No. 702,498. Patented June 17, 1902.

J. T. SMITH.

REIN SUPPORT.

(Application filed Mar. 10, 1902.)

(No Model.) 2 Sheets—Sheet 1.

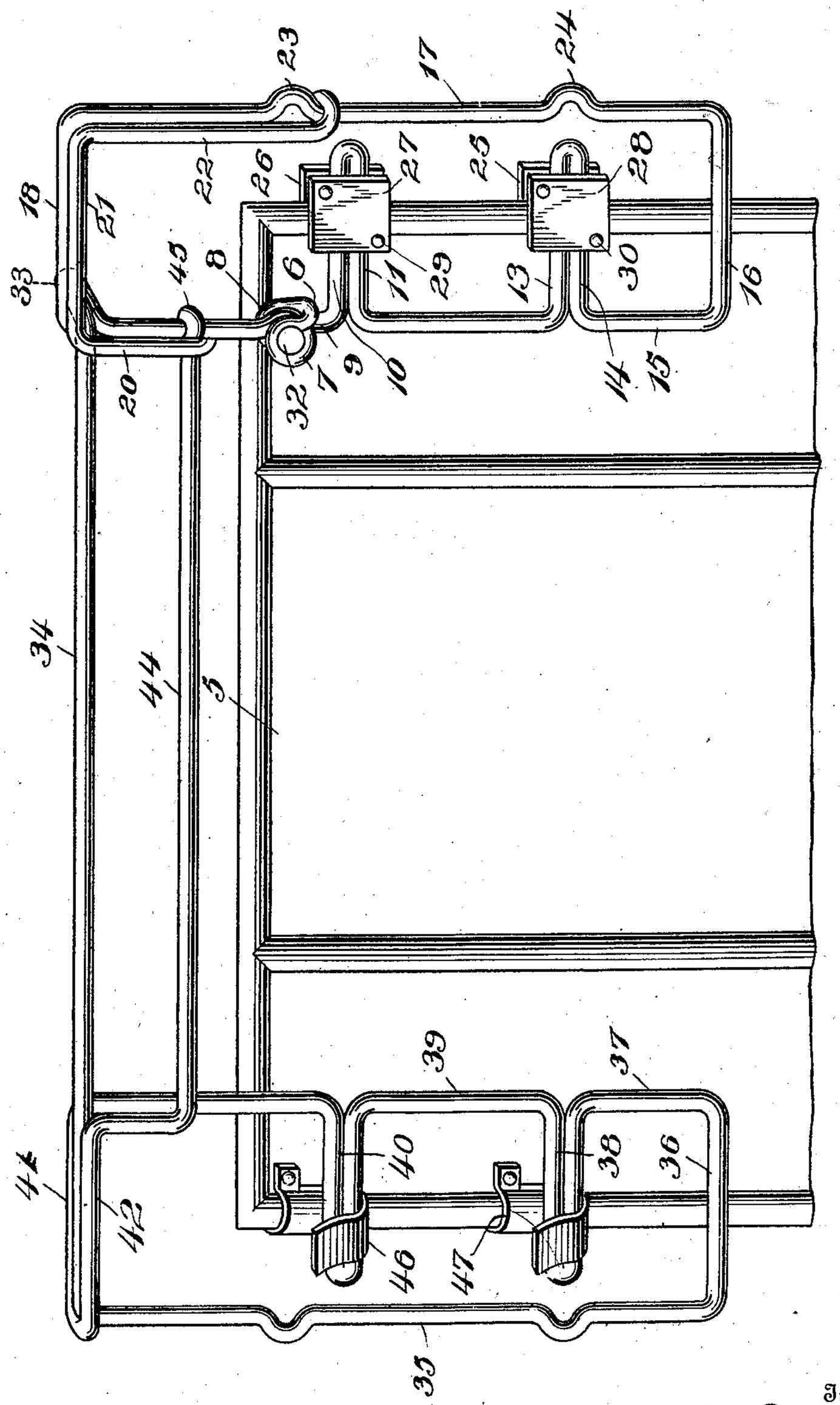

Fig. 1.

