(No Model.)

J. HAISH.

REIN HOLDER AND INDICATING PLATE.

No. 429,620. Patented June 10, 1890.

Fig. 1.

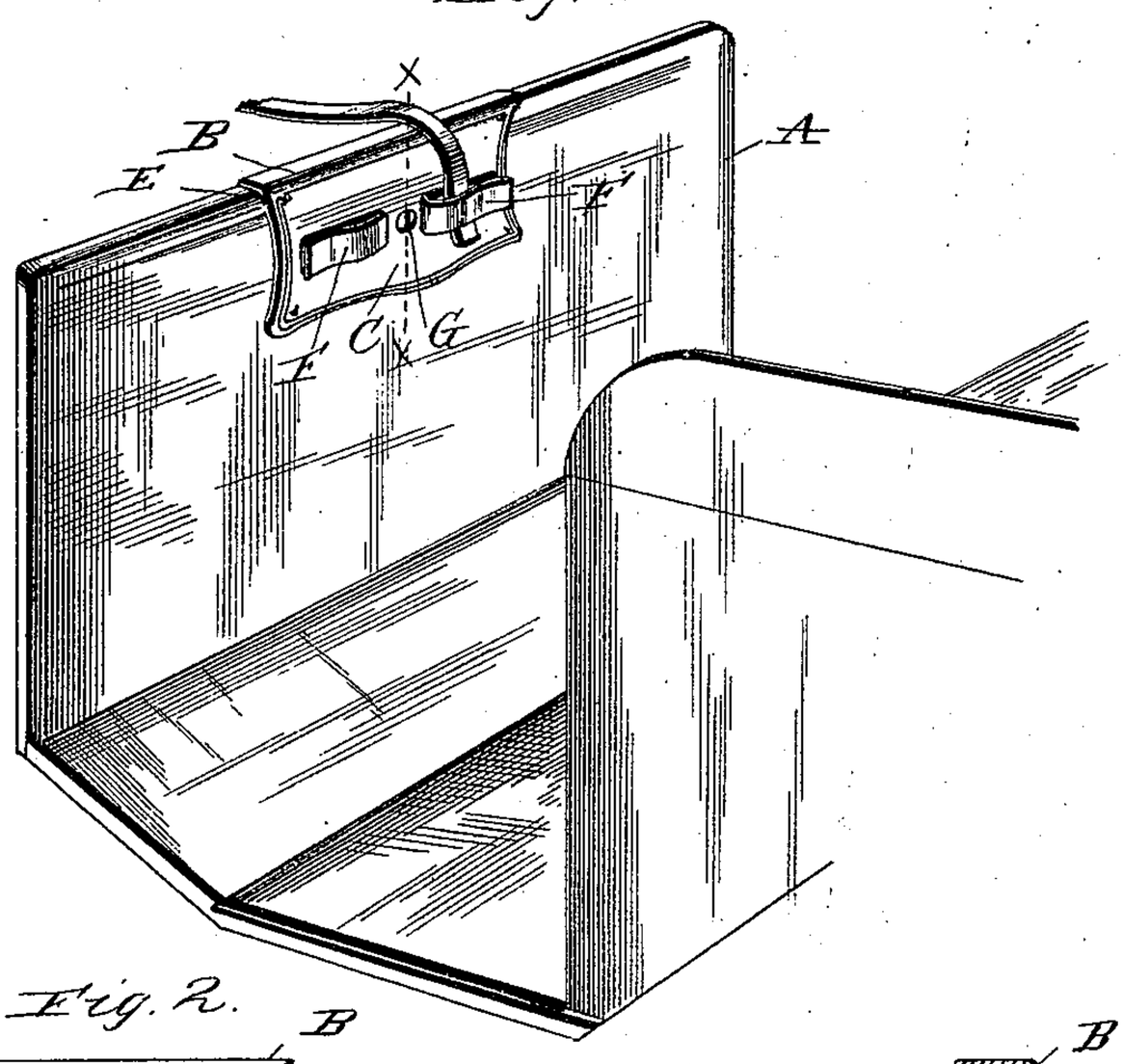


Fig. 2.

