(No Model.)

E. F. EATON.

HOLDBACK FOR VEHICLES.

No. 497,093. Patented May 9, 1893.

Fig. 3

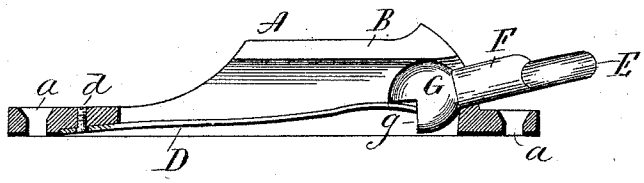


Fig. 1

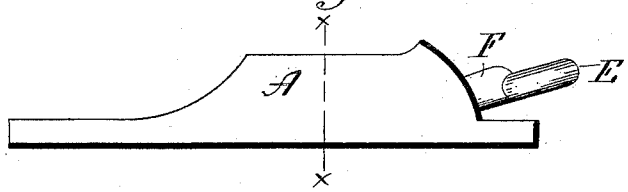


Fig. 2

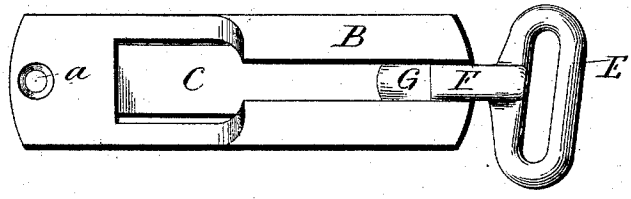


Fig. 4

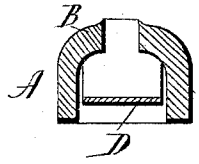


Fig. 6

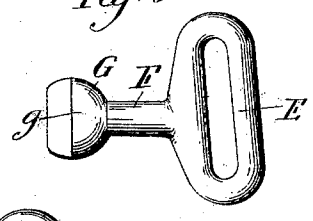
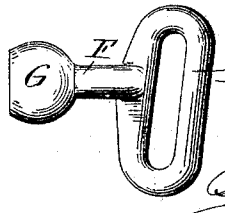


Fig. 5



Witnesses
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Lillian D. Kelsey

Edgar F. Eaton.
Inventor.
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Earle & Seymour

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UNITED STATES PATENT OFFICE.

EDGAR F. EATON, OF NORTHFORD, CONNECTICUT.

HOLDBACK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 497,093, dated May 9, 1893.

Application filed September 19, 1892. Serial No. 446,288. (No model.)

To all whom it may concern:

Be it known that I, EDGAR F. EATON, of Northford, in the county of New Haven and State of Connecticut, have invented a new Improvement in Holdbacks; and I do hereby declare the following, when taken in connection with accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a view in side elevation of a holdback constructed in accordance with my invention; Fig. 2, a plan view thereof; Fig. 3, a view in central vertical longitudinal section; Fig. 4, a view in cross section on line *x*—*x* of Fig. 1; Fig. 5, a detached plan view of the coupler; Fig. 6, a similar reverse plan view thereof.

My invention relates to an improvement in holdbacks and hooks therefor, the object being to produce a simple, convenient, durable and reliable device, which will not uncouple, nor rattle, when in use.

With these ends in view, my invention consists in a hold-back and a hook having certain details of construction as will be hereinafter described and pointed out in the claim.

The holdback A, of my improvement, is preferably cast in one piece, and adapted by perforations *a a*, in its ends, to be attached to a vehicle-shaft. It is constructed with a narrow longitudinal slot B, and with an entrance-opening C, wider than the said slot, and leading into the forward end thereof, the said slot and entrance-opening being formed in the middle portion of the holdback, which is thereto raised and made hollow. A flat sheet-metal spring D, secured within the forward end of the holdback by a rivet *d*, extends rearward and upward under the slot, and falls short of the rear end thereof, for a purpose to be mentioned later on.

The hook of my device is composed of an eye E, adapted to receive the end of a breeching-strap, which is not shown, a shank F, made enough narrower than the slot of the holdback to play freely therein, and a head G, made wider than the said slot, so that it will not pull through the same, but narrower and smaller than the entrance opening C, which permits it to be entered under the slot, and thus drawn to the rear end of the holdback, while the shank is moving in the slot. The end of the said head is constructed with a deep transverse notch *g*, which receives the free end of the spring D, the holdback, the said head and the spring being proportioned and shaped so that when the hook is in its normal position, as shown by Fig. 1 of the drawings, the spring will hold the hook against longitudinal movement, and also against rattling, whereby the hook is prevented from unlocking, or from making a noise when in use. Preferably the eye of the hook will be set at an angle to the shank thereof, as shown by Figs. 2, 5, and 6 of the drawings, which represent the hook designed to be used with the holdback attached to the left hand shaft of the vehicle. The eye of the hook to be used on the other side of the vehicle would have a corresponding opposite inclination.

To connect the hook with the holdback, its head is engaged with the spring thereof through the entrance-opening, and pressed down until the head has been cleared from the rear end of the slot with which the shank of the hook is now aligned. The pressure being still sustained, the hook is drawn rearward and then turned down, as shown by Fig. 3 of the drawings, at which time the free end of the spring will snap up into the notch of its head. To remove the hook and thus disconnect the breeching-strap from the shaft, the hook is lifted and swung forward, whereby the spring will be depressed and cleared from the notch in the head, after which the hook may be pushed forward out of the holdback, and disengaged therefrom.

I am aware that a holdback adapted to be attached to a vehicle-shaft and constructed with a longitudinal slot, and with an entrance-opening leading into the forward end thereof, and furnished with a spring extending rearward under the said slot, is old, when combined with a hook adapted to be attached to a breeching-strap, and having a shank shaped to play freely in the slot of the holdback, and a head wider than the said slot, but narrower than the said entrance-opening. I do not therefore claim such a construction broadly, but only my particular construction as herein set forth and described.

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

The combination with a holdback adapted to be secured to a vehicle-shaft, having a longitudinal slot, and an entrance-opening wider than the said slot, and leading into the forward end thereof, and furnished with a flat sheet-metal spring fixed within its forward end and extending rearward and upward under the slot and falling short of the rear end thereof; of a hook adapted to be attached to a breeching-strap and constructed with a shank arranged to play freely in the said slot of the holdback and with a head wider than the slot, but smaller than the entrance-opening leading into the same, and having its end notched to receive the free rear end of the said spring which then holds the hook against displacement or rattling, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

EDGAR F. EATON.

Witnesses:
GEORGE D. SEYMOUR,
FRED C. EARLE.