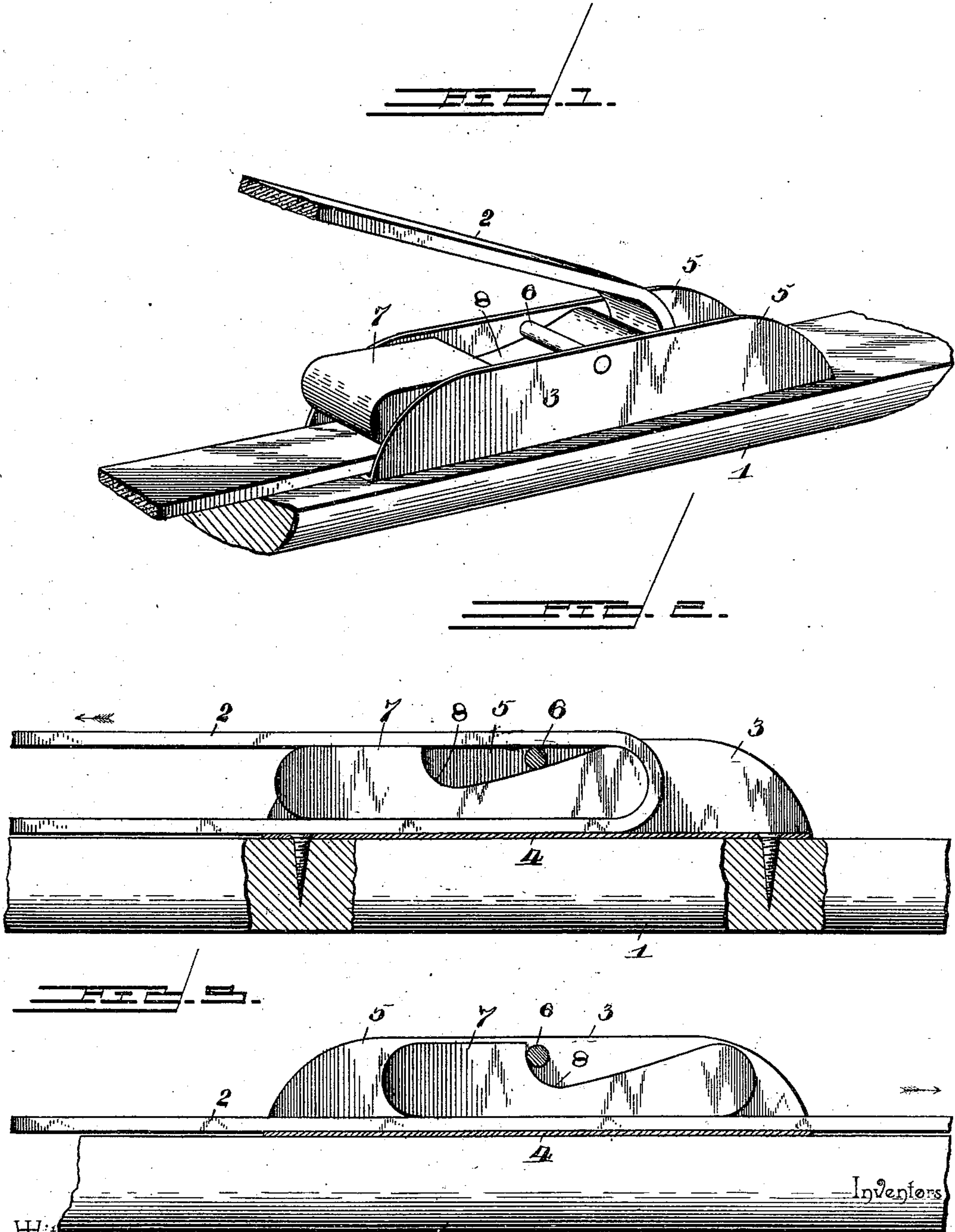


(No Model.)

W. A. WARNER, J. D. HAYS & W. S. ROGERS.
HOLDBACK.

No. 556,229.

Patented Mar. 10, 1896.



Witnesses
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By their Attorneys,

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UNITED STATES PATENT OFFICE.

WILLIAM A. WARNER, JAY D. HAYS, AND WILBUR S. ROGERS, OF BATAVIA,
MICHIGAN; SAID WARNER ASSIGNOR TO HENRY L. GOSS, OF SAME PLACE.