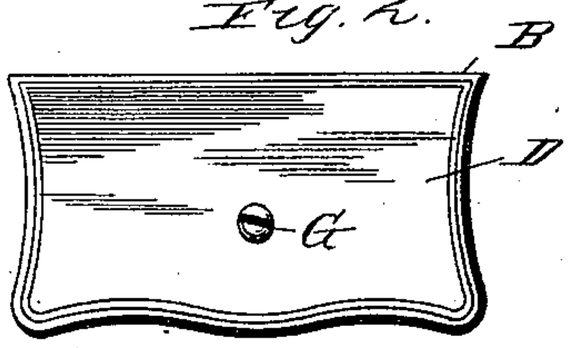
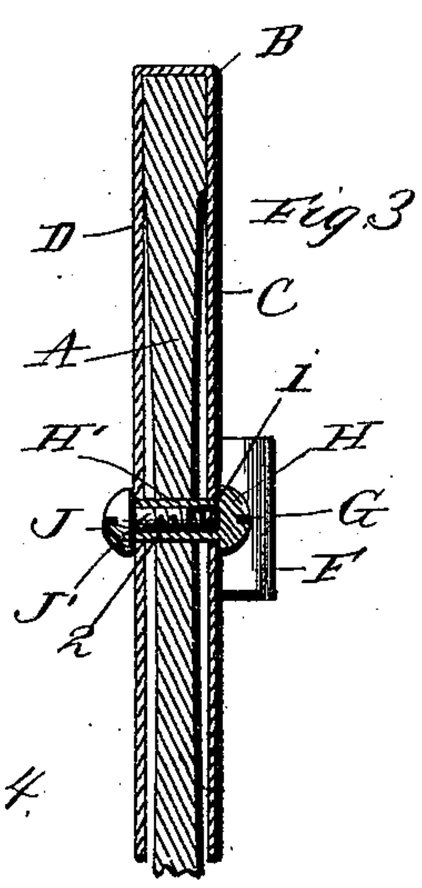


Fig. 3.



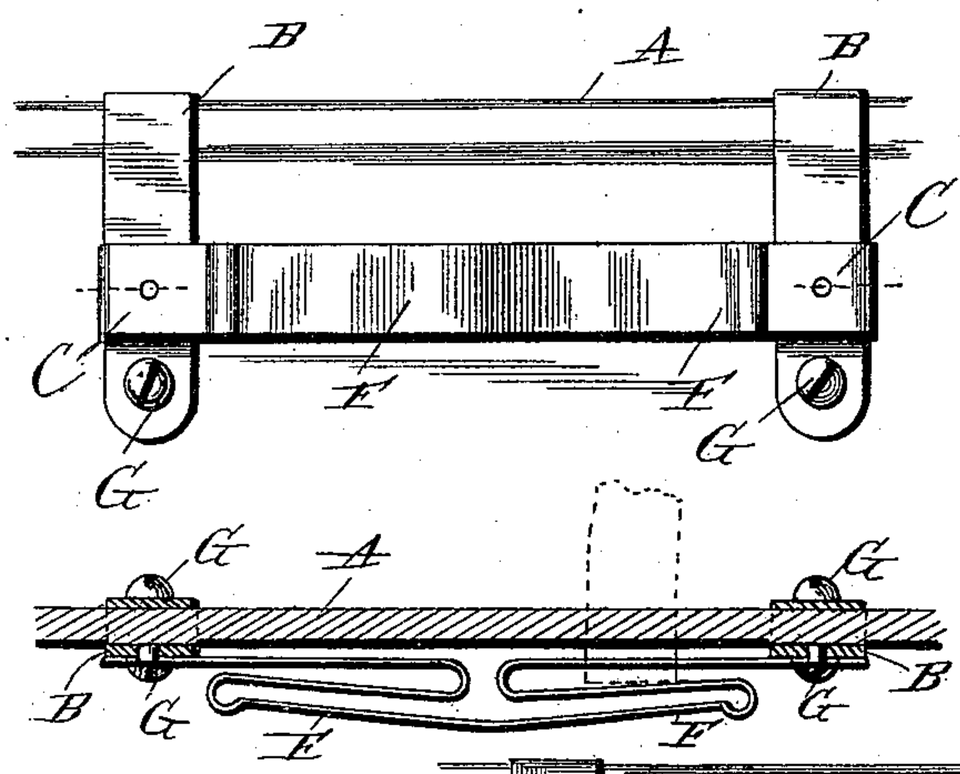


Fig. 4.

Witnesses:
C. F. Raeder
C. C. Burdine

Inventor
Jacob Haish
By
John G. Manahan
his Attorney

UNITED STATES PATENT OFFICE.

JACOB HAISH, OF DE KALB, ILLINOIS.

REIN-HOLDER AND INDICATING-PLATE.

SPECIFICATION forming part of Letters Patent No. 429,620, dated June 10, 1890.

Application filed December 27, 1889. Serial No. 335,108. (No model.)

To all whom it may concern:

Be it known that I, JACOB HAISH, a citizen of the United States, residing at De Kalb, in the county of De Kalb and State of Illinois, have invented certain new and useful Improvements in Combined Rein-Holders and Indicating-Plates; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention has reference to a combined rein-holder and indicating-plate; and the objects of my invention are, first, to provide a suitable plate adapted to be attached to a carriage or other vehicle in a conspicuous place for the purpose of having properly inscribed thereon the name of the owner of the vehicle, the trade-name of the latter, if there be such, or the name and location of the maker or owner, or any other advertising matter; second, to provide said plate with strong clasps so located in reference to the dash-board or other suitable part of the vehicle as that the reins may be simultaneously detachably inserted therein and removed therefrom, and, third, to attach said plate by a double-headed bolt or bolts, which shall present a finished appearance on both sides of the plate. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective of my invention seated upon the dash-board or frame of an ordinary carriage or buggy. Fig. 2 is a view of the device separated from the vehicle. Fig. 3 is a sectional view thereof in the line *x x* of Fig. 1. Fig. 4 shows a modified form.

