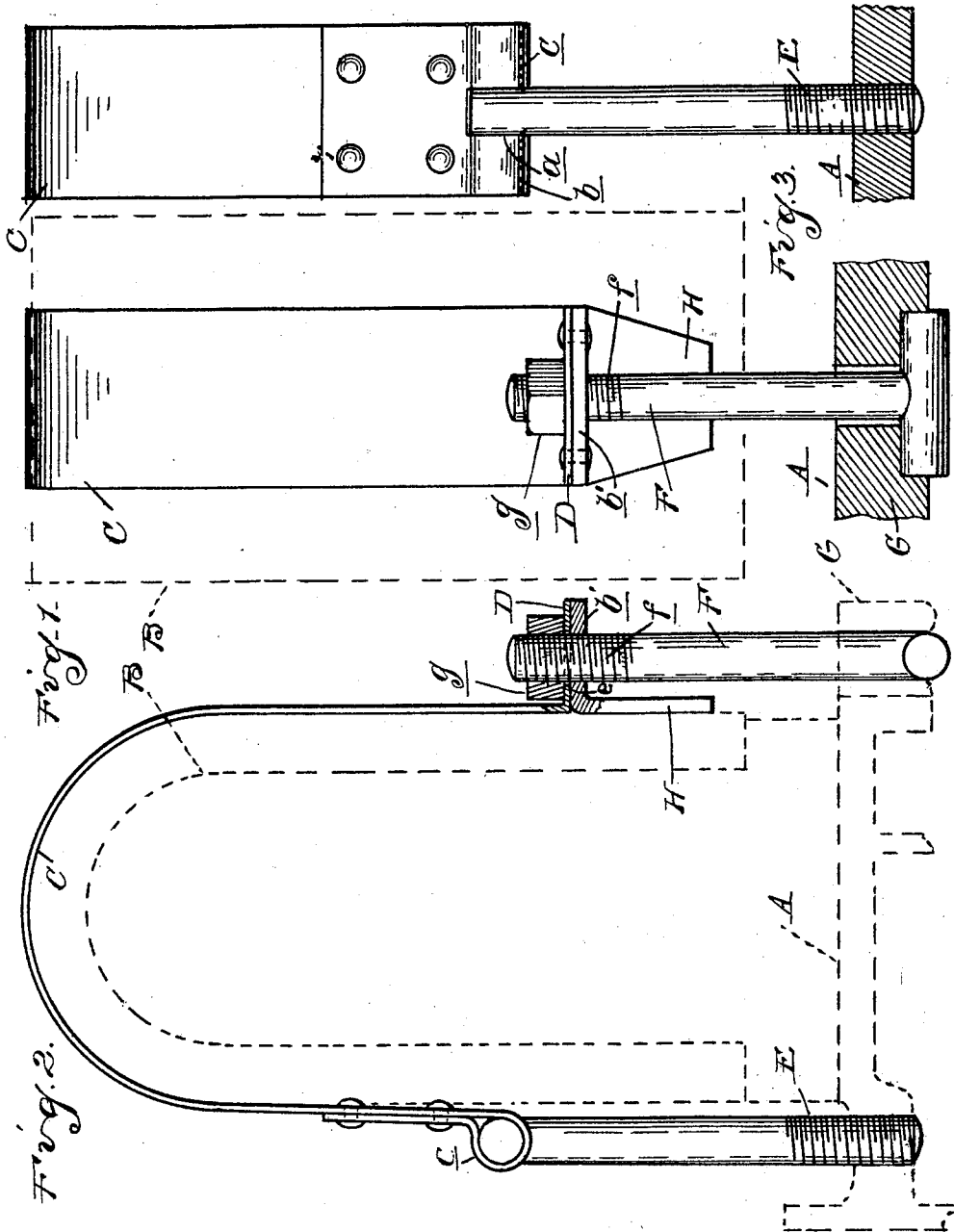


M. B. MORGAN.
 HOLDER.
 APPLICATION FILED DEC. 28, 1910.

1,016,353.

Patented Feb. 6, 1912.



