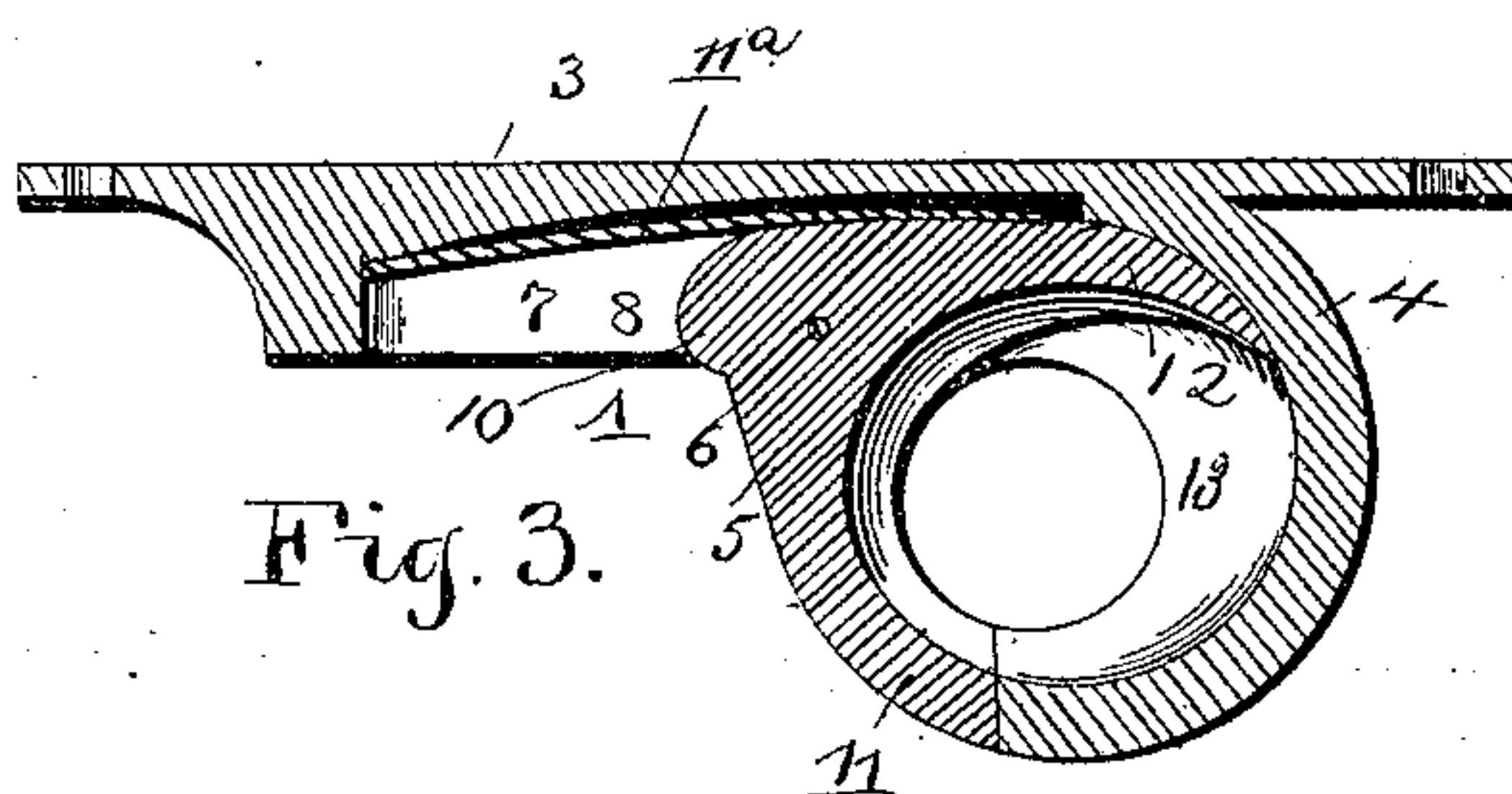
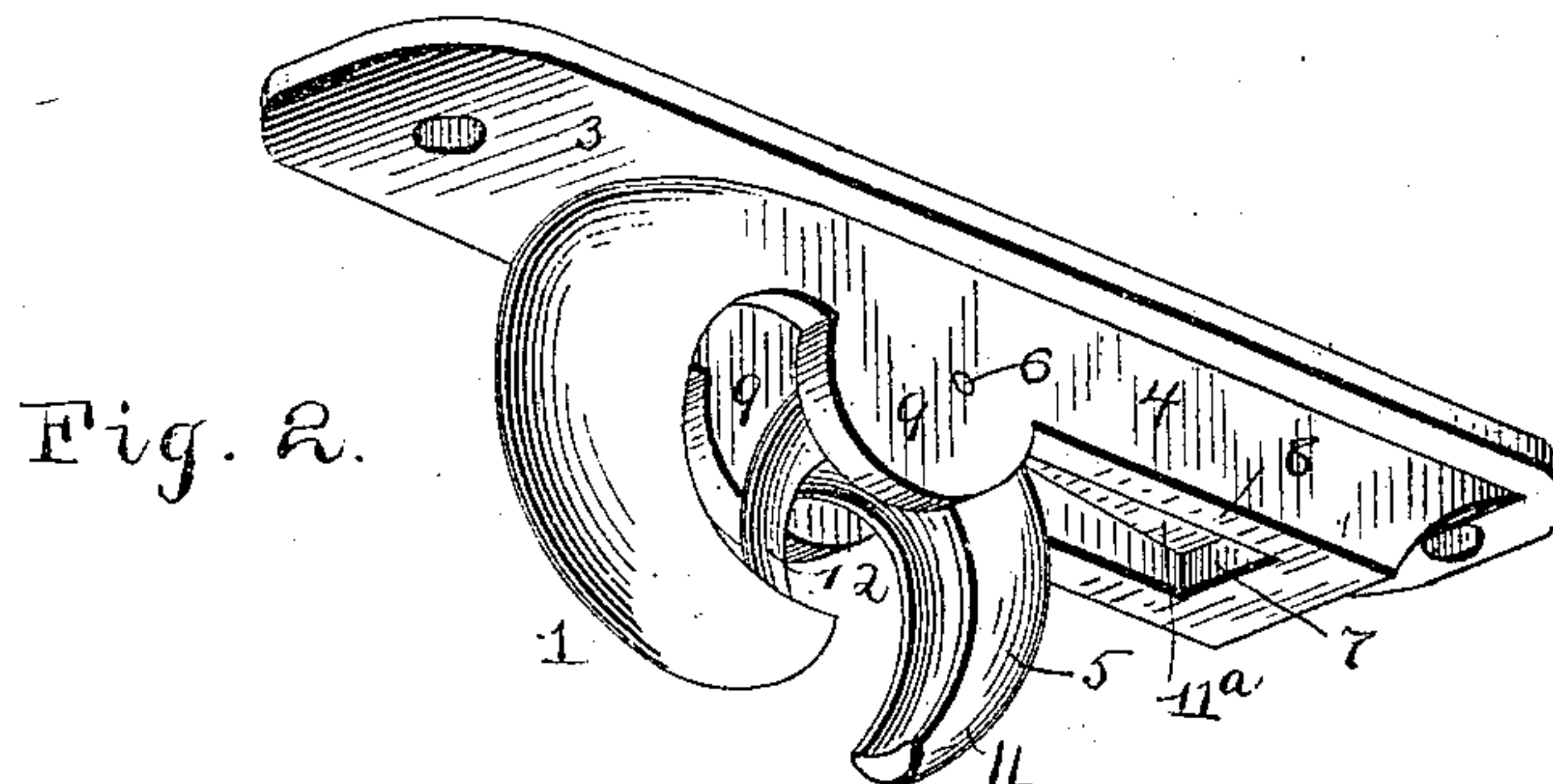
