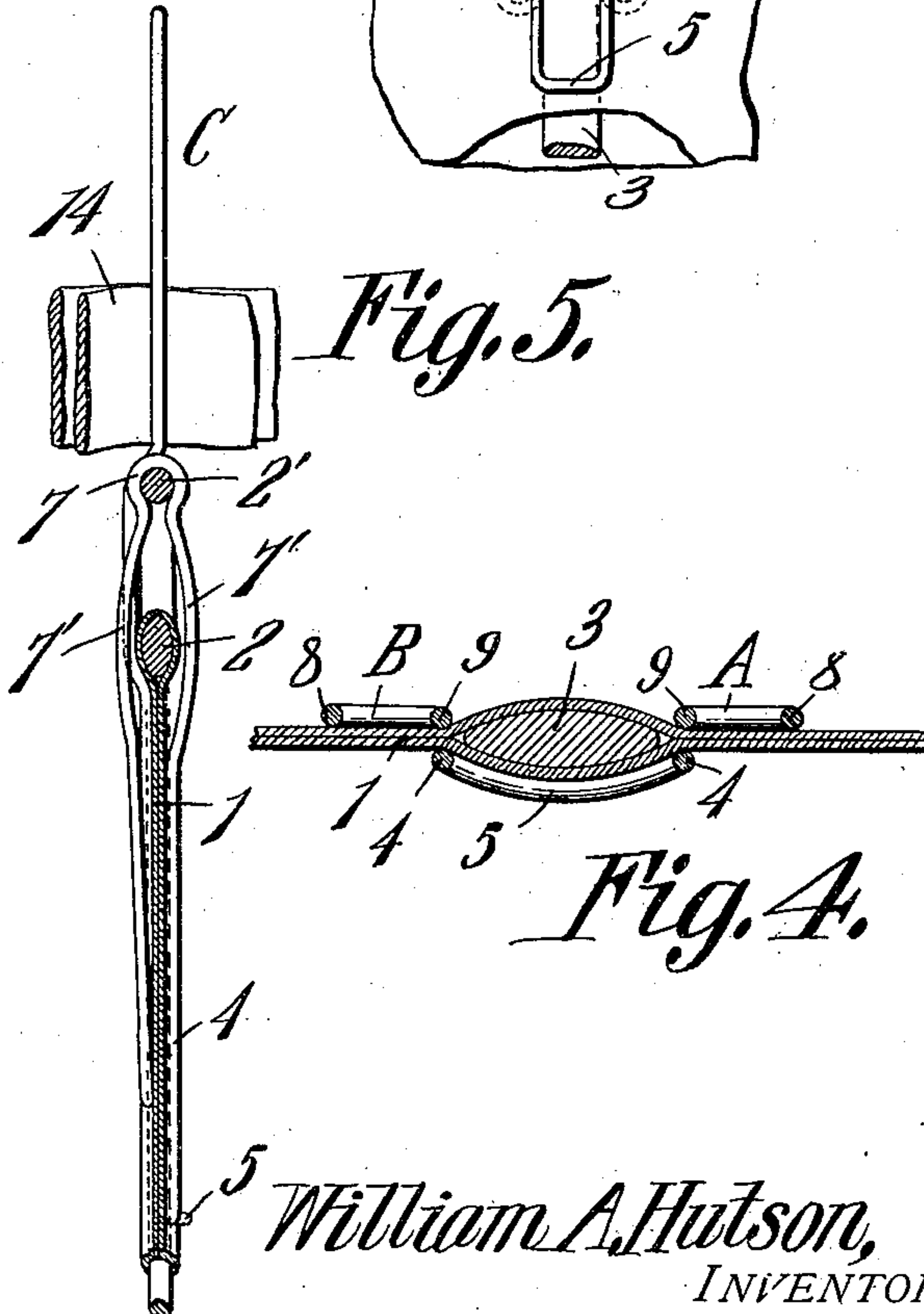
