E. COLDERWOOD.

Hold-Back.

No. 51,800. Patented Jun. 2, 1866.

Fig. 1.

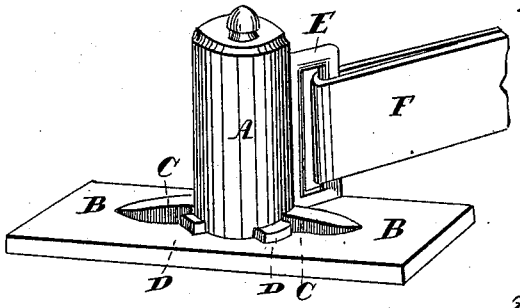


Fig. 2.

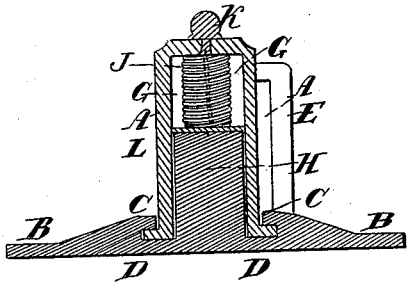
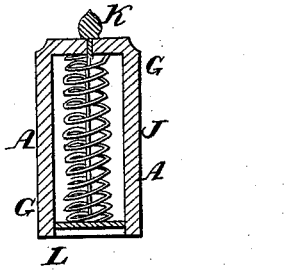


Fig. 3.



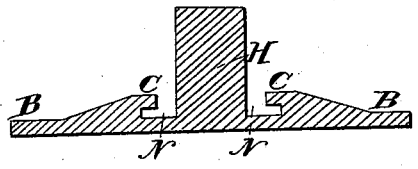
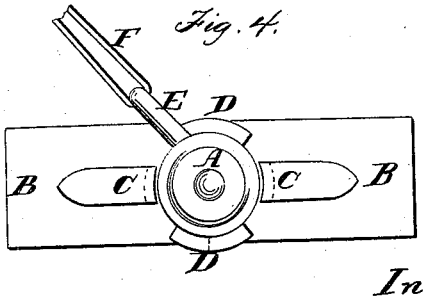


Fig. 4.



Witnesses
William. H. Clifford
C. F. Moulton

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UNITED STATES PATENT OFFICE.

EZRA CALDERWOOD, OF PORTLAND, MAINE.

IMPROVEMENT IN ATTACHING AND DETACHING BREECHING-STRAPS FROM SHAFTS OF CARRIAGES.

Specification forming part of Letters Patent No. **51,800**, dated January 2, 1866.

To all whom it may concern:

Be it known that I, EZRA CALDERWOOD, of Portland, in the county of Cumberland and State of Maine, have invented a new and useful Method of Detaching the Breeching of Harness from the Wagon-Shafts; and I hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 shows a perspective of my invention; Fig. 2, a section of the same; Fig. 3, a section of the same with the two parts taken separately. Fig. 4 represents an end view of my invention and the manner of its attachment to the carriage-shaft.

The object of my invention is to facilitate the detachment of breeching-straps from the shafts of vehicles for purposes of convenience and in case of accident.

My invention consists of a device fastened to the breeching-strap which is easily attachable and detachable to and from the shaft by means of the contrivance hereinafter described. This device comprises a cylinder containing a spring, and fitted at its lower end with a flange or projection which partially encircles its circumference. This flange is shown at D D, Fig. 1. To the cylinder is also attached a loop, through which passes the breeching-strap. The lower end of the spring is secured to a plunger, which works in the cylinder.

My invention further consists of a device composed of a projection and two shoulders, which I secure to the carriage-shaft. The projection is designed to enter the cylinder and compress the spring, and the shoulders to embrace the flanges before described, for the purpose of retaining the whole in its position on the shaft. The projection is shown at H and the shoulders at C C, Fig. 3. The pressure of the shoulders upon the flanges, caused by the compression of the spring, retains the cylinder securely on the shaft. By turning the cylinder so that the shoulders will slip into the spaces between the flanges, the action of the spring will throw off the cylinder, and thus detach the breeching-strap from the shaft.

In case of the separation of the traces from the vehicle, by accident or otherwise, the forword motion of the animal will detach the breeching-strap from the shaft, and thus entirely free him from the carriage.

I construct my invention of iron, brass, or any sufficiently-strong material, and then permanently attach the appropriate parts to the breeching-strap and shafts. The spring can be made of wire, metal, or rubber, as desired.

If desired, the shoulders can be constructed by cutting a recess in the shafts, and thus allowing the flanges on the cylinder to fit into grooves there prepared for their reception.

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

The combination of the projection H and the shoulders C C with the cylinder A, the spring G, the plunger L, and loop E, all as and for the purposes specified.

E. CALDERWOOD.

Witnesses:

WILLIAM H. CLIFFORD,
C. F. MOULTON.