

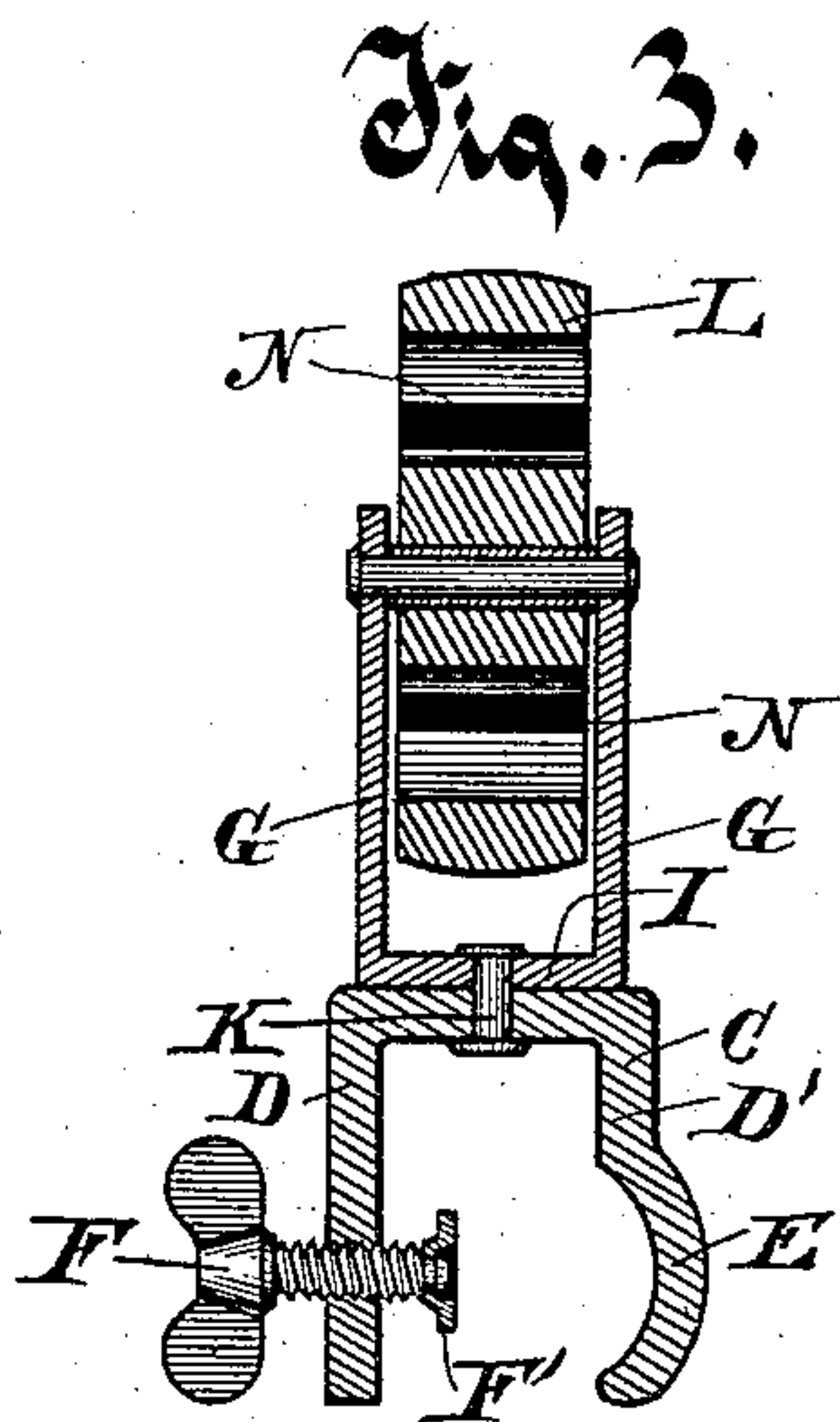
