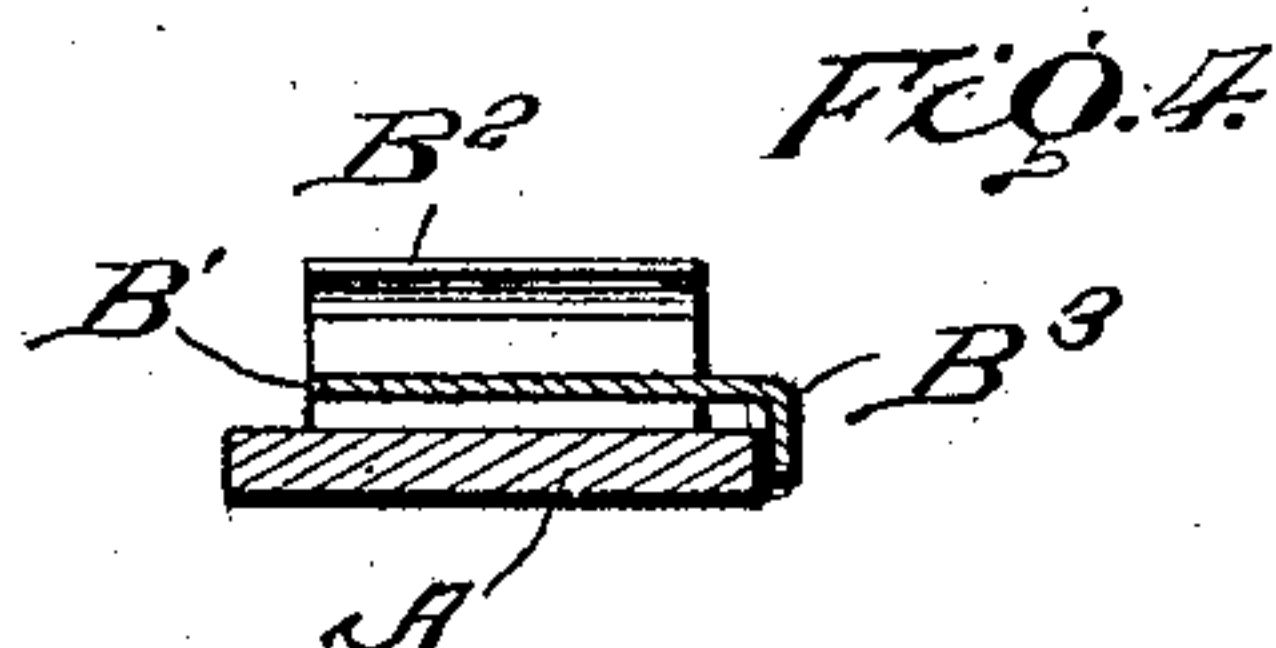
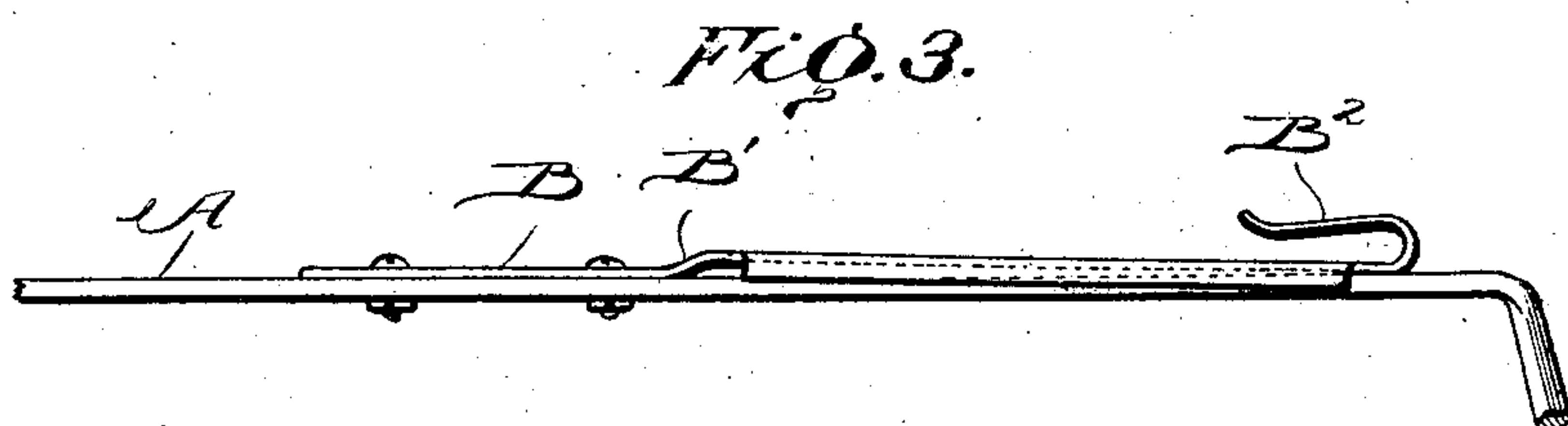
