No. 665,654. Patented Jan. 8, 1901.

J. A. FRAZIER.

COMBINED DASH AND REIN HOLDER.

(Application filed May 18, 1900.)

(No Model.)

Fig. 1.

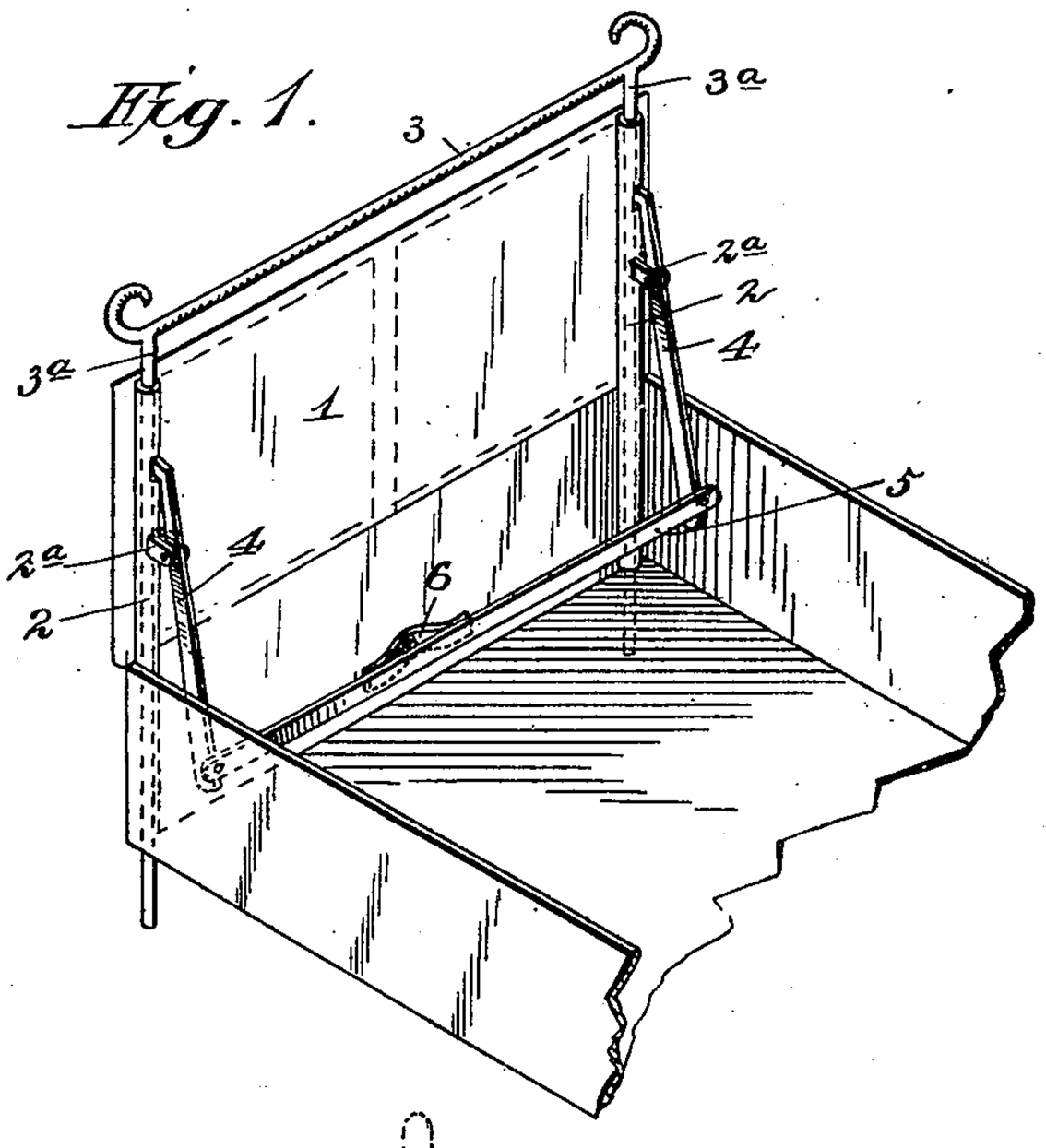
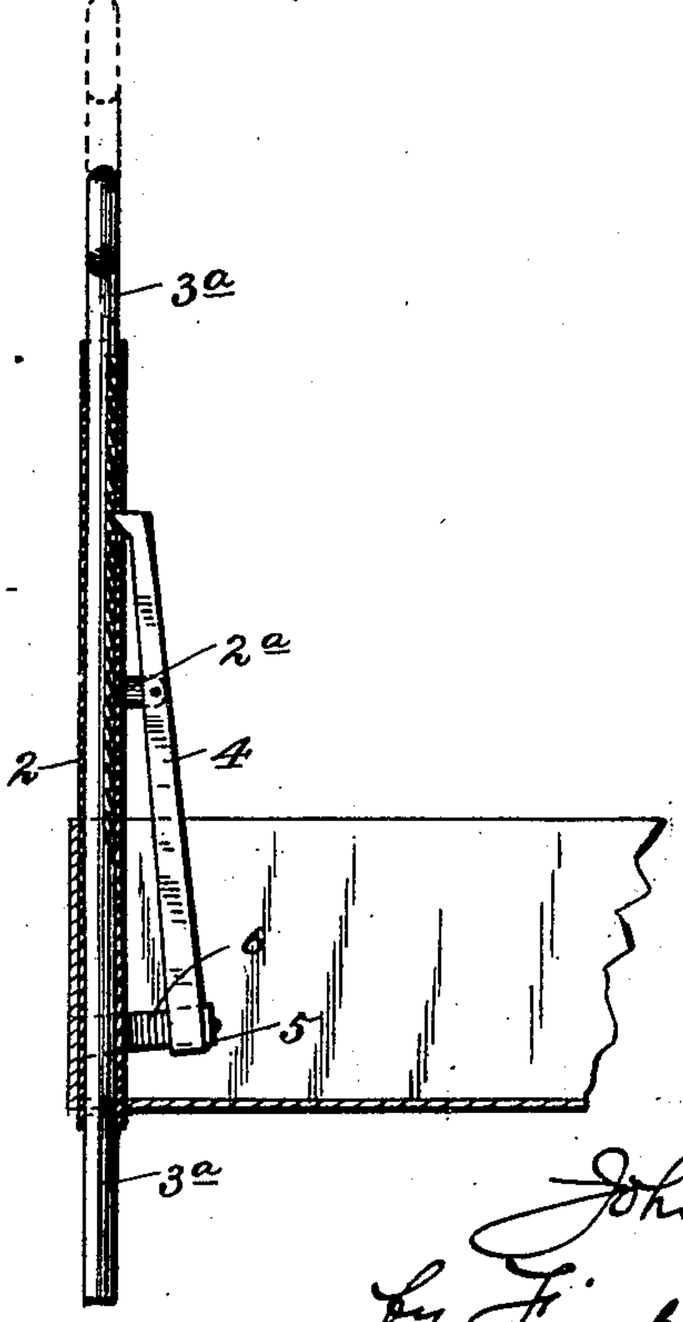