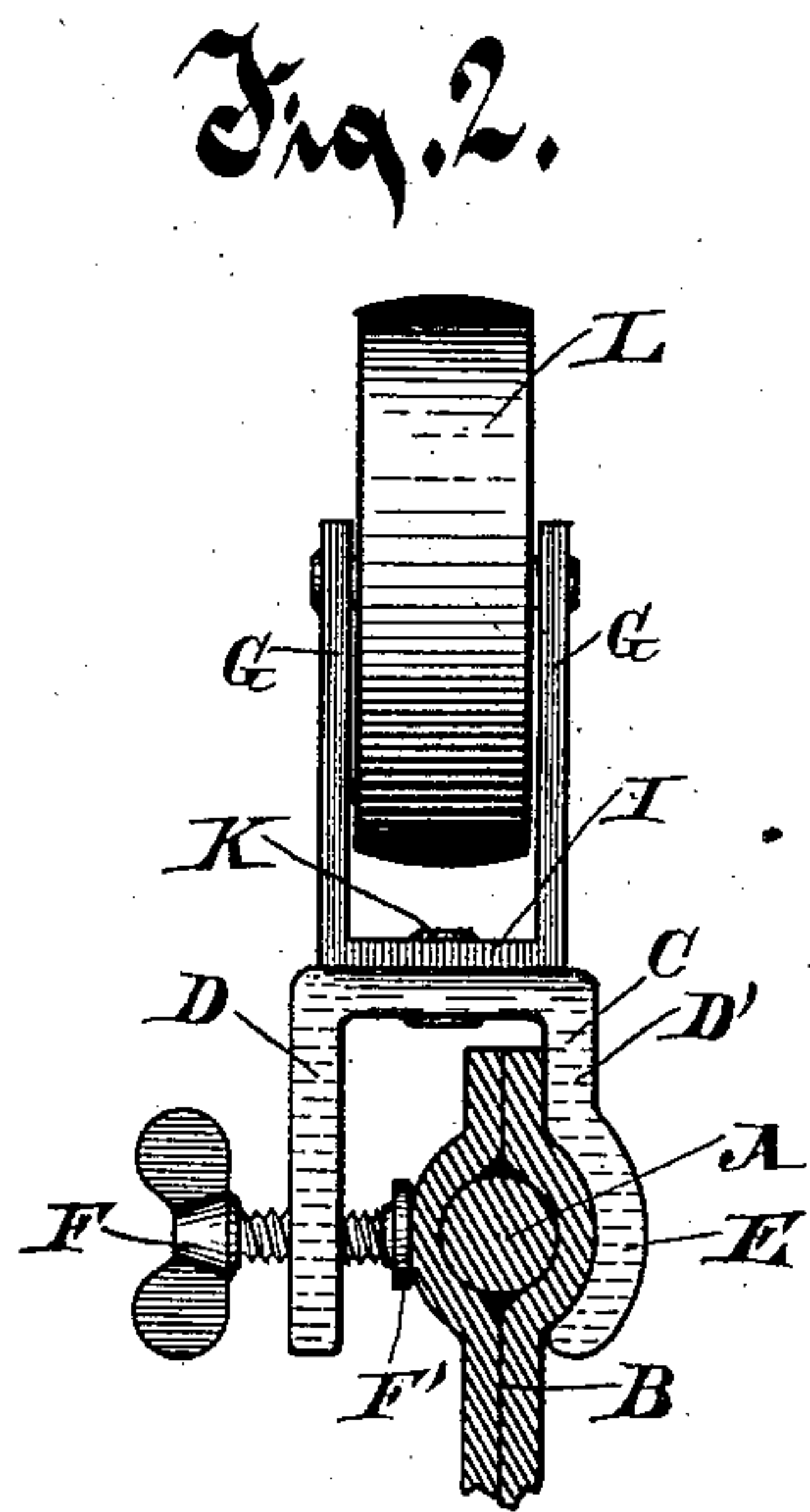
