(No Model.)

T. O. BUTLER.

REIN HOLDER.

No. 335,504. Patented Feb. 2, 1886.

Fig. 2.

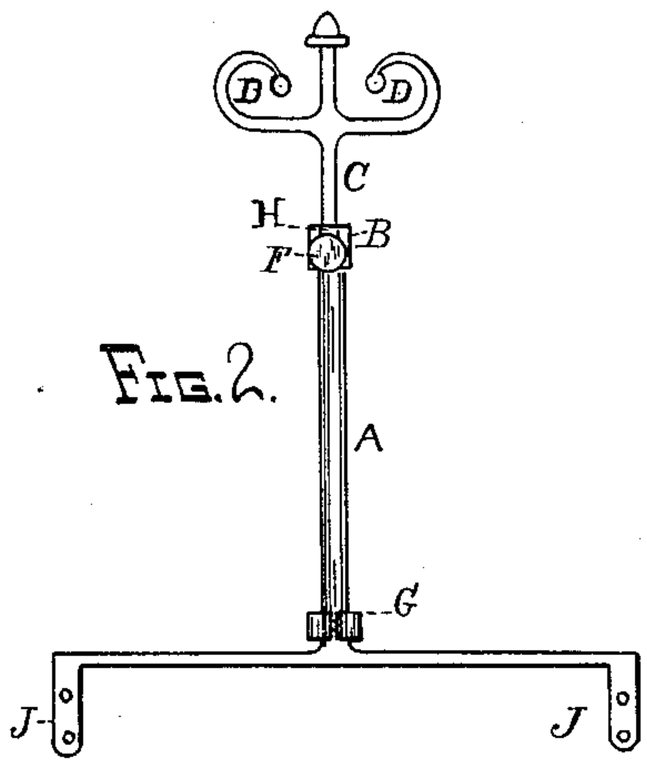


Fig. 1.

