(No Model.)

H. W. ROBERTS.

SAFETY ATTACHMENT FOR VEHICLE POLES.

No. 446,269. Patented Feb. 10, 1891.

Fig. 1.

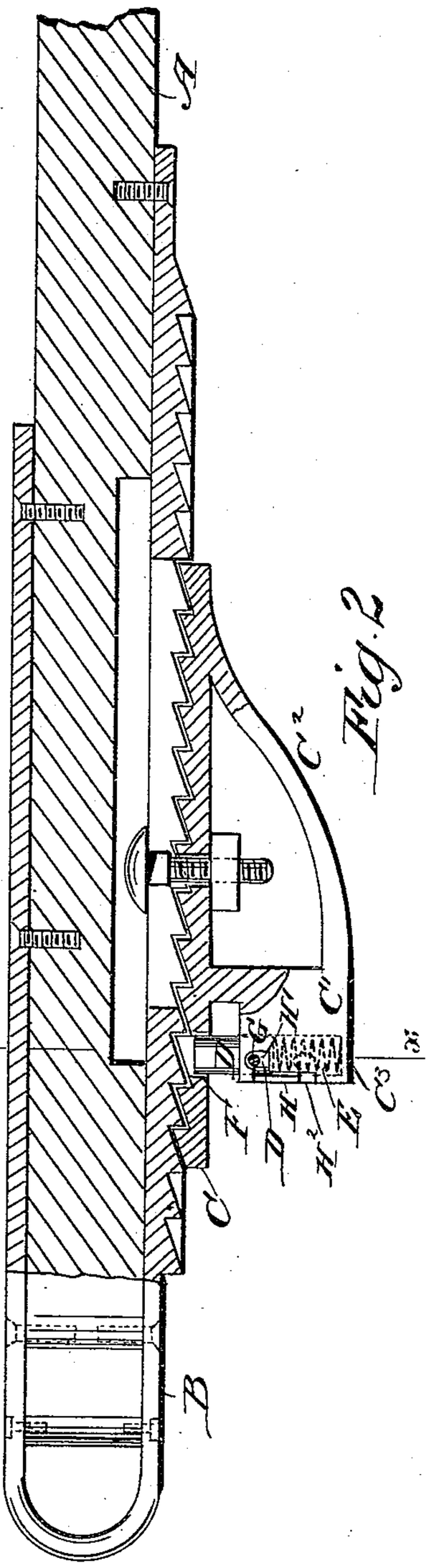


Fig. 2.

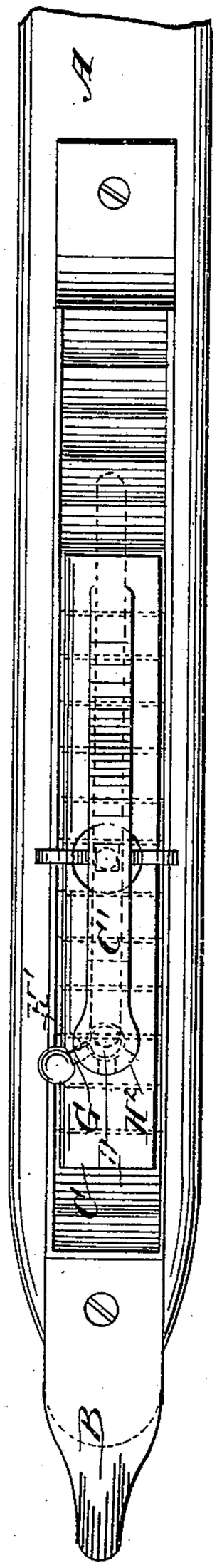
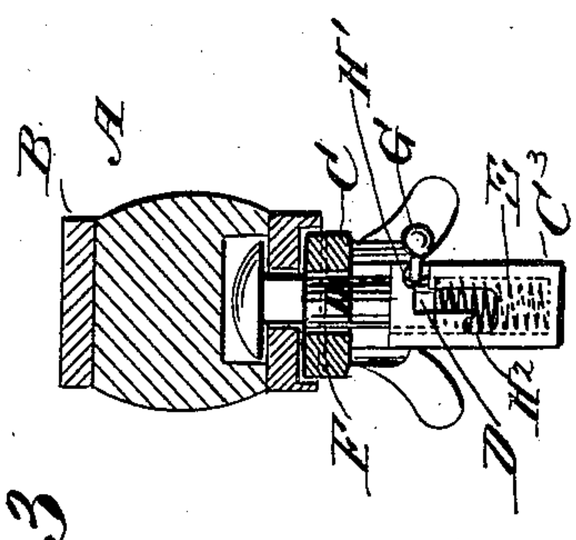


Fig. 3.