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Fig. 2.

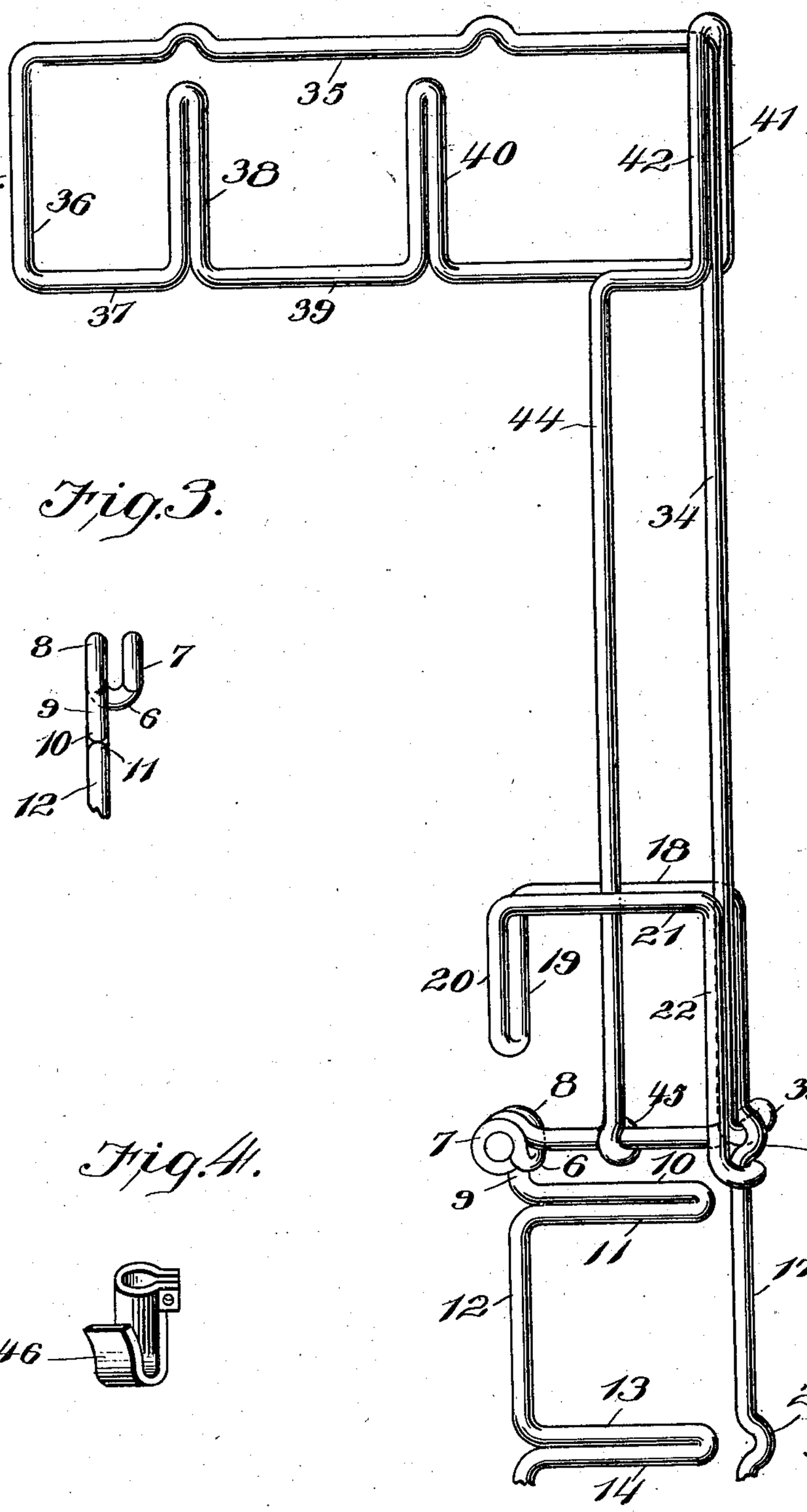

Fig. 3.

