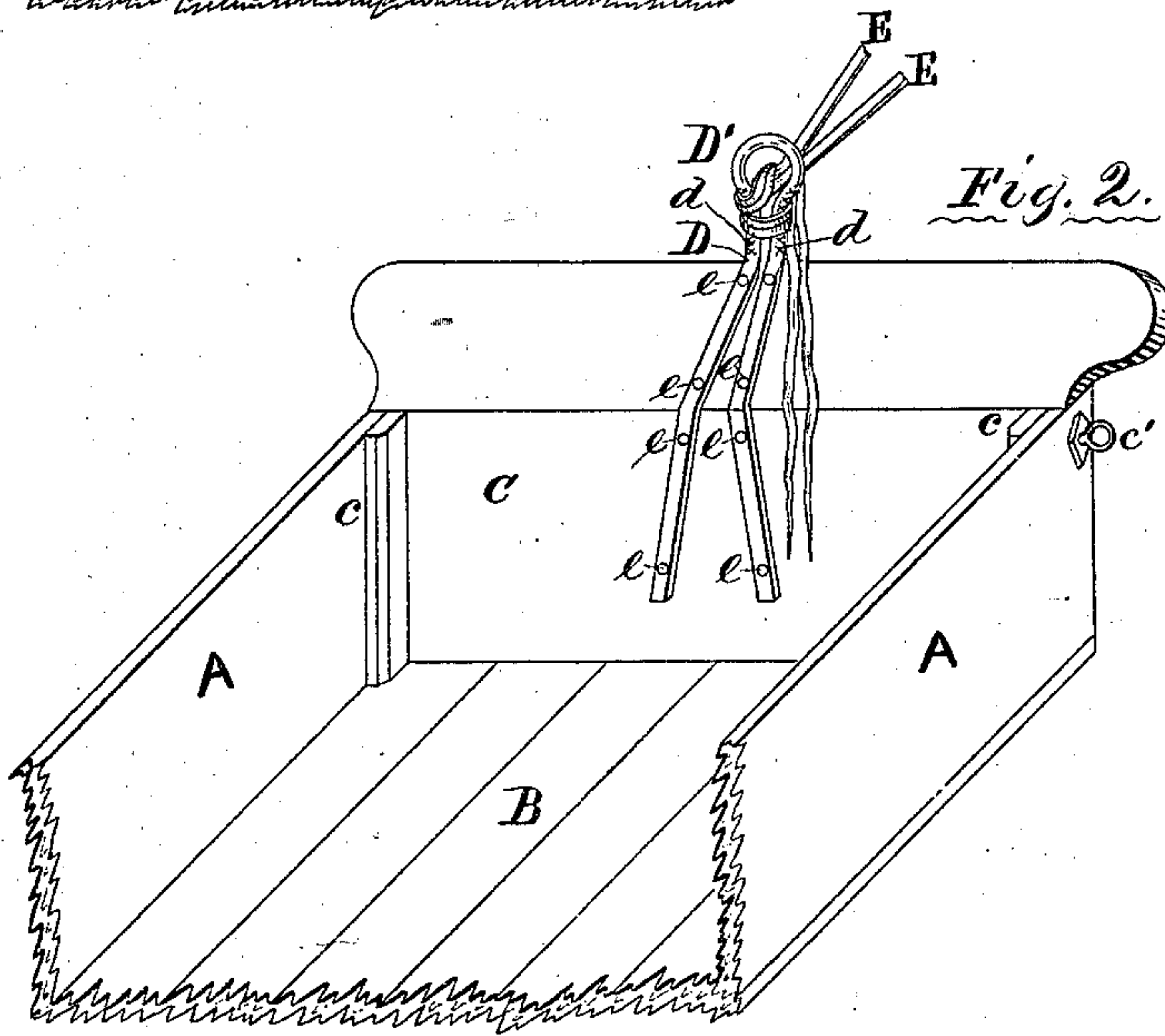
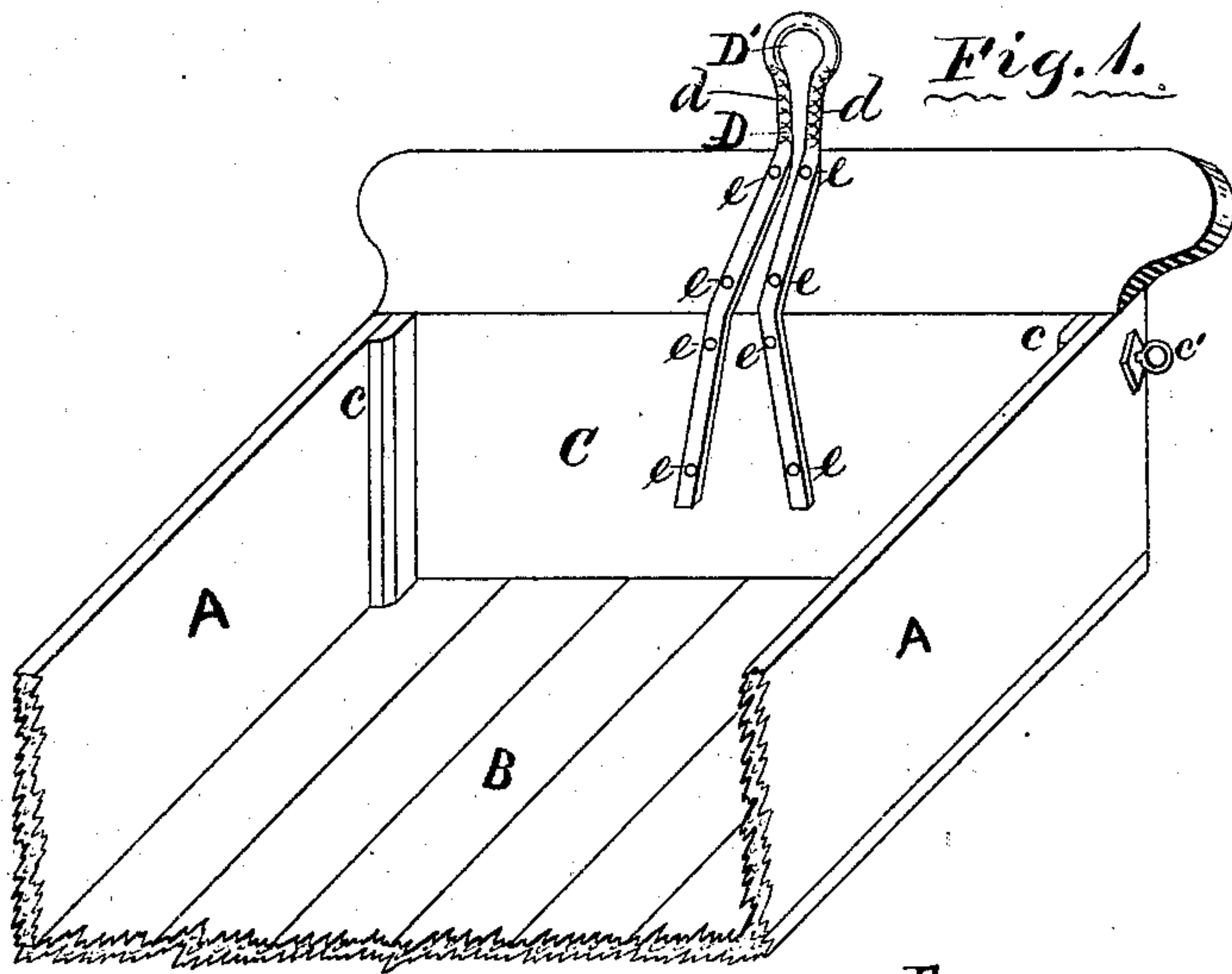


