

(No Model.)

S. J. HULL.
REIN MUFF.

No. 353,861.

Patented Dec. 7, 1886.

Fig. 1.

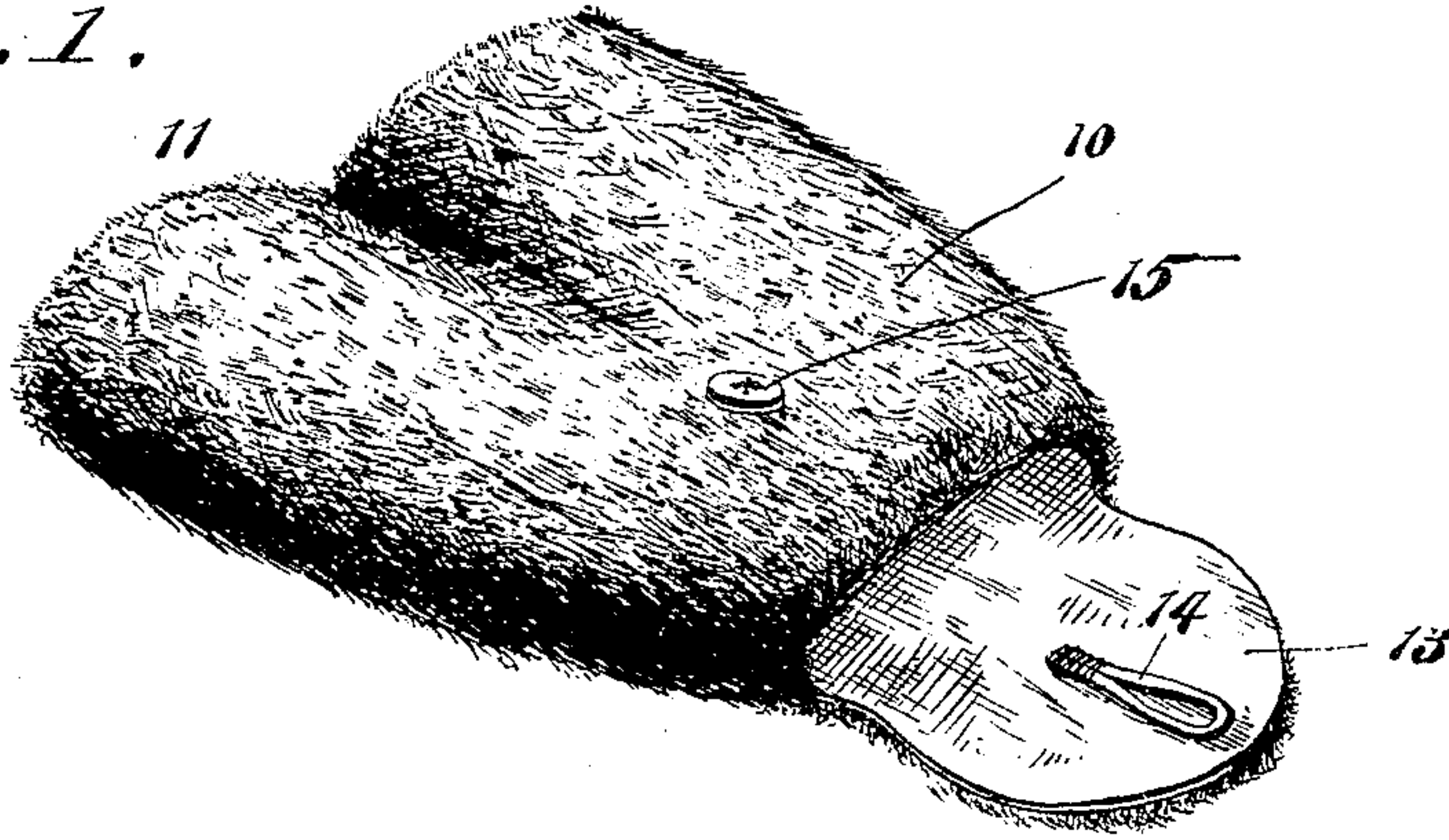


Fig. 2.