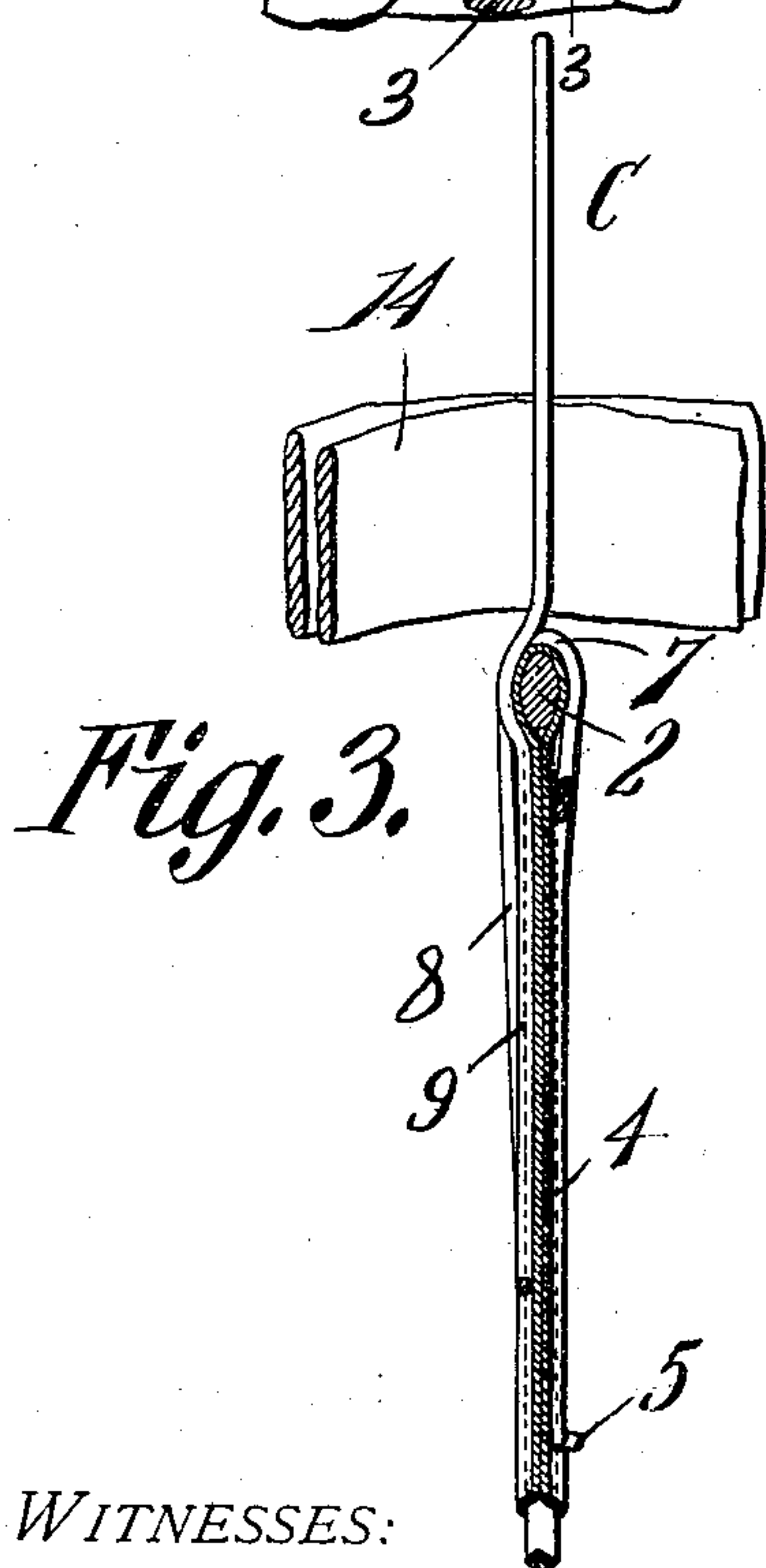