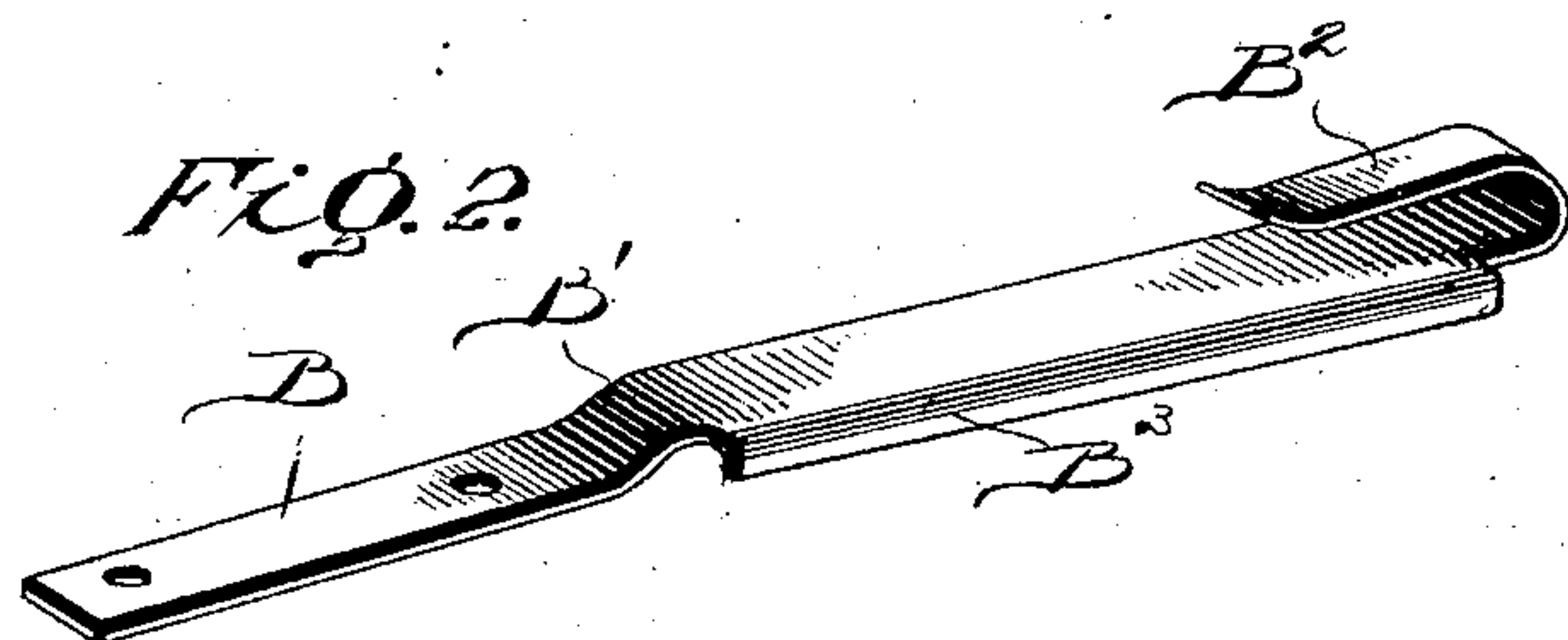
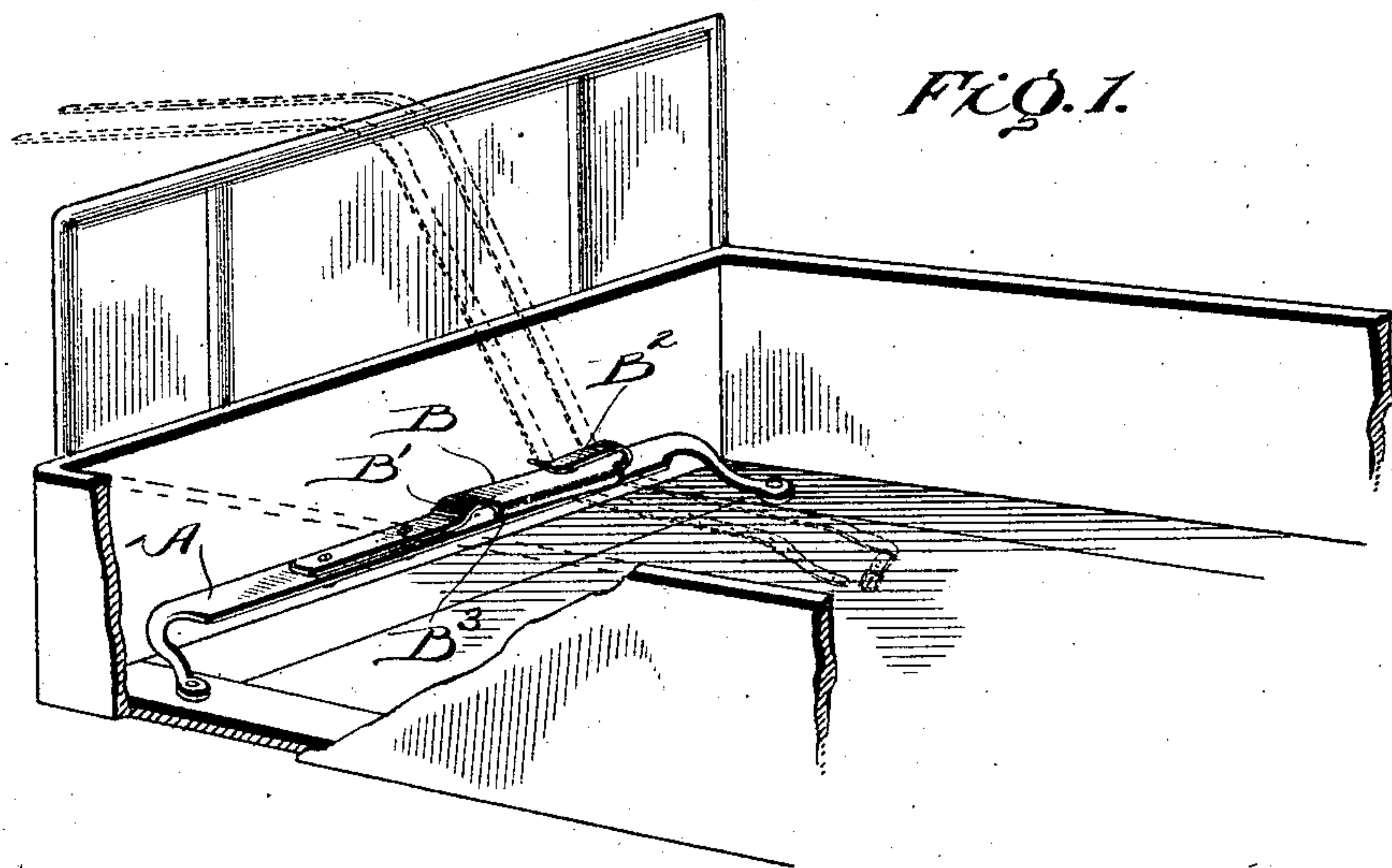