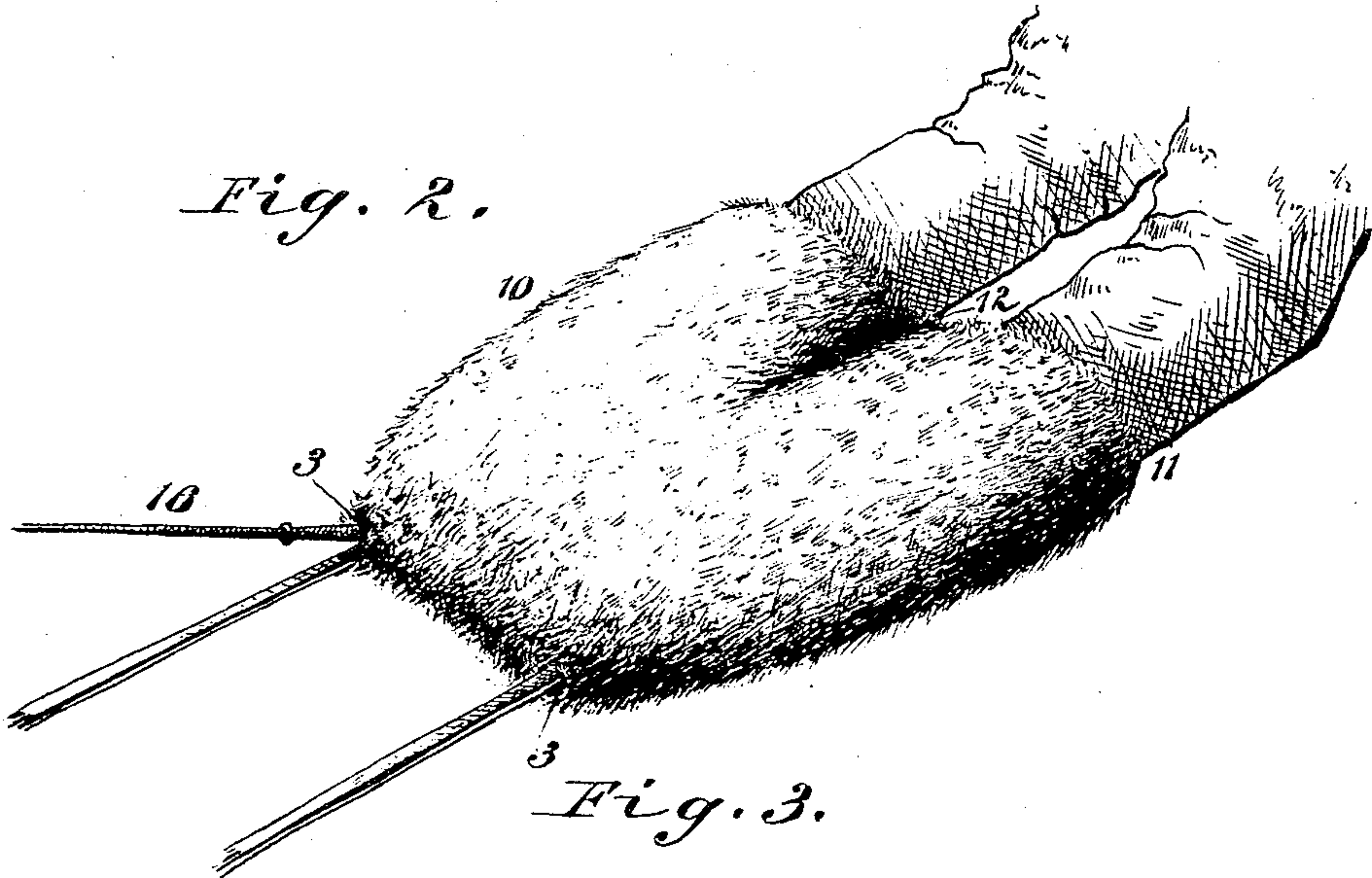
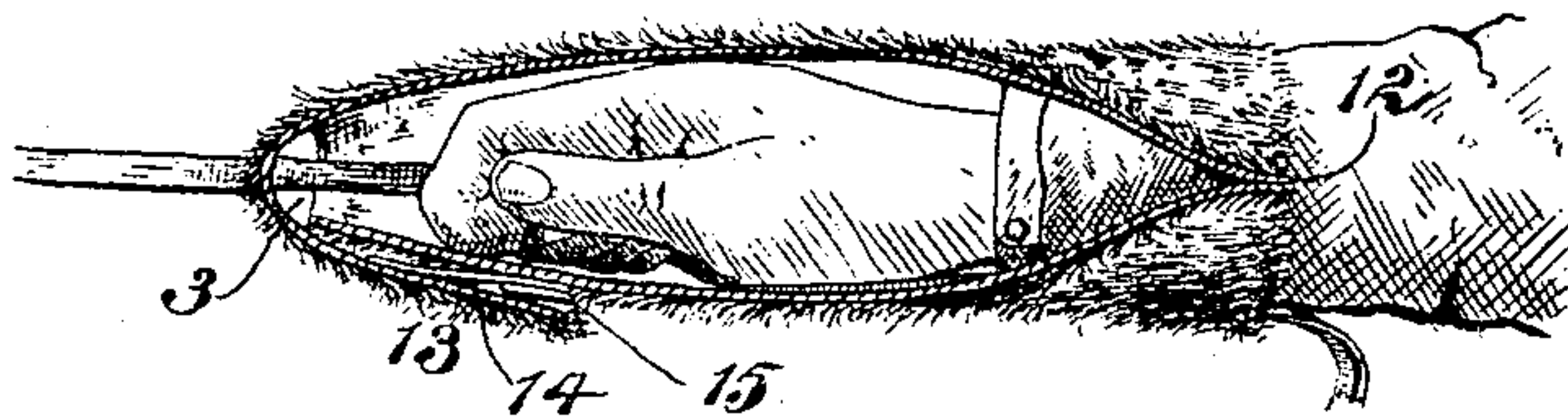


