(No Model.)

A. F. LIMBRIGHT.

Hold Back.

No. 240,032. **Patented April 12, 1881.**

Fig. 1

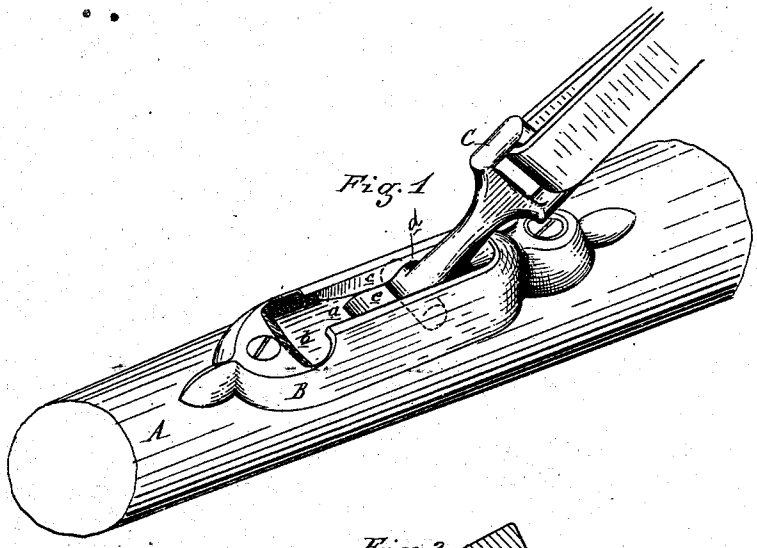


Fig. 2

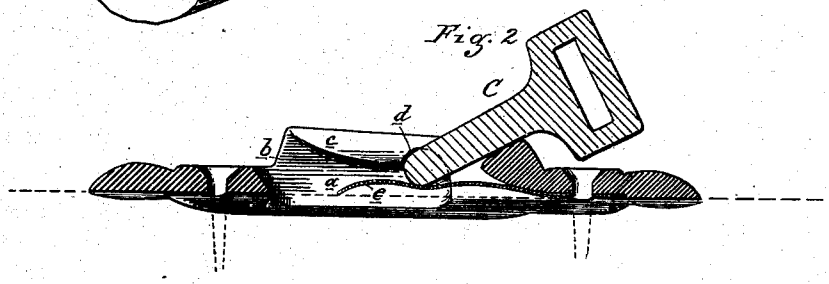
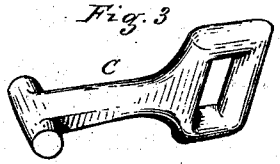


Fig. 3



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AUGUSTUS F. LIMBRIGHT, OF FLAT ROCK, MICHIGAN.

HOLDBACK.

SPECIFICATION forming part of Letters Patent No. 240,032, dated April 12, 1881.

Application filed October 18, 1880. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTUS F. LIMBRIGHT, of Flat Rock, in the county of Wayne and State of Michigan, have invented an Improvement in Holdback Attachments for Vehicles and Harnesses, of which the following is a specification.

The nature of my invention relates to new and useful Improvements in the construction of attachments to the shafts of wagons, and to harnesses, ordinarily termed "holdbacks," by means of which buckles, snaps, and the appliances now in common use for the purposes, and which are clumsy and at times very unhandy, are rendered unnecessary and useless.

The invention consists in the peculiar construction of an attachment to be secured to the shafts of a vehicle, and in combination therewith a T-headed-loop attachment to the holdback-straps of a harness, as more fully hereinafter described.

Figure 1 is a perspective view of my improved attachments as in operation. Fig. 2 is a longitudinal central section of the attachment for the shafts of a vehicle. Fig. 3 is a perspective of the T-headed loop detached.

In the accompanying drawings, which form a part of this specification, A represents the section of one of the shafts of a one-horse vehicle, to which the shell B is securely attached by screws, or in any other suitable and proper manner. In the front of this shell there is a long slot, *a*, terminating in a transverse slot, *b*. The interior of the shell is provided, one on each side, with two curved ledges, *c*, commencing at the transverse slot, and terminating in half-round depressions *d*. A curved spring, *e*, is secured in the recess in the bottom of the shell by means of the screw which holds the rear end of the shell to the shaft. C is a T-headed loop, through which the holdback-strap of the harness is secured.

In practice the T-head of the loop is inserted in the transverse slot in the shell, and slides along the curved ledges until the ends of the head drop into the depressions *d*. The shaft of the loop passes through the longitudinal slot in the face of the shell, and, being attached to the holdback-strap of the harness, the holdback device is complete, the spring *e* holding the T-head in place and preventing it from rattling.

It will be observed that in my construction the T-head of the loop C can be removed and inserted in its position in the shell without turning said head, and that the cutting away of a part of said head, as in the ordinary construction, to allow the head to be inserted in a recess, is dispensed with.

What I claim as my invention is—

The combination, with the T-headed loop C, of the shell B, provided with the longitudinal slot *a*, terminating in the transverse slot *b*, opposite curved ledges *c*, having curved recesses *d*, and spring *e*, whereby the T-head of the loop can be inserted or removed from its seat without turning it on its axis, substantially as described.

A. F. LIMBRIGHT.

Witnesses:

H. S. SPRAGUE,

CHARLES J. HUNT.