J. H. BYERS.
Rein-Holders.

No. 149,917.

Patented April 21, 1874.



Witnesses:

A. McCallum
P. Hannay

Inventor:

John H. Byers,
by V. B. Richards,
att.

UNITED STATES PATENT OFFICE.

JOHN H. BYERS, OF LIBERTYVILLE, IOWA.

IMPROVEMENT IN REIN-HOLDERS.

Specification forming part of Letters Patent No. 149,917, dated April 21, 1874; application filed February 9, 1874.

To all whom it may concern:

Be it known that I, JOHN H. BYERS, of Libertyville, Jefferson county, State of Iowa, have invented certain Improvements in Line-Holders and Suspending-Rings for Wagon-Bodies, of which the following is a specification:

My invention relates to improvements in devices for attaching driving-lines to the front ends of vehicles; and the invention consists in a metallic bar, bent in such manner that its central part shall form an eye and shank, to which the lines may be easily and readily secured, its ends flattened and pierced with holes, through which screw-bolts or nails may be passed for the purpose of securing it to the front end-gate of the vehicle, so that it may withstand the strain upon it incident to the attachment of the lines thereto, and to the strain brought to bear upon it when the wagon-body is suspended by it within the wagon-shed or other place, all as hereinafter fully described.

In the accompanying drawings, Figure 1 is a perspective view of the front end of a wagon-body, showing my invention in position on the front end-gate; and Fig. 2 is a similar view, showing the ends of a pair of links secured to the line-holder.

Referring to the parts by letters, letters A represent the forward ends of the side-boards of a wagon-body, of which B is the bottom, and C the ordinary front end-gate, secured in place by the ordinary ledges *c c* and by the screw-rod *c'*. D represents the line-holder, formed of a light metallic rod, bent at its central portion to form an eye, D', for holding the lines, as hereinafter described, or for suspending the wagon-body, by pulleys and cords, in

the wagon-shed, when desired, for which purpose one is attached both to front and rear end-gates of the wagon-body. The ends of the holder D are flattened and pierced with holes, through which bolts *e* are passed to secure it to the front end-gate C, as shown in the drawings, with its ends diverging, to give strength to the attachment. Its limbs *d d*, between the upper portion of the end-gate and the eye D', are brought near together, and are slightly roughened. E represents the rear ends of a pair of ordinary driving-lines, one form of attachment of which to the upper portion of the line-holder is shown plainly by Fig. 2.

Other methods of attachment of the lines to the holder D would readily suggest themselves, and are too obvious to require illustration here.

This device, it will be seen, furnishes a cheap construction, easily attached to the vehicle, the diverging ends giving strength to the attachment, and its projecting part furnishing a secure holder for the lines, and to which they may be readily and quickly attached.

I am aware that a variety of devices have been invented and used for attaching driving-lines to the front boards of wagons; but I do not know that such a device as mine, which can be utilized for suspending the wagon-body, has ever before been known or used.

I claim—

The bar D, bent and formed as shown, and combined with the end-gate C, substantially as described, and for the purpose specified.

JOHN H. BYERS.

Witnesses:

SAML. N. GROSE,
PLATT R. RICHARDS.