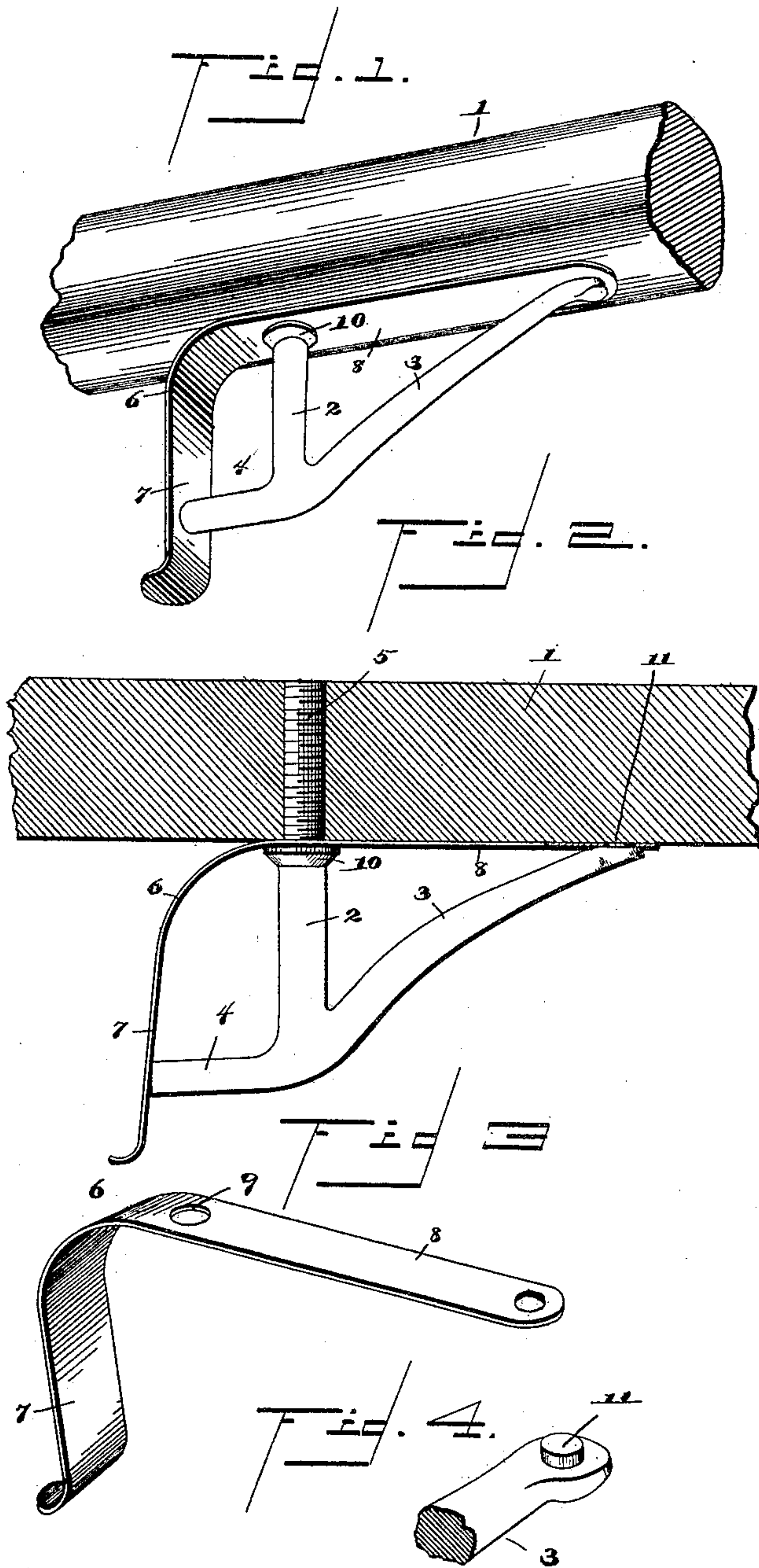


(No Model.)

