(No Model.)

# S. F. ROBBINS.

## HOLDBACK FOR VEHICLES.

No. 524,095. Patented Aug. 7, 1894.

*Fig. 1.*

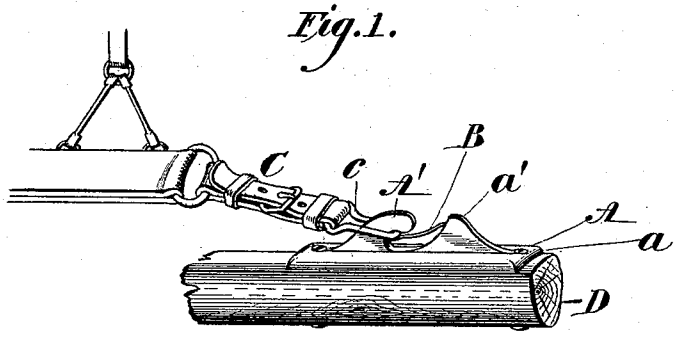



*Fig. 2.*

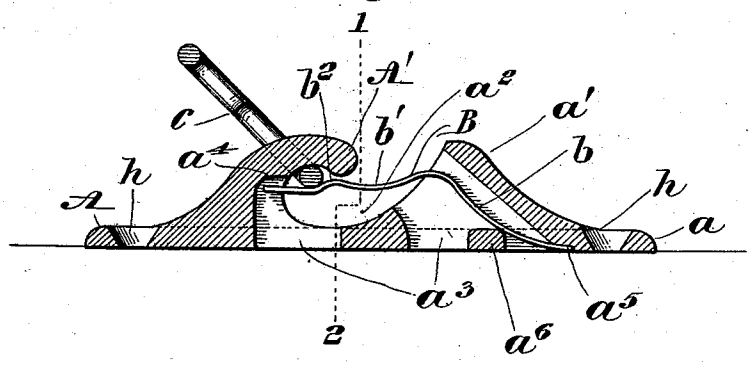
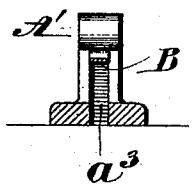



*Fig. 3.*




Witnesses:
John R. Nolan
James C. Dugan

Inventor:
Samuel F. Robbins,
per Joshua Pusey
Attorney.

# UNITED STATES PATENT OFFICE.

SAMUEL F. ROBBINS, OF LANGHORNE, PENNSYLVANIA.

## HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 524,095, dated August 7, 1894.

Application filed December 31, 1891. Renewed January 15, 1894. Serial No. 496,993. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL F. ROBBINS, a citizen of the United States, residing at Langhorne, in the county of Bucks and State of Pennsylvania, have invented certain new and useful Improvements in Holdbacks for Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, of which—

Figure 1 is a perspective view of the device as in actual use. Fig. 2 is a vertical longitudinal section of the device. Fig. 3 is a transverse section, as on the line 1—2, of Fig. 2.

My invention relates to a device of novel construction adapted to be applied to the thills or shafts of carriages or like vehicles to afford a simple and efficient means of attachment for the hold-back or quiller straps of the usual harness breeching; and, as generally stated, it consists in the combination with a suitable base provided with a projecting hook portion, of a locking member mounted in said base in such manner that the free end of the locking member bears with spring pressure against the under edge of the hook, thereby preventing the accidental disengagement from the latter of an eye or loop on the end of the quiller strap. It also consists in various details of construction that will be hereinafter pointed out.

Referring to the drawings, wherein the preferred form of my invention is illustrated, A represents a block or casting comprising a base *a* with a vertical rib *a'* in which is formed an inwardly-curving recess, $a^2$, that converts the forward part of the rib into a hook A'. This rib, as also the base-plate, is partially cored out vertically so as to form therein a narrow chamber $a^3$, with a shoulder $a^4$, beyond the inner edge of the hook, a shoulder $a^5$ in the lower opposite edge of the chamber, and a cross-bar $a^6$ just forward of the latter shoulder.

B represents a spring of flat steel, or other suitable material, which is bent as shown in the drawings, that is to say, it has an up-curving portion, *b*, the free end of which is engaged, against its own spring pressure, with the rearward shoulder $a^5$ and bar $a^6$, and a forwardly-extending portion, *b'*, that normally extends beneath the hook and under the shoulder $a^4$. This forward portion of the spring has a slight upward bend or rise, $b^2$, that takes forcibly against the lower forward end of the hook. The latter is formed slightly rounded and drooped, so as readily to receive the ring *c* on the end of the quiller strap C. The base-plate is provided with screw or bolt holes, *h*, whereby it may be fastened to the thill or shaft D of the vehicle.

By my described construction it will be obvious that the ring *c* may be engaged with the hook very quickly, and that when it is so engaged the ring will be effectually held in place by the spring-guard, as it may be termed, the shoulder or rise $b^2$ in the latter in conjunction with the peculiarly-formed hook, preventing end-wise movement of the ring, and the sides of said hook preventing lateral displacement of the ring. The side walls of the chamber $a^3$ support the edges of the spring and maintain the same in place. The strap is a double one of the usual kind, which is provided with a buckle whereby it may be lengthened or shortened at will.

It will be seen that in my construction no nice fitting or adjustment of parts is required, the device consisting simply of two members that are held together, by frictional action, without the intervention of rivets or pins.

I remark that the free end of the spring is so bent in respect to the under edge of the hook, that when the quiller-strap ring is engaged with the latter, the spring bears forcibly against the ring, as seen more clearly in Fig. 2, thereby clamping the hook snugly in place and preventing rattling thereof.

Having thus described my invention, I claim as new and wish to secure by Letters Patent—

1. A hold back consisting of a frame with an overhanging hook at one end thereof, a cross-bar on the frame between the opposite end thereof and the end of the overhanging hook and a spring having suitable securing bearings in the opposite ends of the frame, bent over the cross-bar and beneath the overhanging hook, substantially as described.

2. The combination of the ribbed base having formed thereon a hook and having its interior hollowed out to form the narrow cham-

ber, with its shoulders $a^4$ $a^5$ and cross-piece $a^6$, and the spring fitted to said chamber in such manner that the lower end of the spring is engaged with the piece $a^6$ and shoulder $a^5$, and its free end projected below the shoulder $a^4$, substantially as described.

In testimony whereof I have hereunto affixed my signature this 7th day of October, A. D. 1891.

SAMUEL F. ROBBINS.

Witnesses:
JOHN R. NOLAN,
JAMES C. DUGAN.