No. 846,886.

PATENTED MAR. 12, 1907.

J. B. WORDEN.
LINE HOLDER FOR VEHICLES.
APPLICATION FILED MAR. 28, 1906.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN B. WORDEN, OF MONTROSE, IOWA.

LINE-HOLDER FOR VEHICLES.

No. 846,886.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed March 28, 1906. Serial No. 308,501.

To all whom it may concern:

Be it known that I, JOHN B. WORDEN, a citizen of the United States, residing at Montrose, in the county of Lee and State of Iowa, have invented a new and useful Improvement in Line-Holders for Vehicles, of which the following is a specification.

This invention relates to a device for holding reins, and is intended to obviate the inconvenience of the usual practice of tying the reins about a whip-socket or to the foot-rest or the practice of simply leaving the reins lying loosely across the dashboard.

The invention consists of a spring-bar having an offset portion, which bar has one end portion secured to the foot-rest or toe-rail and the other end bent back upon itself to form a hand-grip portion, the last-mentioned end portion bearing upon the foot-rest and forming a clamping for the reins.

In the drawings forming a part of this specification, Figure 1 is a perspective view illustrating the application of my invention. Fig. 2 is a detail perspective view of a spring-bar detached. Fig. 3 is a side elevation of said bar, showing the same bolted to a portion of a foot-rest or toe-rail. Fig. 4 is a transverse section through a foot-rest and a flanged portion of a spring-bar.

In the drawings, A represents a toe-rail, and B represents a flat bar of spring metal, which is offset at B'. This bar is arranged parallel to and upon the toe-rest rail, and one end portion is secured thereto in any suitable manner. With a wide or flat toe-rail bolts or rivets can be employed; but with an old style or small round rail any other suitable fastening means may be employed. The free end

of the bar B is curved upwardly and back upon itself, as shown at B², and this end portion of the bar bears down upon the toe-rail A, the tool forming a vise between which the reins can be gripped. The edge of the bar B toward the seat is provided with a flange B³, against which the foot can rest. As the flange B³ curves slightly downward and overhangs the edge of the toe-rail A it will be obvious that when the foot rests against said flange the flange will be pressed into contact with the edge of the toe-rail and will thereby prevent the free portion of the bar B from being twisted or forced out of position immediately above the toe-rail A, whereas if the flange was not provided pressure of the foot upon the said bar day after day would gradually bend or force it out of position. It will be obvious that the curve-over portion B² forms a convenient hand-grip by means of which the free end portion can be lifted in order to release the reins from between the bar and toe-rail.

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

The combination with a vehicle foot-rest, of a spring-bar having one end portion secured to said foot-rest, and having its other end portion bent upwardly and back upon itself, and a depending flange carried by a portion of one side of the said bar, as and for the purpose set forth.

JOHN B. WORDEN.

Witnesses:

ANDREW I. LE FEVRE,
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