HOLDBACK.

SPECIFICATION forming part of Letters Patent No. 556,229, dated March 10, 1896.

Application filed October 11, 1895. Serial No. 565,404. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM A. WARNER, JAY D. HAYS, and WILBUR S. ROGERS, citizens of the United States, residing at Batavia, in the county of Branch and State of Michigan, have invented a new and useful Holdback, of which the following is a specification.

This invention relates to safety attachments for vehicle-thills to admit of the holdback-straps being firmly secured to the thills under normal conditions, and which will permit of the ready detachment of the holdback-straps from the thills in the event of the tugs breaking or the singletree becoming loose, and which will facilitate the hitching and the unhitching of the horse, as will be readily understood when the nature of the invention is comprehended.

The improvement consists essentially of certain details, novel features of construction, and combinations of parts which hereinafter will be more fully illustrated, described, and specifically claimed.

In the accompanying drawings is illustrated an embodiment of the invention, although changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, and in said drawings—

Figure 1 is a perspective view showing the invention applied to a thill. Fig. 2 is a longitudinal section thereof. Fig. 3 is a view similar to Fig. 2, showing the relative disposition of the parts when the holdback-strap is released.

Referring to the drawings, in which the same numerals of reference denote corresponding and like parts, 1 indicates a vehicle-thill, 2 a holdback-strap, and 3 the holdback or fastener.

The frame or case of the fastener comprises a base 4, which is apertured near its ends to receive the fastenings by means of which the holdback is attached to the thill, and side pieces 5, the latter extending in parallelism and being formed integral with the base 4. A cross-bar 6 connects the side pieces 5 about midway of their length and near their outer edges, and this cross-bar forms a point of re-

sistance for and holds in position the locking wedge-block 7. This locking wedge-block is recessed in its outer side, and this recess allows the block to have play about the cross-bar 6, this latter being so situated as to prevent the accidental loss of the block when the holdback-strap is not in position. That portion of the outer side opposite the recess 8 is inclined, forming the wedge, and is adapted to obtain a purchase against the cross-bar 6. The ends of the locking-wedge are round to obviate injurious contact with the holdback-strap.

The fastener is secured to the vehicle-thill in any convenient position, and when hitching the horse the end of the holdback-strap is passed between the base 4 and the locking wedge-block 7, and the backward pull upon the holdback-strap causes the locking wedge-block to bind upon and grip the holdback-strap. In the event of the tug parting or the singletree becoming loose the holdback-strap will pull forwardly and will automatically free itself from the fastener by moving the locking wedge-block 7 forwardly, as will be readily understood. Under normal conditions the locking wedge-block is moved rearwardly to cause it to bind upon the holdback-strap, and the latter folds over the front end of the locking wedge-block and draws the latter toward the rear of the thill, thereby causing the said block to firmly grip the holdback-strap and secure it from accidental displacement.

Having thus described the invention, what is claimed as new is—

1. The herein-described fastener or holdback for vehicle-thills, comprising a frame having side pieces which are connected by means of a cross-bar, and a locking wedge-block slidably mounted between the side pieces of and beneath the cross-bar of the frame and recessed in its outer side and held from accidental displacement by the said cross-bar, and obtaining a purchase against the said cross-bar when securing the holdback-strap, the parts being so related that under normal conditions the holdback-strap will be firmly held in place, and when drawn upon toward the front end of the thills will automatically release itself from the fastener, substantially in the manner specified.

2. A fastener or holdback for vehicle-thills
constructed substantially as herein shown
and described, comprising a frame having a
base and parallel side pieces, a cross-bar con-
5 necting the side pieces near their outer edges,
and a locking wedge-block slidably mounted
between the side pieces of and beneath the
cross-bar of the frame and having a recess in
its outer side formed with an inclined wall
10 and receiving the said cross-bar, said block
sliding between the cross-bar and the base of
the frame and having its ends rounded, and

adapted to automatically release the hold-
back-strap, substantially in the manner set
forth. 15

In testimony that we claim the foregoing as
our own we have hereunto affixed our signa-
tures in the presence of two witnesses.

WILLIAM A. WARNER.

JAY D. HAYS.

WILBUR S. ROGERS.

Witnesses:

WILLIAM GOSS,

WILLIAM E. PIERCE.