

(No Model.)

H. J. WELCH.
HOLDBACK FOR VEHICLES.

No. 416,818.

Patented Dec. 10, 1889.

Fig. 1.

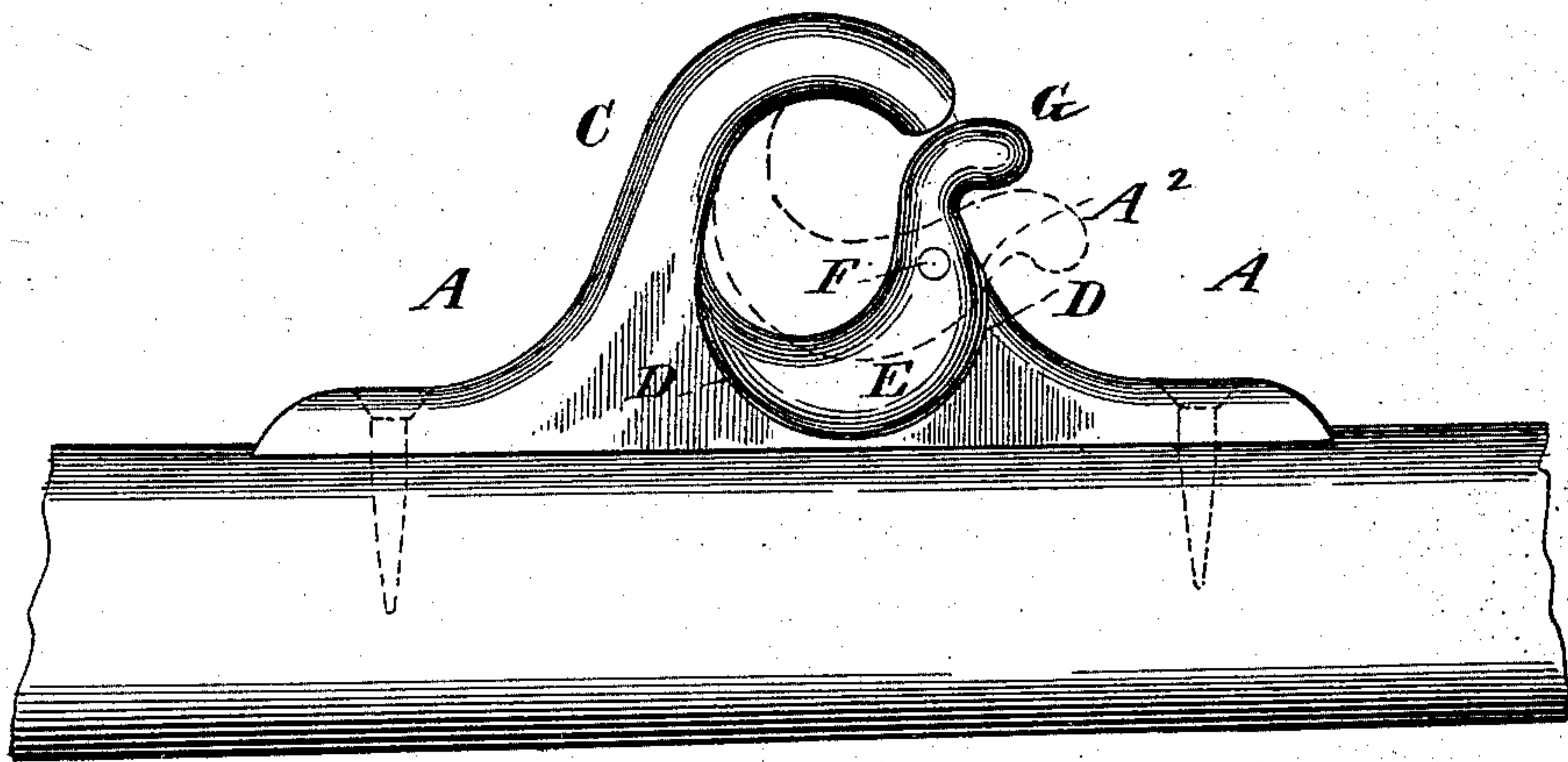


Fig. 2.