As my invention is applicable to any form or style of carriage or buggy, I do not deem it necessary to show or describe the vehicle any further than is essential to a clear understanding of the construction, location, and operation of my invention.

My device can be seated satisfactorily on various portions of the vehicle; but I think the preferable location is about the center of the upper portion of the dash-board, and in the latter position it is herein exhibited and described.

A is an ordinary dash-board, which can be of the usual leather-covered construction, or metallic, or, as is sometimes the case, a partial skeleton frame.

B is the combined rein-holder and inscription-plate consisting of two sides C and D, folded vertically and thereby adapted to bestride the upper portion of the center of the dash-board A. When in position as shown in Fig. 1, the top of the dash-board rests under and within the fold E of the plate B, and thereby assists to sustain the latter in position, and the plate also serves to protect the upper edge of the dash-board A. The plate B may be made of any desired length, so as to inclose as much of the upper surface of the dash-board A as may be desired. Said plate may also be of any desired width, so as to extend downwardly from the upper edge of the dash-board A both within and without the latter any desired distance. The sides C and D of the plate B may be formed as to their margins and extremities into various shapes to please the eye and to associate one form thereof with one type of vehicle, if desired. Either or both sides of plate B may be furnished with an ornamental edge or border, and either of said surfaces C and D may be embossed or sunken in a variety of styles for the purpose of ornamentation. The outer surface D is intended for the inscription thereon of any designating letters or figures which may be the trade-mark of the manufacturer, his special name for a certain type of vehicle, the address and business of the owner of the vehicle, the general business-card of the manufacturer, or other advertising-matter, and a portion of the inner side C may be utilized for the same or similar purposes.

On the inner face of the plate B are seated two horizontal spring rein-clasps F. The clasps F are at their inner ends united, respectively, to plate B, and open or removed therefrom at their outer ends to permit the insertion edgewise between said springs and plate B of the ordinary driving-reins. The inner ends of the clasps F are seated a short distance from each other, and in the interval between them the plate B may be attached to

the dash A by transverse bolt G or said plate may be otherwise suitably attached to said dash.

The springs F, in lieu of being attached at their inner ends to the plate B by bolts or rivets, may be cut out of said plate, leaving their inner ends attached thereto and integral therewith.

Inasmuch as the transverse bolts G, whether one or more, when attached to plate B and dash A will be exposed to view at each end it is desirable to give each end of said bolts a finished construction and appearance. This I accomplish by constructing the bolts G of two parts H and J. The part H has a hollow open-ended shank H′, having interior threads 1. The part J has a shank J′ of a size and conformation to enter the shank H′ of part H, and is provided with exterior threads 2, adapted to engage threads 1 of the part H. When the shank J′ is screwed into the shank H′ in fastening the plate B to the dash A, the part H of the bolt G is inserted from one side and the part J thereof inserted from the opposite side and screwed into the hollow shank H′ of the part H. The length of the shank H′ is such as to permit a sufficient compresssion of the part B upon the dash A before or at the time that the head of the part J shall be seated against the open end of the part H. Both H and J may be provided with ornamental heads of any desired conformation or size, and when J is screwed into H the bolt G will present a finished ornamental appearance both within and without the dash. In addition to this, the length of the engagement of the shank J′ within the shank H′ being greater than an ordinary nut, there is less liability of any casual separation of the parts of the bolt G.

In addition to the foregoing, the compression resulting from the tightening of parts J and H may be sustained by the open end of the shank H′, and thereby the parts H and J held rigidly together without creating an unsightly indentation in either the dash or plate.

The parts H and J may be provided with a screw-head or a bolt-head of fanciful conformation, as may be desired.

It will be noticed that the clasping-springs F are seated somewhat below the plane of the upper edge of the dash. By this construction the friction of the top of the dash will somewhat relieve the strain upon said springs.

By reason of the springs F being each open outwardly the driver may insert one rein into each from opposite sides at the same time or remove the reins by a contrary movement with the same facility.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

The combination of the plate B, provided with the central fold E, adapted to bestride the upper edge of the dash-board, and provided with the outer inscriptional surface D and the inner surface C, and the spring rein-clasps F F, united at their inner ends to surface C, below the upper margin of the latter, and respectively projected horizontally outward in opposite directions, substantially parallel with surface C, a slight distance therefrom, for the purpose specified.

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

JACOB HAISH.

Witnesses:
CHARLES H. SALISBURY,
SAM. P. BRADSHAW.