WITNESSES:
F. McArdle.
C. Sedgwick

INVENTOR:
H. W. Roberts
BY Munn & Co.
ATTORNEYS

UNITED STATES PATENT OFFICE.

HENRY W. ROBERTS, OF DUNCAN, MICHIGAN.

SAFETY ATTACHMENT FOR VEHICLE-POLES.

SPECIFICATION forming part of Letters Patent No. 446,269, dated February 10, 1891.

Application filed November 21, 1890. Serial No. 372,156. (No model.)

To all whom it may concern:

Be it known that I, HENRY W. ROBERTS, of Duncan, in the county of Cheboygan and State of Michigan, have invented a new and Improved Safety Attachment for Vehicle-Poles, of which the following is a full, clear, and exact description.

The invention relates to adjustable holdbacks, such as shown and described in the application for Letters Patent of the United States, Serial No. 347,842, filed by me on the date of April 14, 1890, and allowed June 19, 1890.

The object of the present invention is to provide a new and improved safety attachment for vehicle-poles, which is simple and durable in construction and specially designed for conveniently and securely fastening the ring of the neck-yoke to the holdback of the pole or to release it from the same whenever desired.

The invention consists of a spring-pressed bolt fitted to slide in a post on the holdback and adapted to engage the base-plate of the same.

The invention also consists of certain parts and details and combinations of the same, as will be hereinafter fully described, and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional side elevation of the improvement as applied on the holdback above referred to. Fig. 2 is an inverted plan view of the same, and Fig. 3 is a transverse section of the same on the line $x\,x$ of Fig. 1.

The vehicle-pole A is provided with the pole-iron B, on which is held adjustably the base-plate C in the manner fully set forth and described in the application for Letters Patent above referred to. The post C′ of the base-plate C is formed in its front with a cylinder C^3, in which is fitted to slide vertically a bolt D, on which presses a spring E, held in the lower part of the cylinder C^3. The spring E serves to press the bolt D upward into an opening F, formed in the base-plate C. The cylinder C^3 projects sufficiently in front of the upper part of the post C′, so that the ring of the yoke can be passed into the space above the top of the cylinder C^3, and when the bolt D is then permitted to slide up into the aperture F the ring is securely held in place beneath the base-plate C by the bolt D.

In order to conveniently move the bolt D, the latter is provided with a handle G, passing through a slot H, arranged vertically on the front of the cylinder C^3, the lower end of the said slot being provided with a sidewise-extending notch H^2, and a similar notch H′ is formed in the upper end of the slot H, but extends in an opposite direction to the notch H^2. In order to move the bolt D in a lowermost position, the operator takes hold of the handle G, gives the same a quarter-turn, so as to disengage it from the notch H′, and moves it into the upper part of the vertical slot H. By then pressing the handle G downward the bolt D slides with it in the same direction, and then finally the operator gives a quarter-turn to the handle G to engage the latter in the lower notch H^2. The spring E is thus compressed and the bolt D has been withdrawn into the cylinder C^3. The space above the latter below the base-plate C is now free for engaging or disengaging the ring of the neck-yoke. When the ring is in place in the said space and the operator desires to fasten it, he moves the handle G out of the notch H^2, so that the spring E forces the bolt D upward, so that the latter enters the aperture F, and the ring is locked in place. To prevent accidental displacement of the bolt the latter is given a quarter-turn, so that the handle G engages the notch H′.

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

The combination, with a plate attached to the under side of a vehicle-pole and having a vertical post C′, constructed with a socket having a lengthwise slot and lateral notch, of the spring-pressed sliding bolt D, having a lateral handle for moving and locking it, as shown and described.

HENRY W. ROBERTS.

Witnesses:
T. D. JAMES,
J. R. PHILP.