Fig. 4.

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UNITED STATES PATENT OFFICE.

JESSE T. SMITH, OF CHAPELHILL, TENNESSEE.

REIN-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 702,498, dated June 17, 1902.

Application filed March 10, 1902. Serial No. 97,582. (No model.)

To all whom it may concern:

Be it known that I, JESSE T. SMITH, a citizen of the United States, residing at Chapelhill, in the county of Marshall, State of Tennessee, have invented certain new and useful Improvements in Rein-Supports; 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.

This invention relates to dashboards for vehicles, and more particularly to the rail thereof; and it has for its object to provide a construction of rail which may be adjusted to support reins at the usual height or to support them above the reach of the draft-animal's tail, a further object of the invention being to provide a construction with which the reins may be engaged in either position of the rail to prevent the reins from dropping beneath the animal's feet when the reins are not in use.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a perspective view showing a dashboard with the present rail in place and in its lowered or folded position. Fig. 2 is a perspective view showing the attachment unfolded or in its raised position. Fig. 3 is a detail view showing the hinge element of the member that is attached rigidly to the dashboard. Fig. 4 is a perspective view showing one of the clips.

Referring now to the drawings, the present device comprises a member which is attached rigidly to the dashboard 5 of a vehicle, this member consisting of a metal wire or rod, one end of which is bent into U shape, as shown at 6, the extremity of the wire at one side of the U-shape bend being bent to form a loop 7, while the wire at the opposite side of the U-shape bend is bent to form a second loop 8, which is parallel with the loop 7 and spaced therefrom. The wire below the loop 8 is taken downwardly, as shown at 9, and then bent at a right angle, as shown at 10, and then returned upon itself, as shown at 11, the parts 10 and 11 lying in mutual contact one above the other and forming an attaching-finger. Below the member 11 the wire is bent downwardly in alinement with the part 9, as shown at 12, and is then bent laterally and turned upon itself to form the portions 13 and 14, which correspond to and are in the same plane with the portions 10 and 11. At the end of the part 14 the wire is bent downwardly at 15 in alinement with the portions 12 and 9 and is then bent laterally at right angles in the plane of the two attaching-fingers, as shown at 16. The portion 16 is continued beyond the free ends of the fingers and is then bent upwardly at right angles to a point above the upper attaching-finger, as shown at 17, and is then bent laterally above and parallel with the attaching-fingers, as shown at 18, after which it is bent downwardly, as shown at 19, and is then re-turned and bent upwardly, as shown at 20, and then laterally, as shown at 21, and then downwardly and parallel with the portion 17, as shown at 22. The parts 18 and 21 are parallel and are spaced apart, as are also the parts 19 and 20. In the portion 17 of the wire adjacent to the upper and lower attaching-fingers are formed outwardly-directed kinks 23 and 24, adjacent to the upper and lower attaching-fingers, as shown. The free end of the wire—that is, the lower end of the portion 22—is bent laterally and around the portion 17 and against the under side of the kink 23. This member of the device is secured against the inner face of the dashboard 5 by means of clamps comprising plates 25 and 26, which are disposed against the outer face of the dashboard, and other plates 27 and 28, which are disposed against the inner faces of the fingers, the plates being connected by bolts 29 and 30, engaged therethrough. These clamping-plates permit of attachment and detachment of the member at will.

