

(No Model.)

P. MULLANE.
HOLDBACK FOR VEHICLES.

No. 468,678.

Patented Feb. 9, 1892.

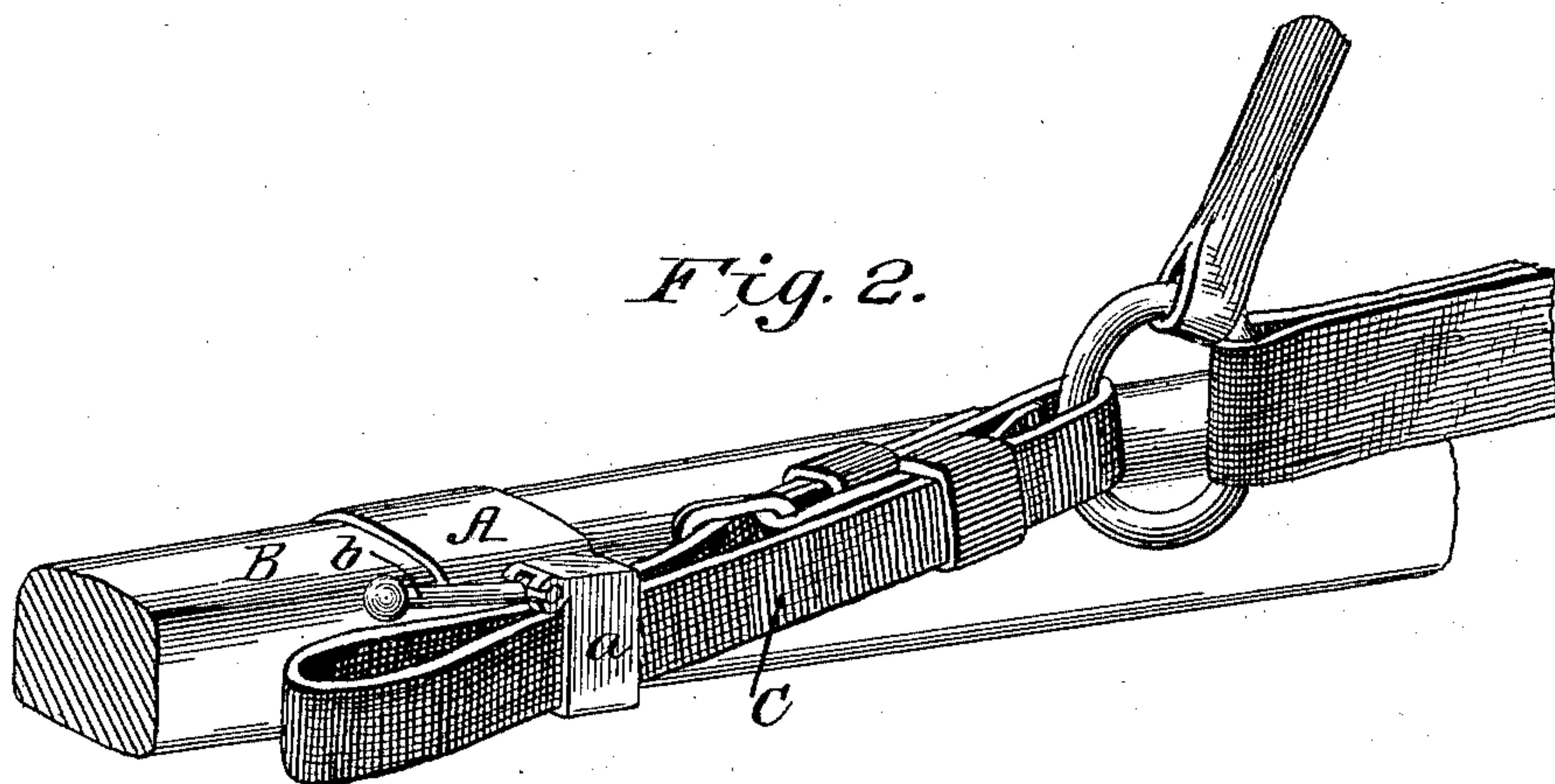
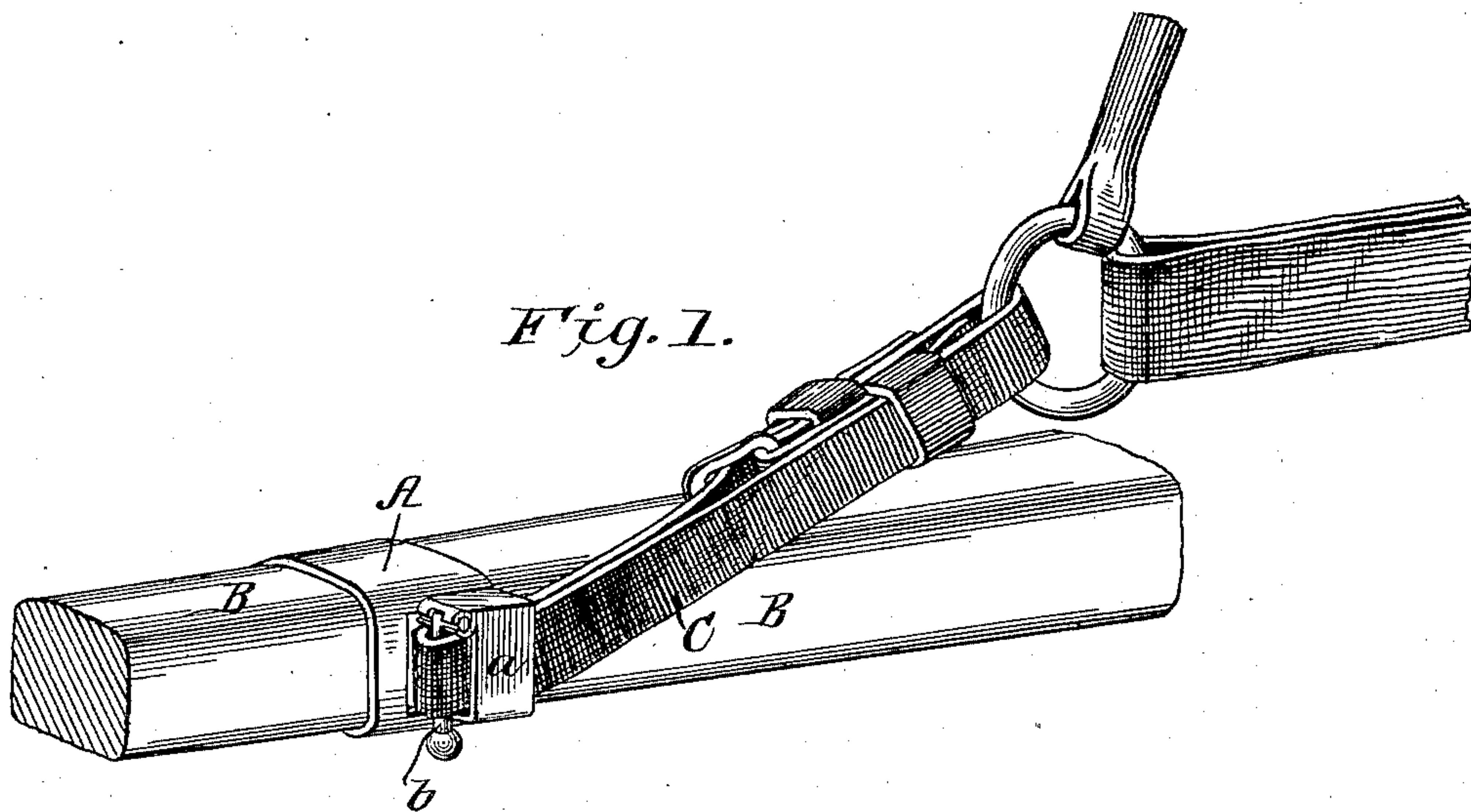
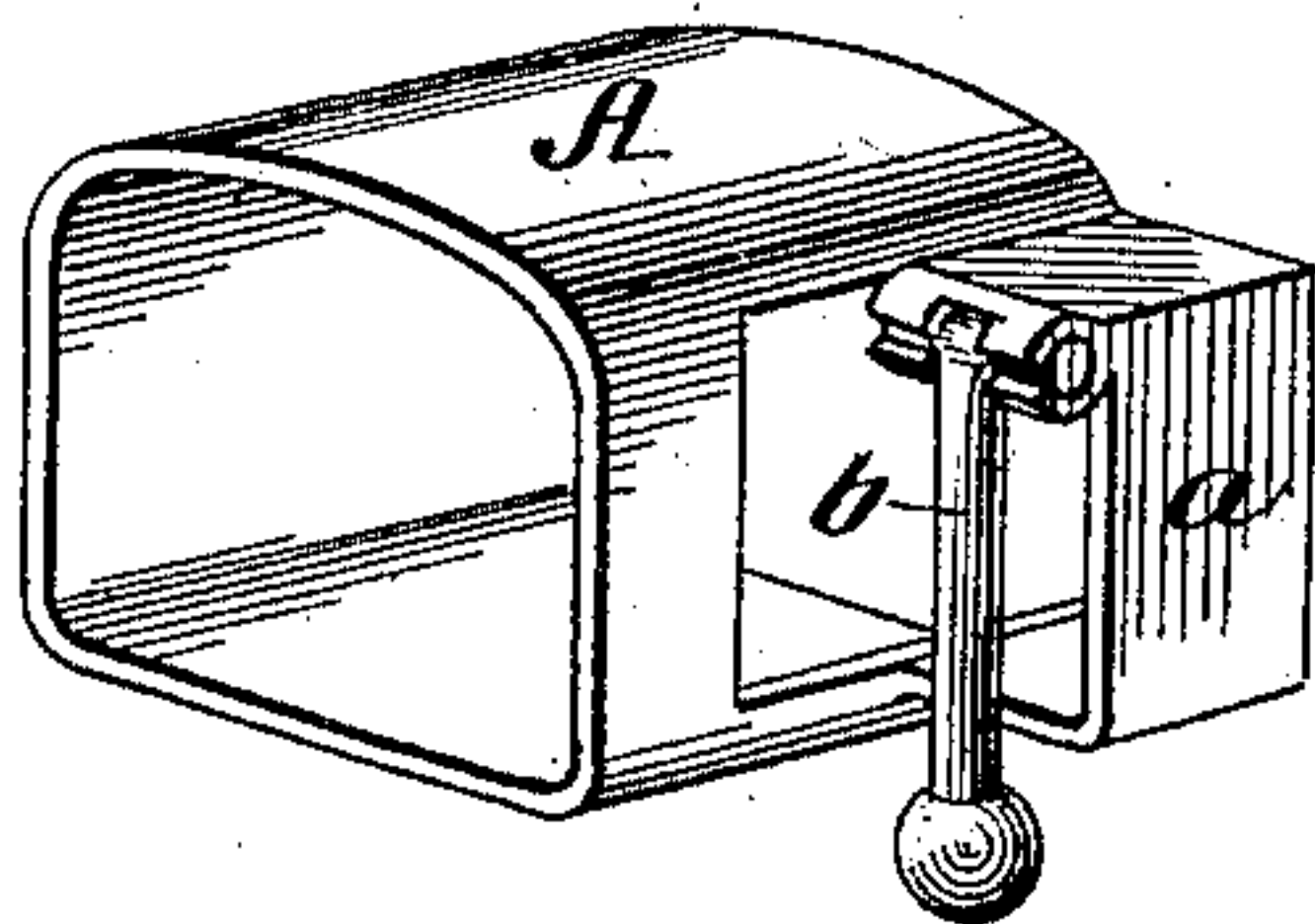