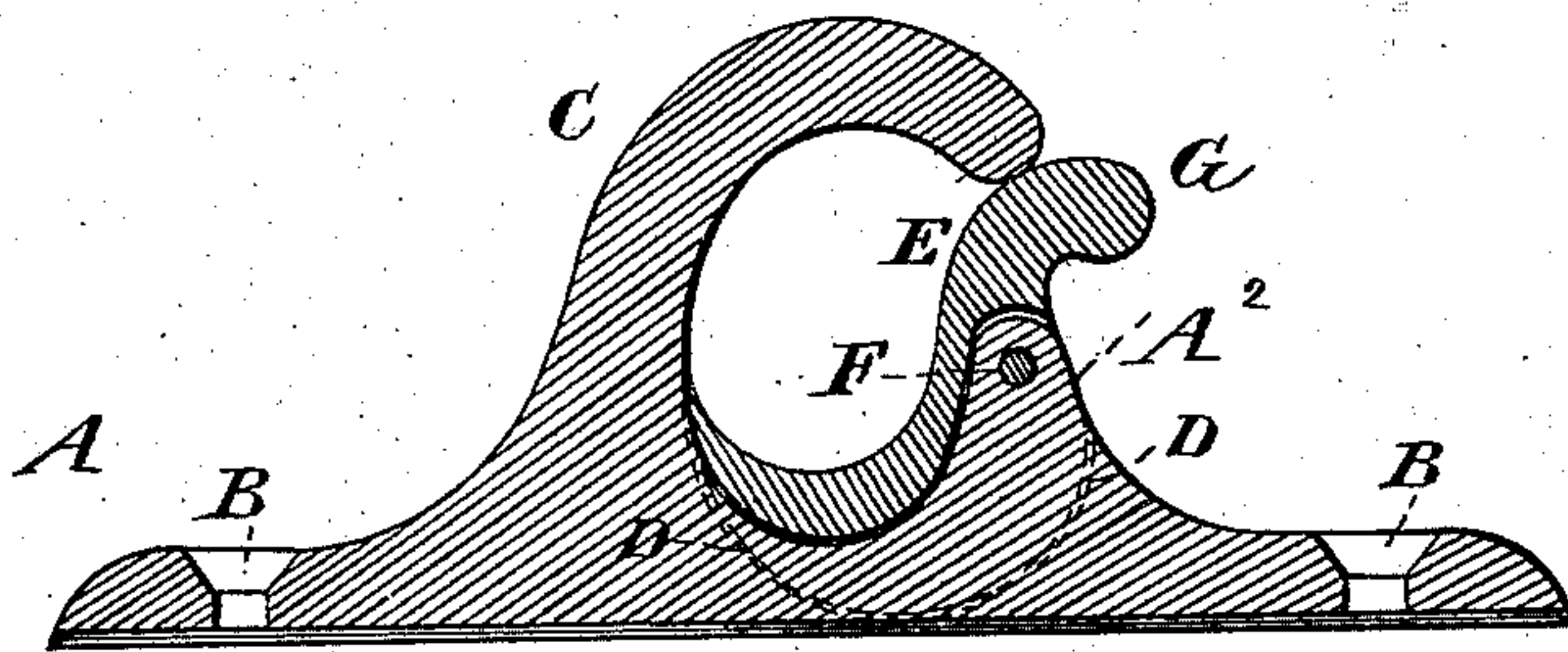
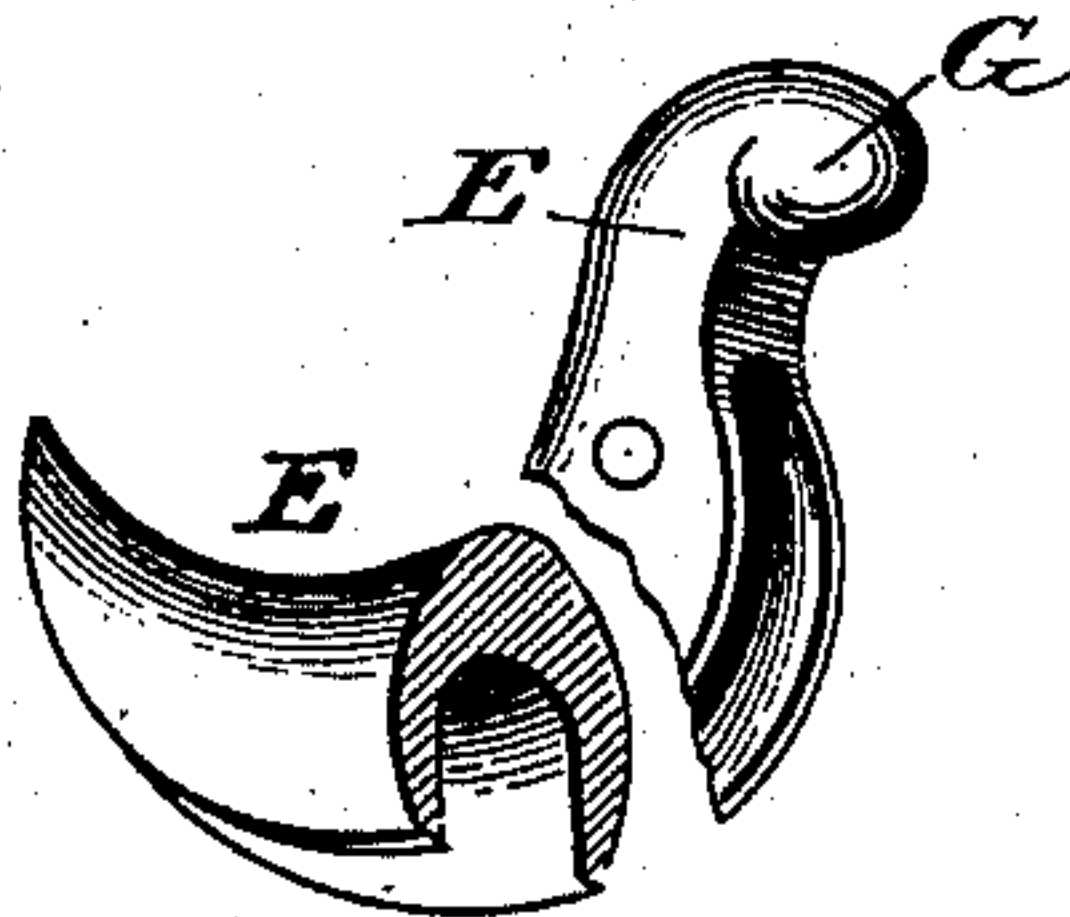