The movable member of the attachment consists also of a wire, at one end of which is formed a loop 31, which is disposed between the loops 7 and 8 and receives a pintle 32 in connection therewith. From the loop 31 a wire is taken upwardly, considering the member as being in its lowered position, and then is bent laterally at a right angle to the plane of the loop 31 and is then re-turned upon itself to form the stop-lug 33, after which the wire is taken laterally, as shown at 34, so as to extend beyond the opposite edge of a dashboard, to which it may be at-

tached. The wire is then taken downwardly, as shown at 35, and then laterally, as shown at 36, and then upwardly at 37, after which it is bent in the direction of the portion 35 and then re-turned upon itself to form the latch engaging or supporting tongue 38. From the tongue 38 the wire is taken upwardly at 39 and is then bent laterally and re-turned upon itself to form a second tongue 40, which lies above and in the same plane with the tongue 38. From the tongue 40 the wire is taken upwardly to the height of the portion 34 and then is bent laterally and is taken around the member 35 and then backwardly at the opposite side of the portion 34 to form the portions 41 and 42, lying in the same plane with and at opposite sides of the portion 34. From the portion 42 the wire is bent downwardly at 43 and is then taken laterally at 44, parallel with the portion 34, the portion 44 being carried between and beyond the portions 19 and 20 of the fixed member and finally formed in a loop 45, inclosing a wire above the loop 31.

Both members of the device are of spring-wire or spring-rod, and upon the inner face of the dashboard 5 and at the opposite ends from the clamping-plates 27 and 28 are secured clips 46 and 47, in which may be engaged the tongues 38 and 40 to support the end of the movable member.

With the movable member in the position shown in Fig. 1 of the drawings it will be seen that the portion 34 will support the reins after the manner of the ordinary rail, and when the reins are to be clamped, as when not in use, they may be engaged under the portions 41 and 42 of the wire of the movable member and over the portion 34, the positions of these parts being such that the reins may be readily forced into and out of their clamped position and at the same time will be held with a proper degree of security when in place. When it is desired to hold the lines high above a horse's back, the movable member may be swung to the position shown in Fig. 2 of the drawings when the stop-lug 33 will swing downwardly in an arcuate path and by engaging the portion 17 of the wire of the fixed member will force it outwardly until the lug reaches the hollow of the kink 23, when the portion 17 will spring back and receive the lug in its hollow and hold the movable member yieldably against return movement. The portion 35 of the movable member will then stand above the dashboard in a horizontal position and will act as a support for the reins, while the clamping members 41, 42, and 34 will still be in coöperative relation. The portion 35 of the movable member has also kinks 48 and 49, which correspond to the kinks 23 and 24 and prevent the reins from sliding longitudinally of the portion 35 to a harmful degree.

In practice modifications of the specific construction shown may be made, and any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention.

What is claimed is—

1. A rein-support comprising an attaching member including a wire frame adapted for attachment to one end of the dashboard, one end of the wire of the frame being bent to form spaced eyes, the other end of the wire being bent upon itself to form a double hook the members of which are in spaced relation, said frame having a socket, and a rein-supporting member consisting of a wire bent to form a frame including a body portion and a laterally-projecting terminal portion, adapted to support the reins interchangeably, the body portion of the second member lying at one end between the members of the double hook of the first member and having an end of the wire of which it is formed bent to form an eye and disposed between the eyes of the first member to receive a pivot-pin, the second member having a lug for engagement with the socket of the first member to hold the second member at one point of its pivotal movement.

2. A rein-supporting device comprising an attaching member and a second member pivotally connected thereto for movement into erect and reclining positions, said support having separate active supporting portions 34 and 35 disposed for movement into operative positions interchangeably as the pivoted member is moved into erect and reclining positions.

3. A rein supporting and holding device comprising an attaching member and a second member pivotally connected thereto for movement into erect and reclining positions, said member having separate rein-supporting portions 34 and 35 disposed for movement into operative positions interchangeably as the pivoted member is moved into erect and reclining positions, and having a rein-clamping portion disposed for operation in both positions of the movable member.

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

JESSE T. SMITH.

Witnesses:

E. B. LEONARD,

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