

R. T. BARTON.
Holdback for Vehicles.

No. 215,714.

Patented May 27, 1879.

Fig. 1.

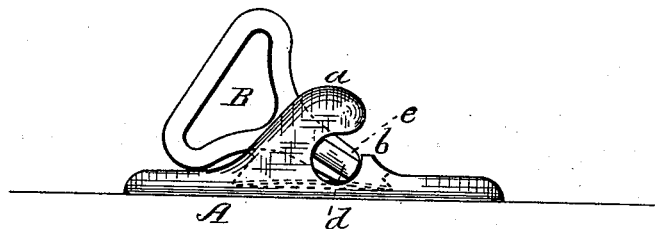
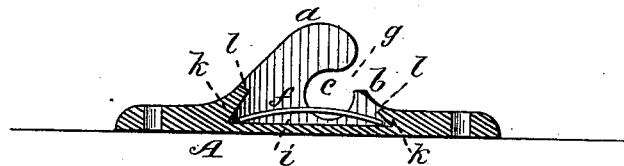


Fig. 2.



WITNESSES
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RICHARD T. BARTON, OF NEW HAVEN, CONNECTICUT.

IMPROVEMENT IN HOLDBACKS FOR VEHICLES.

Specification forming part of Letters Patent No. 215,714, dated May 27, 1879; application filed April 12, 1879.

To all whom it may concern:

Be it known that I, RICHARD T. BARTON, of New Haven, in the county of New Haven and State of Connecticut, have invented a new and valuable Improvement in Holdbacks; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side elevation of my invention, and Fig. 2 is a longitudinal central section of the thill-iron.

This invention has reference to holdbacks for carriages and other vehicles; and the object thereof is to produce a device of the above character simple in construction and readily operated, and so forming the holdback-iron that a spring of the ordinary form may be connected thereto and held in place, in connection with other details of construction, as will be hereinafter described, and subsequently pointed out in the claims.

In the accompanying drawings, A represents the thill-iron, which may be fastened to the thill in any convenient manner. The thill-iron A is cast with two curved arms, *a*, and lugs *b*, which together form a circular or partially circular space, *c*, in which work and are seated ears *d*, disposed at right angles to a loop, B, for attaching the breeching-strap.

The ears *d* are flat upon their sides, and project from a hub, *e*, which also forms the shank of the loop B. The hub *e* bears upon a flat spring, *f*, said spring preventing the loop B from being disengaged too easily from the curved arms *a*.

The thill-iron A is cast with an elongated recess, *i*, into which is seated the flat spring *f*. This recess is cast at its ends with inclined shoulders *k*, inclining in a direction from their lower ends or bases inward or toward the middle of the thill-iron, and has beveled edges *l*, so that when the spring *f* is placed in position over the recess *i*, by pressing on the spring the ends thereof will slide down over the beveled edges and spring into place under the inclined shoulders *k*, which firmly hold the spring in place within the recess.

By this manner of connecting the spring and the peculiar form of the recess *i*, the necessity for screws or rivets for fastening the spring is entirely dispensed with, thereby greatly lessening the cost in the manufacture of the holdback, while the full elastic qualities of the spring are obtained.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The thill-iron A, formed with arms *a*, recess *i*, and inclined shoulders *k*, in combination with the spring *f* and loop B, substantially as and for the purpose set forth.

2. The combination, with the loop B, formed with flat ears *d*, and hub *e*, of the thill-iron A, with recess *i*, inclined shoulders *k*, and spring *f*, substantially as and for the purpose described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

RICHARD T. BARTON.

Witnesses:

JULIUS TWISS,
ALVENO M. HALMET.