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

SARAH J. HULL, OF STELLA, NEBRASKA.

REIN-MUFF.

SPECIFICATION forming part of Letters Patent No. 353,861, dated December 7, 1886.

Application filed October 5, 1886. Serial No. 215,366. (No model.)

To all whom it may concern:

Be it known that I, SARAH J. HULL, of Stella, in the county of Richardson and State of Nebraska, have invented a new and Improved Rein-Muff, of which the following is a full, clear, and exact description.

My invention relates to the construction of a muff designed more especially for the use of drivers, the muff being so constructed that the reins may be rapidly passed therethrough and the whip held by the driver in either hand.

My invention consists in a muff open at both ends, one end having a flap secured to one side and constructed to be folded over the end and secured to the opposite side thereof, as will be hereinafter fully described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of my improved form of rein-muff, the under side of the muff being shown, and its flap being represented in the extended position. Fig. 2 is a view of the muff as it appears when in use, and Fig. 3 is a central longitudinal sectional view of the muff.

In the drawings, 10 represents the body of the muff, which may be made of fur, waterproof material, or any other proper fabric, care being taken that the muff is properly lined and wadded.

This muff is a bag-like structure, provided with a wide open end, 11, which, however, is divided into two compartments by stitching, as shown at 12 in Fig. 3, the other end of the muff being formed with a flap, 13, to the under side of which there is secured an elastic loop, 14, designed to be brought into engagement with a button, 15, the position of which is best shown in Fig. 1, although the button is shown in Fig. 3.

In operation the loop 14 may be disconnected from the button 15 and the flap thrown to the position in which it is shown in Fig. 1, and

when so placed the reins may be passed directly through the central opening in the muff; or the reins can be inserted when the flap is secured in position by passing them through the openings at either side of the flap, which openings are shown at 3, and should be as small as possible.

In driving, the driver may grasp the whip in either hand by inserting the stock of the whip, which stock is shown at 16, through the appropriate side opening in the muff.

Such a muff as I have described will effectually prevent the numbing of the driver's hands, and will be found to be an extremely convenient article for the use of those whose business renders it necessary that they should drive in cold climates during the winter season.

I am aware that a rein-muff has had its closed forward end provided with two separate apertures for the reins and an aperture for the whip, and I do not claim the same as of my invention. In my construction it will be noticed that the ends of the reins when buckled together may be passed within the outer open end of the muff and the flap then buttoned, which will hold the reins to the muff without the necessity of unbuckling the ends of the reins and passing them separately through the apertures, to be again buckled within the muff, as in said prior muff.

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

The muff herein shown and described, comprising the body open at both ends, a flap extending from one side of the forward open end and constructed to be folded over said end, and fastening devices for the free end of said loop, to connect it with the body of the muff when folded over said opening, substantially as set forth.

SARAH J. HULL.

Witnesses:

FLORA I. HULL,
Mrs. W. S. FERGUSON.