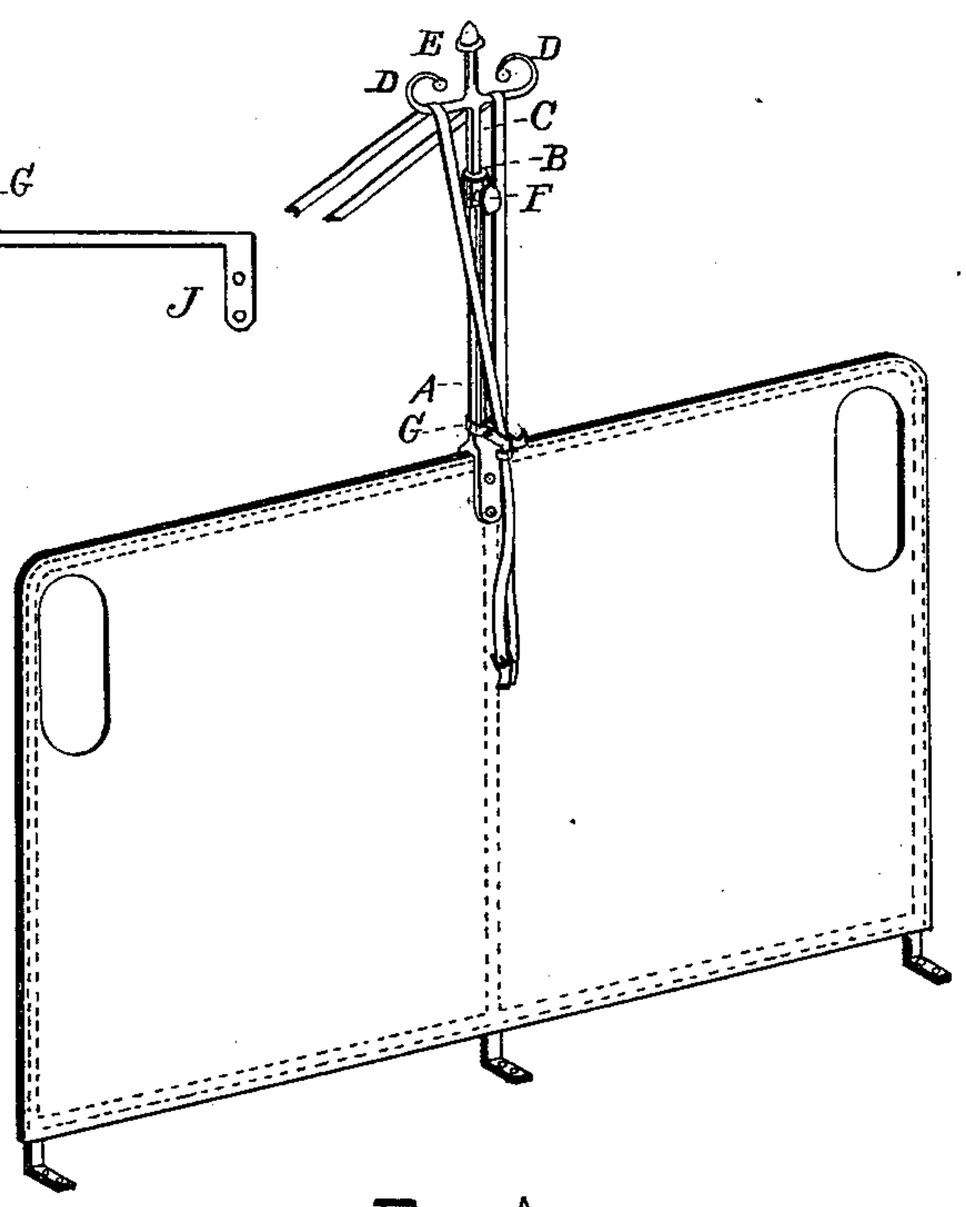


Fig. 3.

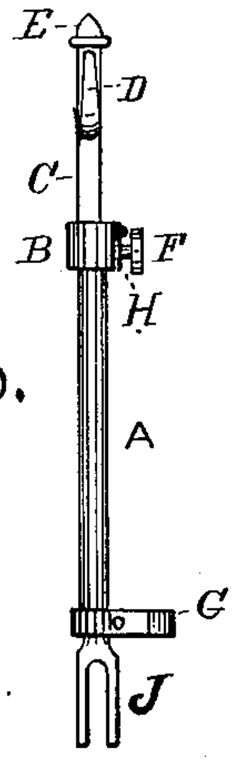


Fig. 4.

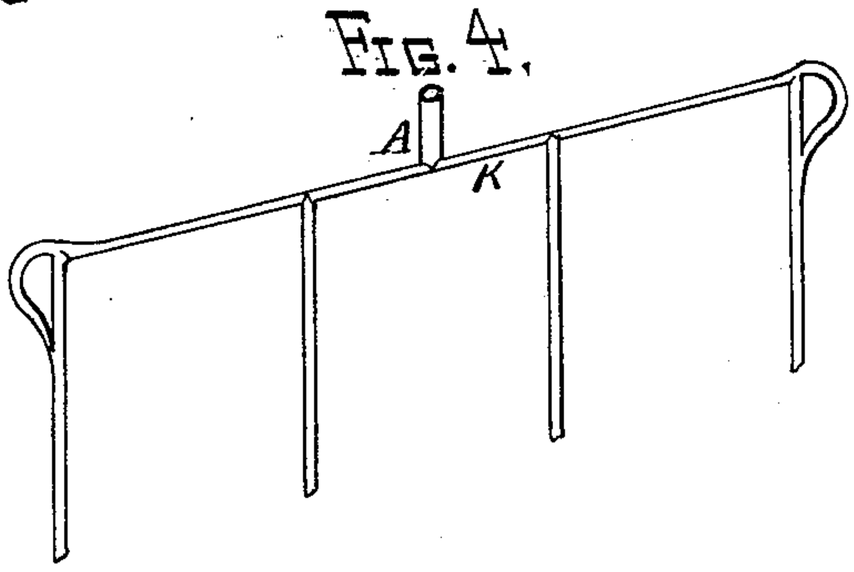


Fig. 5.

