C. J. ELLSWORTH.

HOLDBACK FOR VEHICLES.

No. 192,422. Patented June 26, 1877.

Fig. 1.

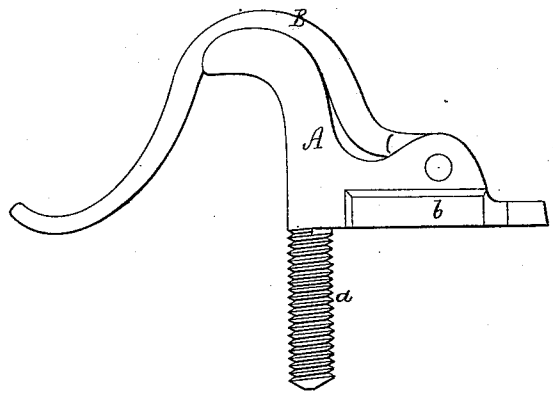


Fig. 2.

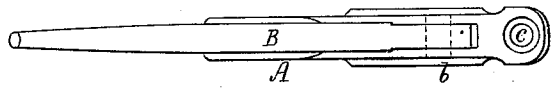


Fig. 3.

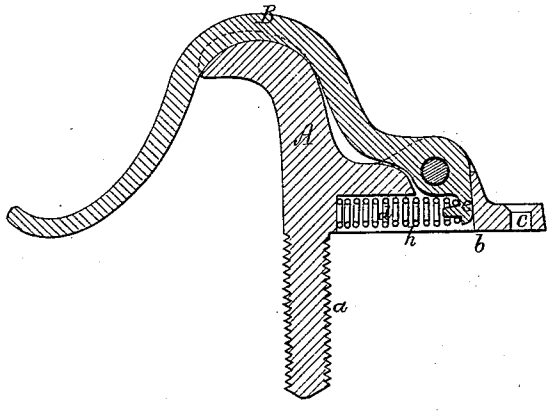
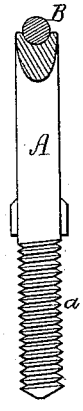


Fig. 4.



Witnesses.

S. N. Pipp

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by his attorney.

R. H. Eddy.

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UNITED STATES PATENT OFFICE.

CHARLES J. ELLSWORTH, OF FISHERVILLE, NEW HAMPSHIRE.

IMPROVEMENT IN HOLDBACKS FOR VEHICLES.

Specification forming part of Letters Patent No. **192,422**, dated June 26, 1877; application filed May 28, 1877.

To all whom it may concern:

Be it known that I, CHARLES J. ELLSWORTH, of Fisherville, of the county of Merrimack, of the State of New Hampshire, have invented an Improved Holdback for the Thills of Wheel-Carriages; and do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a side elevation, Fig. 2 a top view, and Fig. 3 a longitudinal section, of it. Fig. 4 is a transverse section taken through the groove of the standard.

In such drawings, A denotes a standard or post, hooked or curved at its upper part and grooved on its top, in manner as shown. This standard has a screw, *a*, projecting down from it, to screw into a shaft and aid in fastening the holdback thereto.

There also extends back from the standard, at a right angle to it, an arm or projection, *b*, having at its rear end a hole, *c*, for receiving a screw for confining the arm to a shaft. The said arm is chambered, as represented at *h*, to receive a helical spring, *d*, arranged in it, as shown.

Furthermore, there is hinged to the arm a bent lever or tongue, B, whose shorter arm *e* extends down into the spring-chamber and against one end of the spring. The longer arm of such lever is bent upward, over, and rests within the groove of the standard, and extends down in front of the standard, in manner as shown.

In this holdback the spring is not on the outside of the standard, but is confined in a chamber, where it is protected from injury or loss, and the lever or tongue, instead of being hinged to the standard, is hinged to the arm, and is supported both laterally and longitudinally by the standard and the arm.

I do not claim in a holdback the tongue hinged to the top of the standard and provided with a spring to extend over both. With my holdback there is little or no chance for the harness-breeching becoming accidentally disengaged from the standard, and besides, should the whiffletree become broken, the holdback enables the horse to clear himself with great facility from the shaft.

Nor do I claim a holdback constructed as shown in the United States Patent No. 48,415, wherein the post or standard is inclined at an obtuse angle to its base, where the spring and post are inclined at obtuse angles to the base.

In my holdback the standard or breeching-strap bearing part thereof is upright, or in line with the screw *a*, and the spring-chamber and spring are arranged at a right angle to the said screw and in the arm *b*, whereby I am enabled to use a very long spring, and to apply it to good advantage to the tongue; therefore

I claim—

The improved holdback, constructed substantially as described—viz., with the vertical hooked and grooved standard A, provided with the spring-chamber *h* and spring *d*, arranged in its arm *b* at a right angle to the fastening-screw *a* thereof, and having the tongue B pivoted to the arm, and extended into the said chamber and against the end of the spring, so as, when down, to rest in the groove of the head of the standard, all as represented.

CHAS. J. ELLSWORTH.

Witnesses:
R. H. EDDY,
J. R. SNOW.