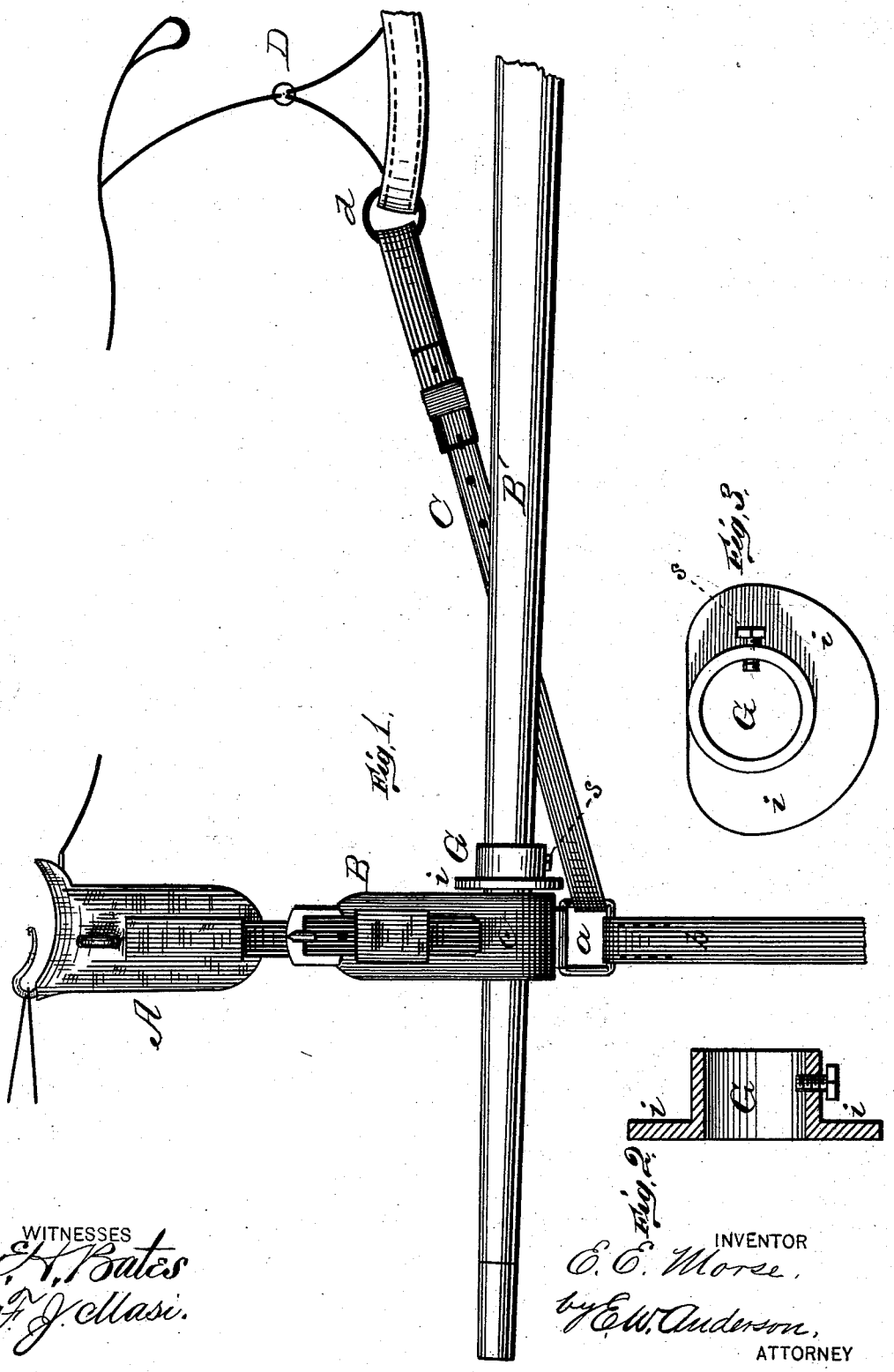
E. E. MORSE.

Holdback for Vehicles.

No. 207,061 Patented Aug. 13, 1878.



WITNESSES

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EDWIN E. MORSE, OF SOUTH BETHEL, MAINE.

IMPROVEMENT IN HOLDBACKS FOR VEHICLES.

Specification forming part of Letters Patent No. **207,061**, dated August 13, 1878; application filed July 20, 1878.

To all whom it may concern:

Be it known that I, EDWIN E. MORSE, of South Bethel, in the county of Oxford and State of Maine, have invented a new and valuable Improvement in Safety 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 drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side view of my improved safety holdback-iron applied. Fig. 2 is a longitudinal central section of the same, and Fig. 3 is a rear end view thereof.

This invention has relation to improvements in safety holdbacks for harness; and the nature of the invention consists in an annulus adapted to be passed over the shaft and to be adjustably secured thereto, which annulus is provided upon its front edge with a flange, as will be hereinafter more fully set forth.

In the annexed drawings, the letter A designates a harness-saddle, depending from which at each side is a strap, B, carrying at its lower end a metallic loop, *a*, to which the belly-band *b* is attached. The saddle-straps are each provided with a thill-tug, *c*, through which the thills B′ are carried, and by means of which they are suspended from the saddle. C represents the holdback-strap, secured at one end to the loop *a* and at the other to the ring *d* of the breeching D. G represents an annulus or ring, having a flange, *i*, upon its front edge, and secured to thills in rear of the tugs *c*, supporting the thills. This ring is secured in position by a set-screw, *s*, and upon the side next the horse the flange *i* is dispensed with, in order to prevent bruising or rubbing against his flanks.

It will be observed that the holdback-ring G, because of its flange *i*, is of such dimensions as to be incapable of passing through the tug-loop *c*, and consequently the said rings sustain the strain in going downhill, and, if properly secured to the thills so as to be incapable of slipping, effectually prevent the vehicle from running upon the horse. Even if the holdback-strap C should break, the same would obtain, though in a less degree, perhaps.

Used in connection with one of the usual horse-detachers, my improved holdback-ring allows the horse to go out of the shafts, carrying the harness with him, without any obstacle whatever.

What I claim as new, and desire to secure by Letters Patent, is—

1. The improved holdback consisting of an annulus, G, provided with a set-screw, *s*, by means of which it may be secured to the shaft, and having a flange at its edge, except on the side, to be placed next to the horse, substantially as shown and specified.

2. The improved holdback-iron consisting of the partly-flanged annulus G, having a perforation in its side adapted to be secured to the thill B′ by means of a set-screw, *s*, passing through said perforation and engaging the said thill, substantially as specified.

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

EDWIN E. MORSE.

Witnesses:
A. G. TINKHAM,
L. T. BRYANT.