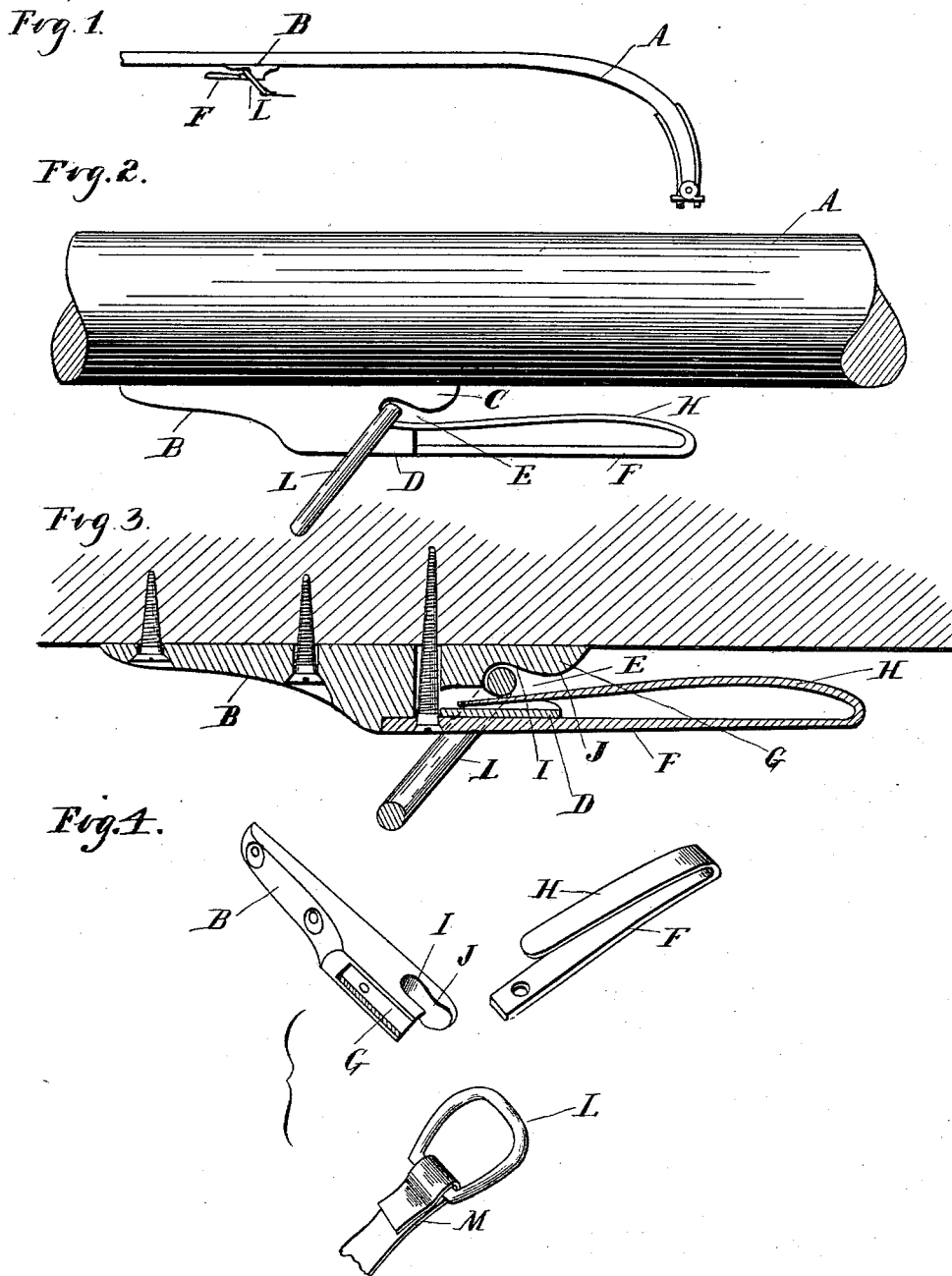


(No Model.)

A. KERRY.
HOLDBACK IRON.

No. 457,725.

Patented Aug. 11, 1891.



Witnesses
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UNITED STATES PATENT OFFICE.

AARON KERRY, OF MARYSVILLE, MICHIGAN.

HOLDBACK-IRON.

SPECIFICATION forming part of Letters Patent No. 457,725, dated August 11, 1891.

Application filed April 1, 1891. Serial No. 387,302. (No model.)

To all whom it may concern:

Be it known that I, AARON KERRY, a citizen of the United States, residing at Marysville, in the county of St. Clair and State of Michigan, have invented certain new and useful Improvements in Holdback-Irons for Vehicle-Thills, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in holdback-irons for vehicle-thills; and the invention consists in the peculiar construction of such an iron having a spring forming a hook, in combination with the iron, to hold a ring upon the holdback-strap securely in position for ordinary use, and so constructed that in case the horse should move away from the thills it would become automatically disengaged therefrom, and, further, in the peculiar construction, combination, and arrangement of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a side elevation of a shaft to which my invention is applied. Fig. 2 is an enlarged elevation of a portion of the shaft. Fig. 3 is a vertical central longitudinal section of Fig. 2. Fig. 4 is a perspective view of the various parts detached.

A represents the shafts of a vehicle, to the under side of which is secured in any suitable manner a casting B. This casting is provided at its forward end with the upper and lower inclined lips C and D, a mouth E being formed between.

F is a spring secured in a recess G upon the under side of the iron. This spring extends forwardly parallel with the thill, and is provided with a return spring-arm H, which passes back into the mouth E between the upper and lower lips of the casting.

J is a locking-bearing, in the rear of which is formed a depressed bearing I, in which the ring L is tightly held by the spring-pressure

of the arm H. To the ring L is secured the holdback-strap M. The parts being thus constructed, the ring L being secured to one end of the holdback-strap, the other end being secured to the harness in the usual manner, it is evident that the ring may be engaged between the forward end of the spring and the thill, and by being drawn rearwardly will pass under the locking-bearing J and engage in the depressed bearing I, where it will be firmly held by the tension of the spring. The back-pressure of the horse in backing will pull against the iron, as plainly shown in Fig. 2, while the tension of the spring will prevent any rattling of the parts. Should the whiffletree break or the horse become disengaged from the vehicle in any manner, in his forward movement he will pull the rings L out of engagement with the holdback-iron, and thus free himself from the vehicle.

In unharnessing it is simply necessary to take hold of the holdback-strap or the ring L and give it a quick movement to the front, when it will be disengaged from the iron, and may be left hanging on the harness.

What I claim as my invention is—

In a holdback-iron for vehicles, the combination, with the thill, of a casting, an upper and a lower inclined lip on the forward end of the casting, said lower lip being formed at its forward end with a locking-bearing, in the rear of which is a depressed bearing, a recess on the under side of the lower lip, and a looped spring, one end of which is secured in the recess and the other end extended back between the upper and lower lips, substantially as described.

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

AARON KERRY.

Witnesses:

M. B. O'DOHERTY,
P. M. HULBERT.