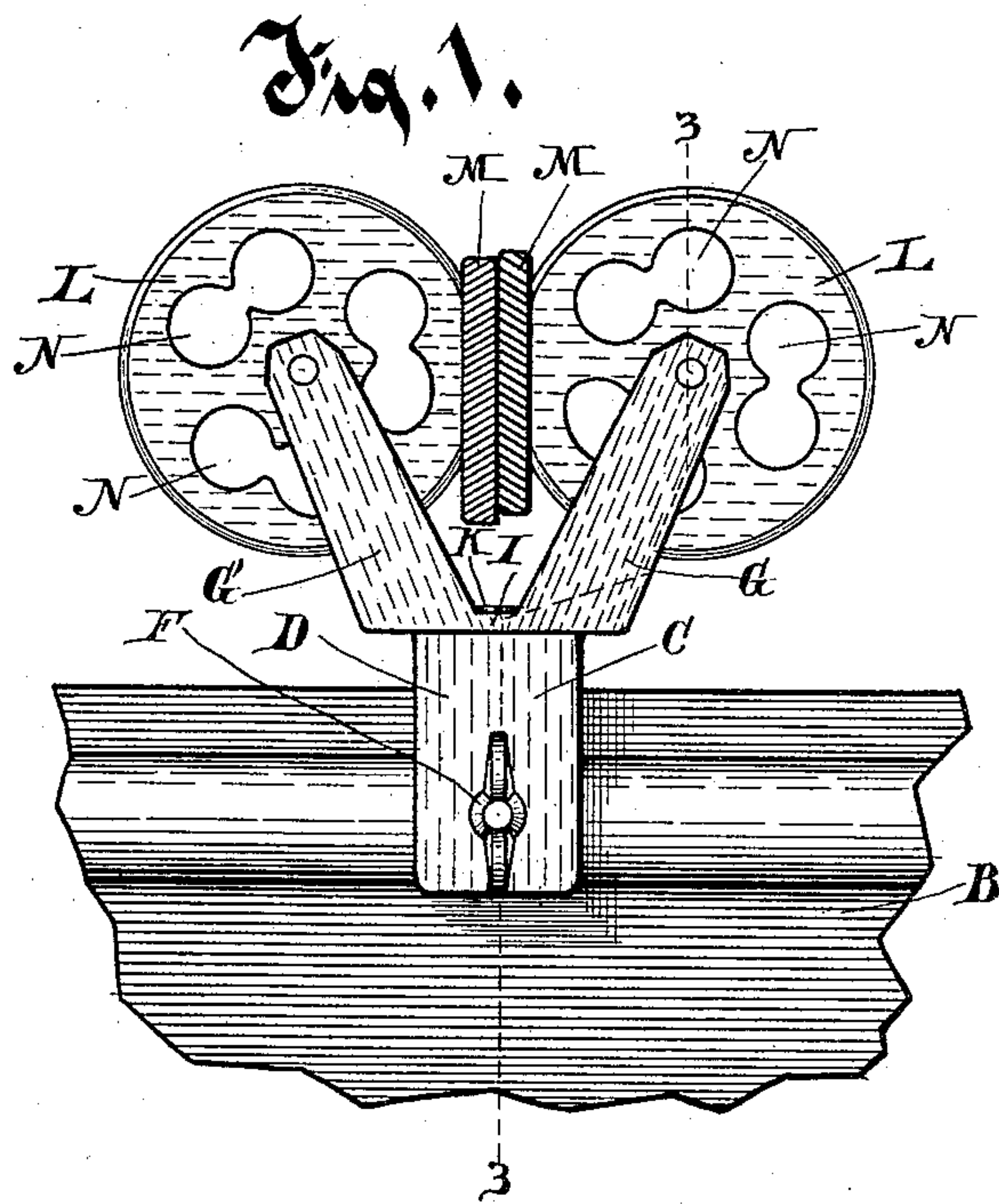
(No Model.)