Fig. 2.



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UNITED STATES PATENT OFFICE.

JOHN A. FRAZIER, OF FRANKLIN COUNTY, OHIO.

COMBINED DASH AND REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 665,654, dated January 8, 1901.

Application filed May 18, 1900. Serial No. 17,110. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. FRAZIER, a citizen of the United States, residing in the county of Franklin, in the State of Ohio, have invented certain new and useful Improvements in a Combined Dash and Rein-Holder; and I do hereby 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.

The object of this invention is to provide an improved attachment for the dashboards of vehicles that shall be of simple and economical construction and adapted to be quickly elevated or adjusted to support the reins out of reach of the horse's tail, thereby avoiding the annoying and oftentimes dangerous entanglement of that appendage with the reins, said rein-holder being also adapted to be expeditiously dropped or lowered to a position where it will not interfere with the handling of the reins in driving.

In the accompanying drawings, showing an embodiment of the invention, Figure 1 is a perspective view of the front end of a buggy, showing the rein-holding device applied to the dash. Fig. 2 is a sectional view through one of the tubes or socket-pieces at the end of the dash.

In the views, 1 designates the dash.

2 designates vertically-arranged tubes at the ends of the dash.

3 designates the horizontally-arranged supporting-bar, and extending downwardly from this are toothed rods 3^a, that fit to be movable vertically in the tubes 2.

2^a designates ears on each of the tubes, to which are hinged levers 4, having their upper ends pointed or adapted to engage the teeth of the rods 3^a to prevent them from descending. The lower ends of these levers 4 are connected by a bar 5, that can be called a "foot-bar," located within convenient reach of the foot of the driver. A spring 6, shown to be secured to the front of the vehicle-body, but in any wise interposed between the foot bar or levers and the front of the vehicle-body or dash, serves to hold the foot-bar out and the points of the upper ends of the levers engaged with the teeth of the rods 3^a.

To elevate the rein-holder, it is only necessary to lift with the hand the horizontal portion 3 of the rein-holding frame, and to drop the rein-holding frame it is only necessary to press upon the foot-bar 5. When the bar 3 is so lifted, the rods 3^a simply "click" over the points of the lever, and those points hold the rods in any position to which they are raised, and when those points are retracted upon depression of the foot-bar the rein-holding frame simply drops by gravity. The fact that there are two of the rods 3^a insures stability of the rein-hoiding frame and freedom from any binding in the movements thereof.

The importance and value of this invention in warm weather, when the horse is compelled by the vigorous exercise of his tail to repel the persistent and pestiferous fly, will be fully appreciated by those who have been only casually observant on this subject.

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

1. A rein-holding device comprising a bar 3 and toothed rods 3^a thereon, combined with levers 4 pointed to engage the toothed bars, and a foot-bar connecting those levers, substantially as described.

2. A rein-holding device comprising the bar 3 and toothed rods 3^a, combined with levers 4 pointed to engage the toothed bars, a foot-bar connecting those levers, and a spring to hold said levers normally engaged with the toothed rods 3^a, substantially as described.

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

JOHN A. FRAZIER.

Witnesses:

J. W. LATHAM,

GEORGE M. FINCKEL.