

E. WILSON.

Hold-Back for Vehicles.

No. 134,236.

Patented Dec. 24, 1872.

Fig. 1.

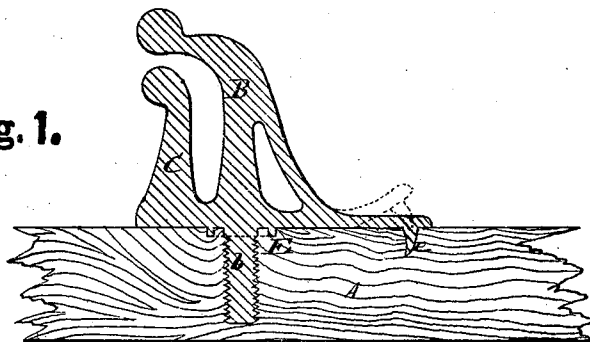


Fig. 2.

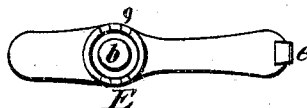


Fig. 3.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

EDWARD WILSON, OF NORTHBRIDGE, MASSACHUSETTS.

## IMPROVEMENT IN HOLDBACKS FOR VEHICLES.

Specification forming part of Letters Patent No. 134,236, dated December 24, 1872.

*To all whom it may concern:*

Be it known that I, EDWARD WILSON, of Northbridge, in the county of Worcester and State of Massachusetts, have invented a new and valuable Improvement in Holdback-Irons; 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 drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a sectional view of my invention. Fig. 2 is a bottom view of the same. Fig. 3 is an enlarged detail view.

This invention has relation to holdbacks for carriages; and consists in the novel construction and arrangement of parts whereby the attachment of the holdback to the thill is made secure and rigid, as hereinafter more fully specified.

Referring to the drawing, A designates the thill; B, the back-strap hook; and C, the post for preventing the accidental displacement of the back-strap, but so arranged as to allow the strap to be readily released when the horse is unhitched from the whiffletree. The post and hook are constructed of one piece of malleable metal, which is furnished with a screw-shank, *b*, to enter the thill. Behind the hook the metal extends a short distance, and is furnished with a stud, *e*, sharpened so as to be capable of being driven into the wood. Previously to the fastening of said stud the extension from which it projects is bent up to allow the shank *b* to be fully inserted. Af-

terward the stud is driven into its place by the blow of a hammer on said extension. The latter is thus flattened down upon the thill. The stud serves to prevent the holdback from turning or loosening, and for such purpose is the simplest and most effective expedient that can be devised. E designates a circular ridge or collar projecting from the base of the holdback and encircling the shank. Upon the edge of this ridge burrs or teeth *g* are formed, so that when the last turn of the shank is being made the wood will be cut away to produce a groove for the ridge to enter, and so prevent the security or firmness of the shank in its place from being diminished. The ridge when embedded in the wood has the effect of giving a good purchase to the shank, without which the holdback would be liable to become shaky and perhaps in time draw out of its socket.

As will be observed, the stud *e* enters the wood obliquely, and is thereby less liable to be drawn out of place.

What I claim as new is—

The improved holdback, constructed of malleable metal, and furnished with the hook B, post C, shank *b* with serrated collar E, and stud *e*, substantially as specified.

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

EDWARD WILSON.

Witnesses:

ALBERT W. CURTIS,  
S. UTLEY.