A. JEFFERS.

REIN HOLDER.

No. 435,501.

Patented Sept. 2, 1890.



Witnesses.

C. N. Keeney,
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UNITED STATES PATENT OFFICE.

ANDREW JEFFERS, OF WAUWATOSA, WISCONSIN.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 435,501, dated September 2, 1890.

Application filed May 9, 1890. Serial No. 351,167. (No model.)

To all whom it may concern:

Be it known that I, ANDREW JEFFERS, of Wauwatosa, in the county of Milwaukee and State of Wisconsin, have invented a new and useful Improvement in Rein-Holders, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention relates to a rein-holder that is adapted to be removably secured to the dash-board of a vehicle. It is so secured to the dash-board as to project above the top edge of the board, and is adapted to receive and grip the reins to such an extent as is necessary to support them and hold them in place against endwise movement, except under very considerable force.

In the drawings, Figure 1 is an elevation of my complete device secured to the dash-board of a carriage, a portion of which is shown, and supporting the reins, which are shown in transverse section. Fig. 2 is an edge view of the device, the part of the dash-board to which it is secured being shown in transverse section. Fig. 3 is a vertical section of my device shown in line 3 3 of Fig. 1.

One form of a dash-board to which my device is adapted to be attached is that form of a carriage dash-board which is shown in the drawings, consisting of an iron frame affixed to the carriage, of which frame the iron rail A forms the top bar, which frame is covered by and supports a leather panel and covering B, ordinarily formed of two thicknesses of leather sewed together.

In my improved device a bracket C, preferably formed of malleable iron, has two downwardly-projecting plates or legs D and D', which are constructed to straddle the top part of the frame. The outer leg D' is, when the device is constructed with special reference for attachment to a carriage dash-board, provided with an outwardly-curved part E, formed to fit the outer surface of the dash-board opposite the rail A, and the inner leg D is provided with a set-screw F, arranged to turn through the leg against the inside of the dash-board opposite the rail, whereby the bracket and the mechanism thereon supported is secured removably to the dash-board. The set-screw F is preferably provided with a washer F' swiveled on its inner end, which

washer is adapted to bear against the surface of the dash-board. Two sets of upwardly-projecting arms G G and G' G' are secured fixedly on the top of the bracket C. These arms are preferably formed integrally, being cut from a piece of heavy sheet-brass having a common central body part I, which fits the top of the bracket C and is secured rigidly thereto by means of a central rivet K. Two rubber wheels or rollers L L are journaled opposite each other in the legs G G and G' G', respectively. These rollers are in the same vertical plane and are located at a little distance from and opposite to each other horizontally. The distance between the adjoining edges of the rollers at their nearest point is about equal to the thickness of one rein, so that when two reins, as M M, placed against each other are thrust edgewise downwardly between the rollers, the rubber of which the rollers is composed will be compressed sufficiently to allow the reins to be inserted between them, the reaction or resilience of the rubber being sufficient to grip the reins firmly in place. As the rollers are journaled in the arms G G and G' G' the reins may be readily inserted vertically between them and removed therefrom, the movement of the reins vertically causing the rollers to revolve sufficiently therefor, while the compression of the rubber and the consequent grip of the rollers on the reins is sufficient to hold them quite firmly against longitudinal movement of the reins when between the rollers. The rollers are also preferably provided with a series of apertures N N, whereby the yielding qualities and elasticity of the rollers are increased. It will be noticed in Fig. 1 that the reins are shown between the two rollers and as supported thereby at a little distance above the body I of the legs. This is the position that will be taken by the reins with reference to the rollers, even though when they are inserted between the rollers from above they are pressed down to the body I of the legs, for in forcing them downwardly between the rollers there will occur a certain amount of compression of the rubber of which the rollers are composed as well as rotation of the rollers; and this compression and distortion of the rubber to a certain extent will, when the reins are released from pressure, react

and right itself, raising and supporting the reins at a little distance above the lowest point to which they have been forced downwardly.

5 What I claim as new, and desire to secure by Letters Patent, is—

10 A rein-holder consisting of a bracket arranged to be secured to the dash-board of a vehicle, which bracket has rigid upwardly-projecting arms extending above the dash-board, and two rubber rollers journaled in the arms above the dash-board and located

at a little distance from and opposite to each other, which rollers have horizontal axes and are arranged to revolve in a plane at right angles to the line of the reins, which they are adapted to receive between them, substantially as described. 15

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

ANDREW JEFFERS.

Witnesses:

C. T. BENEDICT,
ANNA FAUST.