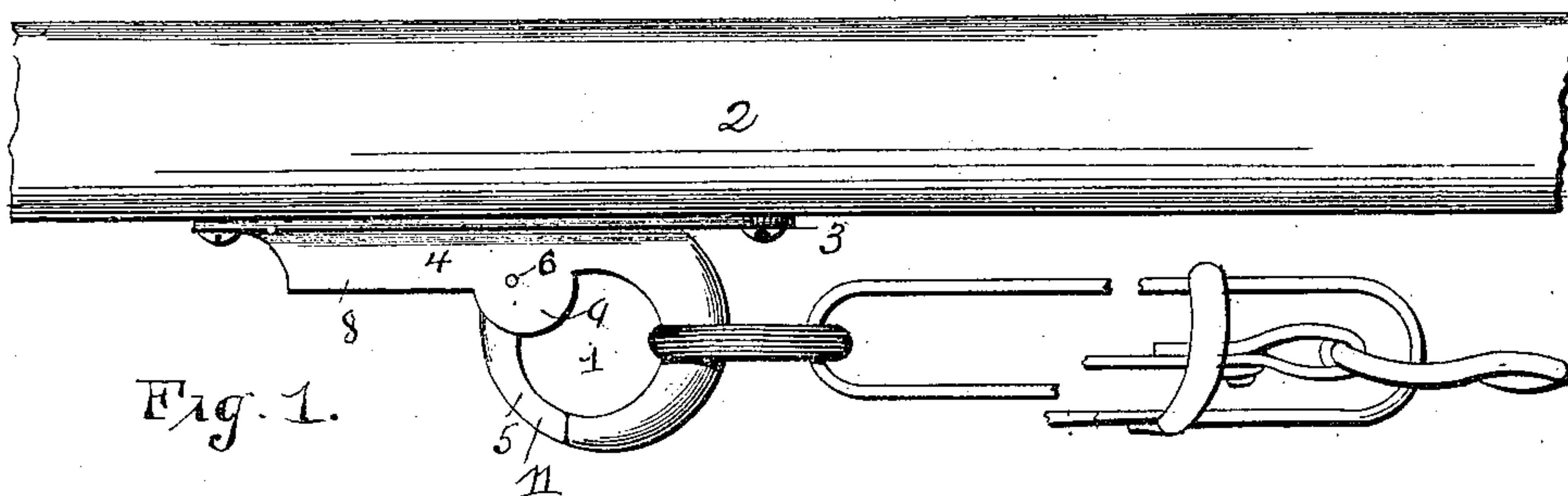


