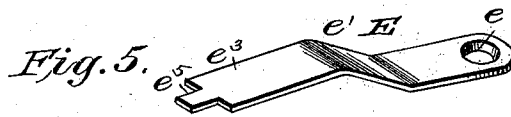
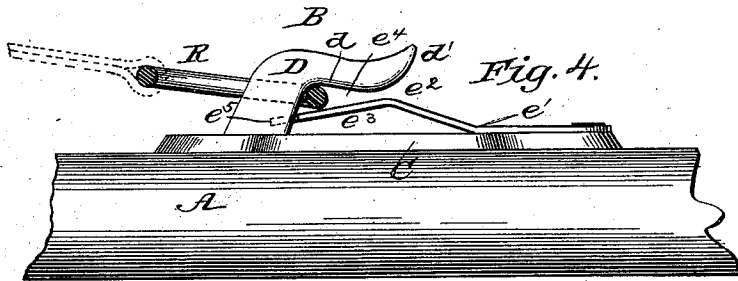
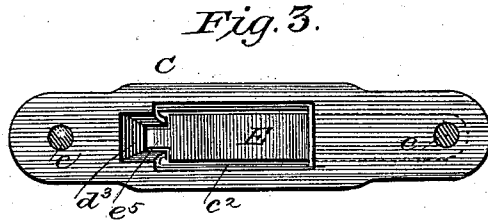
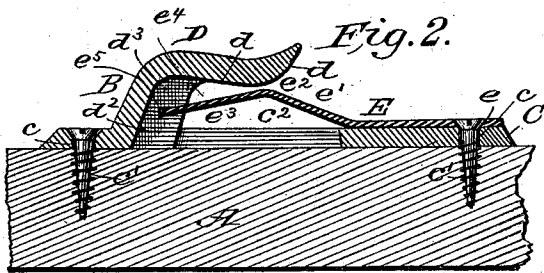
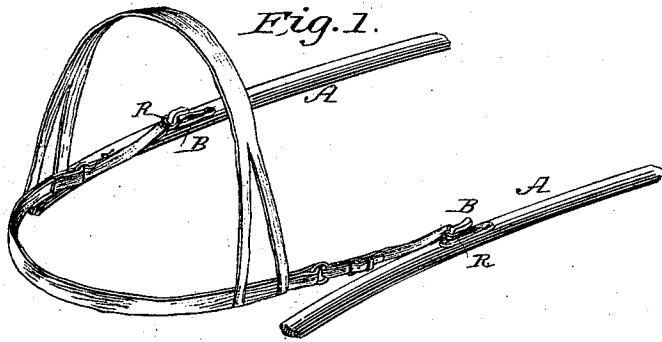


(No Model.)

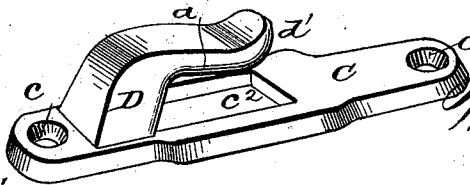
M. E. COMPANY.
HOLDBACK FOR VEHICLE THILLS.

No. 400,435.

Patented Apr. 2, 1889.



Witnesses,
B. L. Dieterich
Wm. J. Little,



Inventor,
Milton E. Company,
by J. R. Little,
Attorney.

UNITED STATES PATENT OFFICE.

MILTON E. COMPANY, OF HAMILTON, MICHIGAN.

HOLDBACK FOR VEHICLE-THILLS.

SPECIFICATION forming part of Letters Patent No. 400,435, dated April 2, 1889.

Application filed October 3, 1888. Serial No. 287,050. (No model.)

To all whom it may concern:

Be it known that I, MILTON E. COMPANY, a citizen of the United States, residing at Hamilton, in the county of Allegan and State of Michigan, have invented certain new and useful Improvements in Holdback-Strap Attachments for Thills, of which the following is a specification.

This invention relates to a holdback-strap attachment for thills, and its object is to facilitate the hitching and unhitching of the horse.

A further object of the invention is to provide a device of this character possessing advantages in point of simplicity, inexpensiveness, ease of operation, durability, and general efficiency.

In the drawings, Figure 1 is a perspective view illustrating the operation of my invention. Fig. 2 is a longitudinal sectional view of the device. Fig. 3 is a bottom view thereof. Fig. 4 is a side elevation, the ring at the end of the strap being shown in section. Fig. 5 is a detail perspective view of the hook and spring separated.

Corresponding parts in the figures are denoted by the same letters of reference.

Referring to the drawings, A A designate the thills of a vehicle, to each of which is secured one of my improved holdback devices B. The device comprises a base-plate, C, preferably formed of malleable iron, and provided at the ends with screw-holes c , through which are passed the screws c' , by which it is secured to the upper side of the thill. This base-plate is preferably provided about centrally with an elongated slot, c^2 . At the rear edge of this slot projects a forwardly-inclined hook, D, the end portion, d , of which is curved downwardly, and has its point d turned upwardly, as shown. The base d^2 of the hook is preferably of a greater thickness than the portion d , and is recessed upon its inner side, as shown at d^3 , said vertical recess extending to the lower edge of the base-plate and opening into the slot c^2 , the purpose of this recess being hereinafter described.

E designates a spring-plate, preferably

formed of steel. This plate is shown in the present instance secured to the base-plate, by the screw c' , at the front end of the device, and is provided with an eye, e , at the front end for the passage of the screw. The plate may, however, be secured in any other suitable manner. The spring-plate extends rearwardly and upwardly from its front end, it being preferably curved upwardly, as shown at e' , to a point near the upturned point or end d' of the hook, and forms in conjunction therewith a flaring mouth, e^2 . The end of the spring-plate is turned downwardly, as at e^3 , leaving a space, e^4 , between it and the inner face of the hook. The point of the spring-plate is contracted or provided with a tongue, e^5 , which projects within the recess d^3 of the hook, and is guided thereby in its vertical play. This recess also prevents lateral displacement or movement of the spring. The slot in the base-plate is preferably of greater width than the spring-plate, and is thus adapted to receive the same in its downward play.

The operation and advantages of my invention will be readily understood by those skilled in the art to which it appertains.

The holdback-strap is provided with a ring, R, at each end, which, during the operation of hitching up the horse, are readily and quickly drawn at each side through the flaring mouth e^2 , and into the space e^4 between the hook and spring-plate, and by reason of the pressure of the latter against the ring all rattling thereof is obviated. (See Fig. 4.) In unhitching, the rings are simply pulled out, and if this should be neglected, as the horse is lead from the shafts, the rings will readily disengage themselves. It will also be obvious that should the whiffletree break, the horse would become detached from the vehicle and accident avoided.

I claim as my invention—

In a holdback-strap attachment, the combination, with a base-plate provided near its rear end with a forwardly-projecting hook having an upturned point and formed with a recess in its inner upright portion, of a spring-plate provided with a perforation at its front

end, through which it is adapted to be secured by one of the ordinary screws for securing the attachment to the thill, said spring-plate being curved upwardly, rearwardly, and downwardly under the hook, and provided with a contracted rear end projecting and playing within the recess of the hook, substantially as and for the purpose set forth.

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

MILTON E. CAMPANY.

Witnesses:

WILLIAM CARPENTER,
JOSEPH A. HANNA.