Improvement in Safety Attachment to Thills of Vehicles; and I do hereby declare that the following specification, taken in connection with the drawings making a part of the same, is a full, clear, and exact description thereof.

Figure 1 represents the attachment applied to a thill. Fig. 2 is a view of the device.

The purpose of my improvement is to provide means for preventing accidents, which are liable to result in case the breeching of a harness breaks, or the "holdback" gives way, and the vehicle thereby runs against the horse; and my invention consists in applying an auxiliary adjustable holdback to each of the thills of a vehicle, which is of such form that in case the accident above supposed occurs the auxiliary holdback will come into engagement with the thill-loop or with the saddle-girth, and prevent the carriage from pressing against the horse.

In the drawings, A represents the adjustable auxiliary holdback. It consists of a collar of adjustable metal, which is divided at *a*, and upon each side of such division there projects a bent neck-piece, *b*. It has also a clamp-screw, *c*, with a thumb-piece, whereby the diameter of the collar can be diminished and

made to gripe firmly any ordinary carriage-shaft upon which the attachment may be placed. B represents a carriage shaft or thill. C is the usual breeching-strap, hooked upon the stationary holdback *d*. E is the saddle-strap, furnished with a thill-loop for the thill to pass through and be supported by; and F is the saddle-girth.

The auxiliary adjustable holdback A is applied to the thill just back of the thill-loop, and as close thereto as it can be and be clear of the saddle-girth when the breeching is hooked, and by means of the clamp-screw above mentioned the position of the device can be adjusted in each case at pleasure.

It is quite evident from the above description and the drawing that in case the holdback gives way or the breeching breaks the neck-piece of the auxiliary holdback will, upon a small movement of the carriage forward, engage with the thill-loop or girth, and prevent the carriage from running upon the horse.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of the auxiliary adjustable holdback A with the thill of a vehicle, substantially as described, for the purposes specified.

CHARLES H. DOW.

Witnesses:

GEORGE FULLER,  
ARTHUR L. BROWN.