Fig. 3.



WITNESSES:

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HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 468,678, dated February 9, 1892.

Application filed May 4, 1891. Serial No. 391,572. (No model.)

To all whom it may concern:

Be it known that I, PATRICK MULLANE, of Moline, in the county of Rock Island and State of Illinois, have invented a new and useful Improvement in Holdbacks, of which the following is a specification.

My holdback is a metal band attached to a vehicle-shaft and having a lateral keeper for the breeching-strap and a hinged tongue which serves to secure the said strap detachably. The looped free end of the strap passes beneath the keeper and the hinged tongue drops through the loop, thus holding the strap securely while in use, yet permitting it to be easily and quickly detached.

In accompanying drawings, Figure 1 is a perspective view showing the holdback and breeching-strap connected as in practice. Fig. 2 is a perspective view of the same parts, showing the strap in the position required for attachment to or detachment from the holdback proper. Fig. 3 is a perspective view of the holdback.

The holdback proper, Fig. 3, is a metal band A, having a laterally-projecting portion *a*, that I term a "keeper," and a hinged tongue *b*, which is normally pendent in front of the latter. This band A is slightly tapered, adapted to fit snugly upon a vehicle-shaft B, it being preferably held in place by friction. The breeching-strap C is attached to the holdback A, Fig. 2, by passing its looped free end beneath the keeper *a*—that is to say, between it and the shaft—and then inserting the hinged

tongue *b* through the opened loop of the strap. The latter being then drawn back, the tongue *b* bears against the keeper *a*, and thus secures the strap, Fig. 1. The free lower end of the tongue *b* is constructed with an enlargement, which aids materially in holding it pendent and preventing accidental disengagement from the strap. The latter may, however, be readily detached, Fig. 2, by sliding it forward through the keeper *a*, and then opening the loop and raising the hinged tongue *b* out of it. My device thus forms a simple, strong, secure, and easily-manipulated holdback.

What I claim is—

1. The improved holdback consisting of the metal band having a lateral keeper, and a tongue which is hinged and pendent in front of such keeper, as shown and described.

2. The improved holdback consisting of the metal band adapted to be applied to a vehicle-shaft and having a lateral projection *a*, that serves as a strap-keeper, and the tongue *b*, hinged at the front upper edge of said keeper and hanging normally pendent, so that it is adapted to bear against the lower portion of the keeper, the said tongue having its lower end enlarged for the purpose of weighting it and preventing accidental detachment of the breeching-strap, as shown and described.

PATRICK MULLANE.

Witnesses:

GEO. L. BENSON,
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