

(No Model.)

W. G. LANSING.
HOLDBACK FOR VEHICLES.

No. 420,161.

Patented Jan. 28, 1890.

Fig. 1.

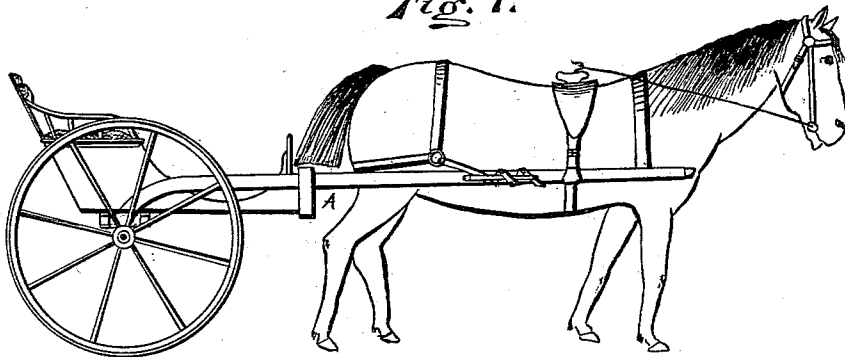


Fig. 2.

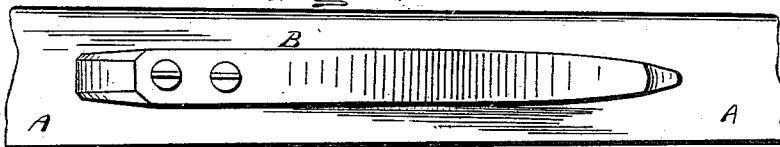


Fig. 3.

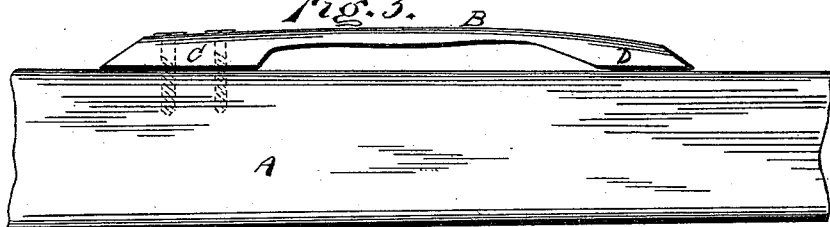


Fig. 5.

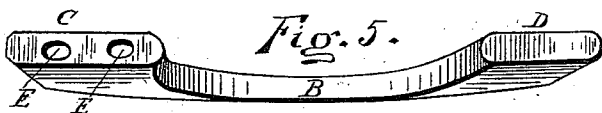
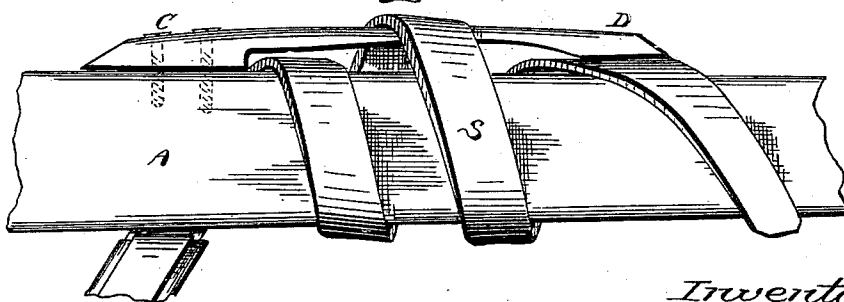


Fig. 4.



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Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM GROVE LANSING, OF SAN FRANCISCO, CALIFORNIA.

HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 420,161, dated January 28, 1890.

Application filed September 5, 1889. Serial No. 323,043. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM GROVE LANSING, residing at San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Holdback-Fastenings, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to holdbacks or strap-fastenings for use on vehicles, and for other similar purposes.

The object of my invention is to produce a strap-holder which may be attached to a vehicle-shaft, which holder will permit the speedy attachment of the holdback-strap and hold the same firmly while presenting no protuberances to catch the tail of the horse.

Figure 1 is an elevation showing the relation of the holdback-fastening to the shaft of a vehicle. Fig. 2 is an elevation of the fastener applied to a shaft. Fig. 3 is a plan of same. Fig. 4 is a broken perspective showing strap applied to shaft and fastener. Fig. 5 is a perspective of the fastener detached.

A indicates a thill or shaft of a carriage or other vehicle. The fastener or "holdback" B, applied to such shaft, is a metallic bracket consisting of a strip of metal with thickened ends C D and screw-holes E E through one of said ends for attachment to the shaft. The bracket or strip B has rounded edges, so that it will not cut a strap passed under or over said edges. The bracket is held to the shaft by two screws passed through holes E E, and the end D of the bracket rests snugly against the shaft, being held by the springing of the body portion of the bracket.

In applying the strap for use as a holdback the strap is first passed under the holdback, then takes one or more turns about the

shaft and holdback, and finally the end of the strap is drawn under the thickened end D of the bracket. The incline between the body portion of the bracket and the thickened portion D is at such an angle as to permit the easy adjustment of the strap at the outer end of the bracket by sliding along the shaft.

Where the strap S passes around the holdback, it will serve to bind the same tightly, and will re-enforce the spring to such an extent that the end of the strap will be held very firmly.

The holdbacks are made alike, and can be used as "rights" and "lefts" by simply turning the piece over. The strap can be quickly drawn out from the end of the holdback; but when secured will hold with great tenacity, the binding of the strap over the outside of the holdback serving to give great stability.

The bracket or holdback can be made of any spring metal, or even of wood. The recess under the bracket will be long enough to pass the strap at least twice. The entire bracket need be only four or five inches long.

What I claim is—

The combination, with a thill or shaft, of a holdback consisting of a metallic bracket-spring with an arched center and thickened ends, the ends conforming to the contour of the shaft, and a holdback-strap passed under said bracket, then around the shaft and over the bracket, and secured under the end of said bracket, substantially as described.

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

WILLIAM GROVE LANSING.

Witnesses:

CHAS. D. WHEAT,
E. P. CASSERLY.