S. GILES.  
HOLDBACK FOR VEHICLES.

No. 429,756.

Patented June 10, 1890.



Witnesses

*Samuel K. Co.*

*H. P. Riley*

By *his* Attorneys,

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# UNITED STATES PATENT OFFICE.

STEPHEN GILES, OF PATTEN, MAINE.

## HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 429,756, dated June 10, 1890.

Application filed February 8, 1890. Serial No. 339,654. (No model.)

*To all whom it may concern:*

Be it known that I, STEPHEN GILES, a citizen of the United States, residing at Patten, in the county of Penobscot and State of Maine, have invented a new and useful Holdback, of which the following is a specification.

The invention relates to improvements in holdbacks.

10 The object of the present invention is to provide a holdback, of simple and economic construction, adapted to enable the holdback-strap to be readily removed therefrom to facilitate unharnessing, and capable of releasing the same should the shaft or whiffletree become broken, and thereby release the horse and prevent injury to the vehicle and occupants.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

25 In the drawings, Figure 1 is a perspective view of a portion of a thill provided with a holdback constructed in accordance with this invention. Fig. 2 is a side elevation, the thill being shown in section. Fig. 3 is a detail perspective view of the spring. Fig. 4 is a detail view of the end of the hook.

30 Referring to the accompanying drawings, 1 designates a thill which is provided with a holdback constructed of metal, and consisting of the vertical stem 2, inclined brace 3, and a horizontally-projecting arm 4. The stem 2 terminates in a screw 5, which is inserted in the thill 1 in the ordinary manner. The rear end of the holdback is closed by a spring 6, that is constructed of flat spring metal, and incloses the holdback-strap, and has its free end bearing against the horizontal arm 4, and prevents the holdback-strap being accidentally displaced; but should the traces break or the whiffletree become broken, and the horse get frightened and attempt to run away, the holdbacks will offer no obstruction to the holdback-straps, and they will readily slip past the spring and away from the holdbacks, and be entirely

released from the thill, thereby preventing any injury to the vehicle or its occupants. The spring 6 consists of a vertical portion 7, that depends from the thill, and a horizontal portion or arm 8, that is secured along the lower face of the thill. The horizontal arm 8 of the spring is provided with a perforation 9 to receive the screw end 5 of the stem 2, by means of which the spring is secured in place by the holdback itself without additional bolts or screws, and the stem 2 is provided with an annular flange 10, that bears against the spring and securely holds the same against the lower face of the thill and prevents any movement of the spring on the stem after the parts are secured in place. In order to prevent the spring turning upon the stem and becoming disengaged from the horizontal arm 4 of the holdback, the end of the inclined brace is provided with a stud 11, that engages a perforation in the end of the spring.

It will readily be seen that the holdback is simple and inexpensive in construction; that it is easily applied to the thill; that it is capable of readily releasing the holdback-straps should the traces or whiffletrees become broken and thereby prevent injury to the vehicle and occupants, and that considerable time is saved in unhitching, as the animal may be driven from the thills without unbuckling the holdback-straps after the traces have been released from the whiffletree.

What I claim is—

1. A holdback comprising the threaded stem, inclined brace, and horizontal arm arranged parallel with the shaft, a spring having a vertical arm or portion 7, engaging the end of the horizontal arm 4, and a horizontal portion or arm 8, provided with an opening 9 to receive the threaded stem and adapted to be secured in place by the holdback itself, substantially as described.

2. A holdback comprising the threaded stem, the inclined brace provided at its end with the lug 11, and the horizontal arm 4, arranged parallel with the shaft, the spring 6, having the vertical arm or portion 7 de-

pending from the thill and adapted to engage the projecting end 4 of the holdback, and having the horizontal arm or portion 8, provided with an opening 9 to receive the  
5 threaded stem, and a perforation 12, to be engaged by the stud 11 of the inclined brace, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

STEPHEN GILES.

Witnesses:

DANIEL SCRIBNER,  
AMERICA T. COBURN.