(No Model.)

W. P. GIBSON.

HOLDBACK IRON FOR CARRIAGES.

No. 261,223. Patented July 18, 1882.

Fig. 1.

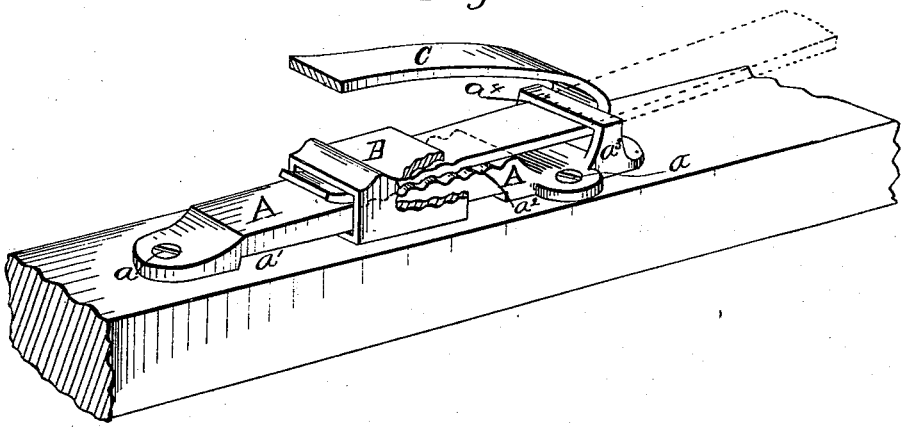
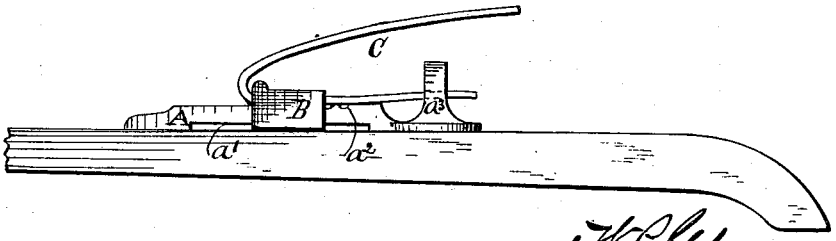


Fig. 2.



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UNITED STATES PATENT OFFICE.

WILLIAM P. GIBSON, OF BRUSHTON, NEW YORK.

HOLDBACK-IRON FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 261,223, dated July 18, 1882.

Application filed May 13, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. GIBSON, a citizen of the United States of America, residing at Brushton, in the county of Franklin and State of New York, have invented certain new and useful Improvements in Holdback-Irons for Carriages, Wagons, &c.; and I do hereby 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 represents in perspective my invention applied to the thill. Fig. 2 is a modified form or use of the same.

Like letters refer to like parts in both figures.

The object of my invention is to provide a simple and reliable means for connecting the holdback-straps to the thills in such a manner that no ordinary strain on said straps in their normal position shall free them from the thills, but that a slight strain in the opposite direction shall instantly disconnect them from the thills, whereby, in case of accident, the horse is immediately detached from the wagon.

A represents a base-plate, which, by means of screws *a a*, is secured firmly to the upper surface of each thill. That portion of the plate between the screws is cut away upon its under side, as shown at *a'*, and its upper face is inclined longitudinally and provided with grooves or ridges a^2. About this portion of the plate is a slide, B, the inner upper surface of which is slanted and ribbed to correspond with the upper surface of the plate A. Beyond the ribs a^2 the plate is cut out in a semicircular or dish-shaped manner and terminates in an upright stud, a^3, which is slotted transversely in a common plane with the top of the plate A, as shown at a^4.

This being the construction, its operation is as follows: Through the slotted stud, which is located at the front—that is, toward the horse's head—the holdback-strap C is passed and extended along the upper face of the plate A. The slide B being at the rear end of the plate, the slide is now moved to the front end of the plate and acts in a wedging manner to securely bind the end of the strap upon the top of the plate. Now, it will be readily seen that any strain upon the strap C, in the normal position of the strap when in operation to hold back, comes upon the slotted lug a^3 and the strain is successfully resisted. When applied in the indirect manner the slide B serves to hold the strap to the face of the plate with ample firmness. Now, if the indirect strain upon the holdback-strap C is changed to take effect in a direct manner, as shown in dotted lines, it acts to draw the strap free from the slide B. The object of the dishing at the base of the plate between the lug a^3 and the ribs a^2 is to provide a space into which a finger may be inserted under the holdback-strap to release it from the grasp of the slide B and plate A in the act of intentionally disconnecting the horse from the carriage. Any strain against the slide in the rearward direction tends to tighten its hold upon the strap, and the slightest strain from the front immediately releases the strap from the slide and the plate. For all purposes except intentionally releasing the strap, as in detaching the horse, this modification is sufficient, and for that purpose it is operative in that at such time no strain is or need be exerted upon the strap C to obstruct its easy removal from the slide and plate.

In Fig. 2 I have shown another and preferable manner of using the device, in which the slotted stud a^3 is at the rear; but the strap C is passed first between the plate A and the slide B, and the free end of the strap is passed through the slot of the lug a^3. In this instance the strain upon the strap, when in operation, comes directly against the slide and tends to tighten its hold upon the strap, as when used as shown in Fig. 2, and in case of accident the strap is released from the slide and plate in the same manner, as indicated by the dotted lines in said figure.

Having described my invention and its operation, what I claim as new, and wish to secure by Letters Patent, is—

The combination of a plate, A, having a cut-away portion, *a'*, slanted and ribbed upper face, a^2, and slotted lug a^3, with a ribbed slide, B, substantially as shown and described.

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

WILLIAM P. GIBSON.

Witnesses:

ELMER A. CHAFFEE,

F. W. SMITH.