(No Model.)

S. McDONALD.
HOLDBACK FOR VEHICLES.

No. 451,160.

Patented Apr. 28, 1891.



Witnesses

H. G. Seitz
J. J. Ray

Inventor

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By His Attorneys,

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UNITED STATES PATENT OFFICE.

SAMUEL McDONALD, OF DUNKIRK, INDIANA.

HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 451,160, dated April 28, 1891.

Application filed November 11, 1890. Serial No. 371,055. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL McDONALD, a citizen of the United States, residing at Dunkirk, in the county of Jay and State of Indiana, have invented a new and useful Holdback, of which the following is a specification.

The invention relates to improvements in holdbacks.

The object of the present invention is to simplify and improve the construction of holdbacks and enable the same to be readily used on either the top or bottom of a shaft and render them capable of readily releasing the ring of a holdback-strap.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a side elevation of a holdback constructed in accordance with this invention, and shown applied to a shaft. Fig. 2 is a perspective view of the holdback, the ring being open. Fig. 3 is a longitudinal sectional view, the ring being closed.

Referring to the accompanying drawings, 1 designates a holdback adapted to be readily employed either above or below a shaft 2, and constructed of suitable metal, and composed of a base-plate 3, provided with a rigid stationary section 4 of a ring, which is composed of the said stationary integral section 4 and a pivoted movable section 5, adapted to be swung on its pivot 6 to open and close the ring. The base-plate is provided with a longitudinal recess 7, formed by flanges 8, which form a continuation of the integral stationary section, and which are provided at the base of the stationary integral section 4 with perforated ears 9, through which passes the pivot 6, which secures the movable section of the snap-ring to the base-plate. The movable section 5 is approximately semicircular, and

is pivoted at a point about midway its length, and is provided below the pivotal point with an integral heel 10, arranged to be engaged by a spring 11^a, secured in the recess and adapted to hold the movable section of the ring in its open and closed position. The arm 11 of the movable section engages the end of the stationary section and closes the mouth of the opening, and confines a ring of a holdback-strap, and the other arm 12 of the movable section is arranged, when the ring is closed, in a groove 13, formed in the inner face of the stationary section 4, and when the ring is opened the arm 12 carries the holdback-ring out of engagement with the stationary section. The spring 11^a has one end secured in the recess 7, and its other end is free and engages the heel 10 of the movable section of the ring.

It will be readily seen that the holdback is simple and inexpensive in construction, is adapted to be readily employed either on the upper or lower face of a shaft, and is capable of carrying a holdback-ring out of engagement with it when open.

What I claim is—

A holdback comprising the base-plate provided with the integral curved section 4, the movable semicircular section 5, pivoted intermediate its ends and having its free end arranged to abut against the free end of the stationary section and forming, when closed, a continuation of the same to provide an unbroken loop or ring, and the spring engaging the movable section, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

SAML. McDONALD.

Witnesses:

ELMORE YOKE,
JAMES A. SUTTON.