Witnesses

W. K. Ford
W. K. Ford

Inventor

Mathew B. Morgan

By *Whittmore Hulbert + Whittmore*

Attys

UNITED STATES PATENT OFFICE.

MATHEW B. MORGAN, OF DETROIT, MICHIGAN, ASSIGNOR TO CHALMERS MOTOR COMPANY, OF DETROIT, MICHIGAN, A CORPORATION OF MICHIGAN.

HOLDER.

1,016,353.

Specification of Letters Patent.

Patented Feb. 6, 1912.

Application filed December 28, 1910. Serial No. 599,781.

To all whom it may concern:

Be it known that I, MATHEW B. MORGAN, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Holders, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention has reference generally to magnetos for use in connection with automobiles, and particularly to a holder for retaining the magneto properly in place, in the present instance upon the usual engine base as a support.

It consists in the novel and simple construction of the holder, in the peculiar arrangement and combination of parts, and in certain details of construction, and in their novel arrangements and combinations as will be more fully hereinafter set forth and claimed.

In the drawings,—Figures 1, 2 and 3 are views respectively in front, rear and side elevation of an embodiment of my invention.

The reference-letter A represents the engine base, B the magneto of any approved type thereon, and C the holder of arch form to embrace the field of the magneto and connected at its extremities to the base in the manner hereinafter set forth.

The holder proper is preferably in the form of a strap or band, one end of which is slotted, as at *a*, near one extremity, and folded upon itself to form transversely alining tubular bearings *b c* spaced apart. The opposite end of the strap is offset at its extremity, as at D, to form a transverse seat, apertured as at *e*.

E designates a T-bolt threaded in the engine base as shown, and having its head engaging the alining tubular bearings of the strap. F is a similar bolt, forming the retainer of the holder, the head of which engages beneath a forked lug G upon the engine base, while the shank projects upwardly therethrough and the threaded end *f* engages the seat aperture and extends some distance therebeyond. A nut *g* engages the bolt end, and likewise the seat portion of the strap.

For reinforcing the seat and at the same time bracing the latter to hold the seat in its

properly extended position, an angle-plate H is employed, one member *b'* of which adjoins the seat while the complementary section or member projects downwardly in alinement with the strap and is adapted to bear against the fields of the magneto to perform its function of a brace, as shown in Fig. 2.

As thus constructed, it will be obvious that proper adjustment may be obtained to properly fit the magneto; the attachment and detachment of the holder may be readily effected, and the structure—while particularly efficient as a holder, by reason of its simplicity may be readily and cheaply manufactured.

What I claim as my invention is,—

1. The combination with a support, of an arched holder connected at one end thereto and provided at its opposite end with a lateral seat, and a retainer engaging the seat and having a detachable engagement with the support.

2. The combination with a support, of an arched holder connected thereto at one end, a braced seat upon its opposite end, and a retainer engaging the seat and support.

3. The combination with a support, of a strap connected at one end thereto and having its opposite end apertured and offset to form a seat, an angle brace for the offset portion projecting beyond the latter to engage the article to be retained, and a bolt engaging the seat and having a detachable engagement with the support.

4. The combination with a support, of an arched holder in the form of a band or strap having one end slotted near its extremity and folded, forming transversely alining bearings, and its opposite end offset outwardly, a T-bolt engaging the alining bearings and connecting the strap with the support, an angle plate reinforcing and forming a brace for the offset end, and a T-bolt extending through the braced end of the strap having a detachable connection with the support.

5. The combination with a support, of an arched holder connected at one end thereto and provided at its opposite end with a lateral seat, an angle brace reinforcing said lateral seat and a retainer engaging the seat and having a detachable engagement with the support.

6. The combination with a support, of an
arched holder connected at one end thereto
and provided at its opposite end with a seat,
a brace for said seat having a portion en-
gaging the article to be retained, and a bolt
engaging said seat, brace and support.
7. The combination with a support, of an
arched holder connected at one end thereto,
a braced seat upon its opposite end, and a
bolt engaging the seat and having a detach- 10
able engagement with the support.

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

MATHEW B. MORGAN.

Witnesses:

C. E. GREGORY,
RAY J. MAUER.