Fig. 3.



WITNESSES:

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HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 416,818, dated December 10, 1889.

Application filed October 31, 1889. Serial No. 328,773. (No model.)

To all whom it may concern:

Be it known that I, HENRY J. WELCH, a citizen of the United States, residing at Carthage, in the county of Jefferson and State of New York, have invented certain new and useful Improvements in Holdbacks for Vehicle-Thills; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in holdback attachments for vehicle-thills, and it has more particular reference to that class of holdback-irons in which the object sought to be accomplished is to provide a means whereby in the event of accident resulting in the detachment of the horse from the vehicle, either by the breaking or unhitching of the traces, the holdback-straps may be automatically released from their attachment to the thills by the forward movement of the horse. In holdback-irons of this class as heretofore constructed the operation of the device has been dependent upon the operation or tension of a spring.

The object of the present invention is to generally improve upon the construction, dispense entirely with the use of springs, and at the same time to cheapen and render more serviceable and positive in operation this class of devices.

To the above ends and to such others as the invention may pertain the same consists in the peculiar construction and in the novel combination, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating like parts throughout the several views, and in which drawings—

Figure 1 is a front view of a holdback at-

tachment constructed in accordance with my invention. Fig. 2 is a central longitudinal section of the same. Fig. 3 is an enlarged detail in perspective of the latch or lever removed from the body of the device.

Reference now being had to the details of the drawings by letter, A represents the body of the device, which is made at a single casting, and is provided at points near its ends with vertical holes B, through which screws are passed in securing it to the thill of a vehicle. Rising from the upper face of the casting A is a curved standard or extension C, the curvature of the inner face of said standard being extended to form the curved recess D in the body of the casting. The upper face of the recess D is cut away upon either side of its longitudinal center, thus forming a longitudinal central ridge extending through said recess, for a purpose which will presently appear.

An upwardly-extended lug A², rising from the body of the casting at the end of the recess D opposite to that formed by the standard C, forms the pivotal point of the curved lever E, which lever consists of a substantial block of metal. The lower face is curved to correspond with the curvature of the recess D and is concaved, so as to adapt it to be fitted over the convex upper face of the said recess. A pin or rivet F, passed through the lever and a hole in the upper end of the lug A², serves to pivotally attach the lever to the body of the casting A, while the free end G of the lever serves as a handle by which the said lever may be operated.

It will be seen that by this construction a very simple and effective device is produced. The use of springs is entirely avoided, the form of the lever being such as to cause it to be normally retained within its seat in the body of the casting by gravity. The weight of the holdback-strap will also serve to more securely hold the lever in place, while the concaved lower face of the lever fitted, as described, over the corresponding convex upper face of the recess will serve to effectually prevent lateral displacement.

The holdback-strap may be quickly and easily released from its engagement by simply pressing downward upon the handle at

the free end of the lever, and the turning of the lever will serve to throw the strap free from the device, as will be readily understood.

While I have described my latch as used
5 as a holdback attachment for vehicle-thills, I do not intend to restrict myself to its use in such connection, as it is at once evident that it is equally well adapted for use in connection with check-hooks of harnesses and in
10 other devices of various character.

Having thus described my invention, what I claim to be new, and desire to secure by Letters Patent, is—

1. The combination, with the body portion
15 having an upwardly-extended curved standard and curved recess, as described, of a curved gravity-latch pivoted to the body portion and normally fitted within and forming the bottom of said recess, substantially as
20 shown and described.

2. The herein-described holdback attachment for vehicle-thills, the same comprising, in combination, a body portion, a curved standard rising therefrom, a curved recess adjacent to the standard and formed with a
25 central longitudinal ridge, an upwardly-extended lug, a gravity-lever pivoted to the lug and adapted to normally rest within the recess, and an operating-handle upon the free
end of the pivoted lever, substantially as
30 shown and described.

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

H. J. WELCH.

Witnesses:

E. H. MYERS,

A. G. PECK.