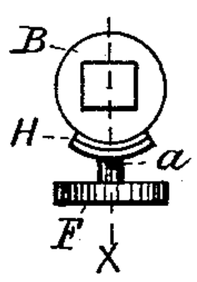
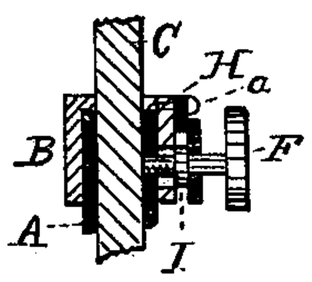


Fig. 6.



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THOMAS O. BUTLER, OF CHICAGO, ILLINOIS.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 335,504, dated February 2, 1886.

Application filed August 6, 1884. Renewed September 1, 1885. Serial No. 175,941. (No model.)

To all whom it may concern:

Be it known that I, THOMAS O. BUTLER, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Line-Supports, of which the following is a specification, reference being had to the accompanying drawings, illustrating the invention, in which—

Figure 1 is a perspective view of an ordinary dash-board with my device attached; Fig. 2, the device enlarged, with two clip attachments; Fig. 3, a side view of Fig. 2. Fig. 4 shows how the device may be welded to the bar of a dash-board; Fig. 5, an enlarged view of the thimble-cap, set-screw, and holder; Fig. 6, a section of the thimble-cap, set-screw, and set-screw holder on line *x*, Fig. 5.

My improvements relate to rein-supports which are made adjustable vertically, and attached to the dash-board of a vehicle to prevent the lines from getting under the horse's tail, &c.

The nature of my invention consists in the novelty in construction, first, of a tube-standard on the dash-board provided at its top with a cap, which is provided with a square opening, to guide the square shank or upright support and prevent it from turning round. Said cap is held to the standard by the same set-screw which is used to hold the shank rigid where adjusted in the socket to hold the lines at a desired height.

It further consists in the safety plate for preventing the set-screw from being turned entirely from its socket in loosening the shank for adjustment.

A represents a metal pipe, which is attached to the dash-board by forks on its lower ends, bolted to the central bar of the dash-board frame, as shown at Fig. 1, or otherwise fastened; and where the dash-board has no central bar the lower end of the tube is provided with arms, which extend out, so that the forks J may be bolted to other parts of the dash-board frame. A thimble-cap on the top of tube A is provided with a square opening, of a size corresponding with a transverse section of shank C, which passes through this cap into the tube A, and is vertically adjustable therein and cannot be turned round by any strain on the line-guides. The tube A can be made very cheap of gas-pipe, but as the round bore of the latter would not properly guide the square shank C, but would permit it to turn, the cap B, constructed and attached as shown, answers the same purpose as a square-bored standard, and is made at a much less cost.

To hold the shank C at desired positions vertically, I employ a thumb-screw, F, which passes through the cap B and standard A, so that it may be turned against the shank C, and hold it rigidly at a desired height, and at the same time it holds the cap on the standard A. On the top of shank C is formed an ordinary rest, D D E, which holds and guides the lines in the ordinary manner.

The clamp G is simply constructed of band metal bent, as shown, around the lower part of standard A, and is held together by an ordinary rivet and bolt. The purpose of this clamp is to hold the lines when not in use, the latter being drawn taut over the rest D D and forced between the ends of the clamp G, as the custom is.

The means of attachment of the standard A to dash-boards of old vehicles is shown at Figs. 1 and 2; but for new ones the standard may be welded to the bar K of the dash-board, and thus form a neater and less expensive attachment. (See Fig. 4.) The loss of the set-screw F, by being turned entirely out, is obviated by means of a collar, I, formed on its shank, and a forked stop-plate, H, which is attached to the cap B by screw *a*, and has its forked end engaged with the said collar, the lock or stop-plate yielding sufficiently to allow the set-screw to disengage the shank C. (See Figs. 5 and 6.)

I claim and desire to secure by Letters Patent—

In line-supports, the round-bored standard A, provided with square-holed cap B, the adjusting-screw F I, holding the cap on the standard, and the forked plate H, holding the set-screw in place, in combination with the square shank C and line-supports D D E, as and for the purpose specified.

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