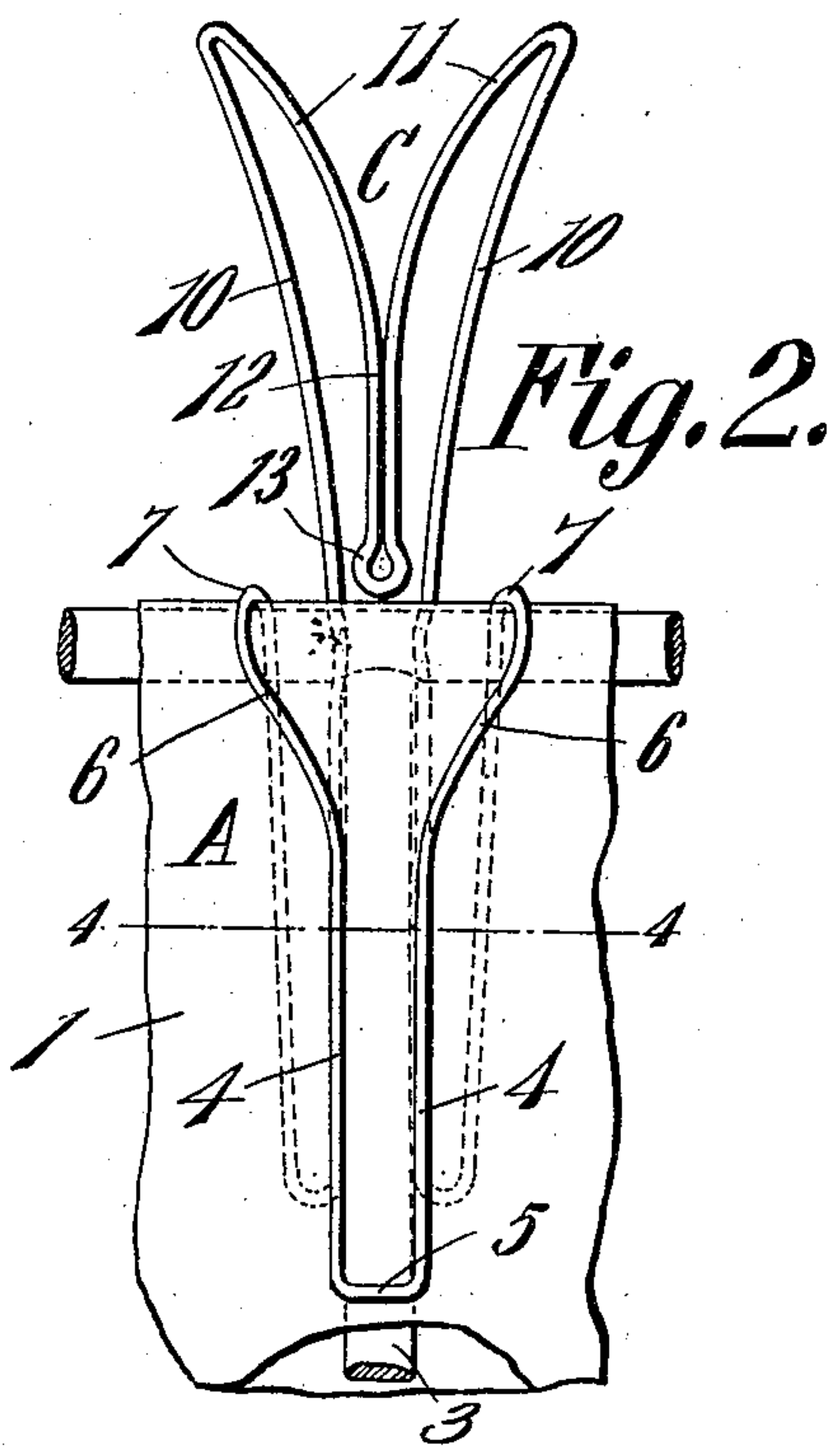
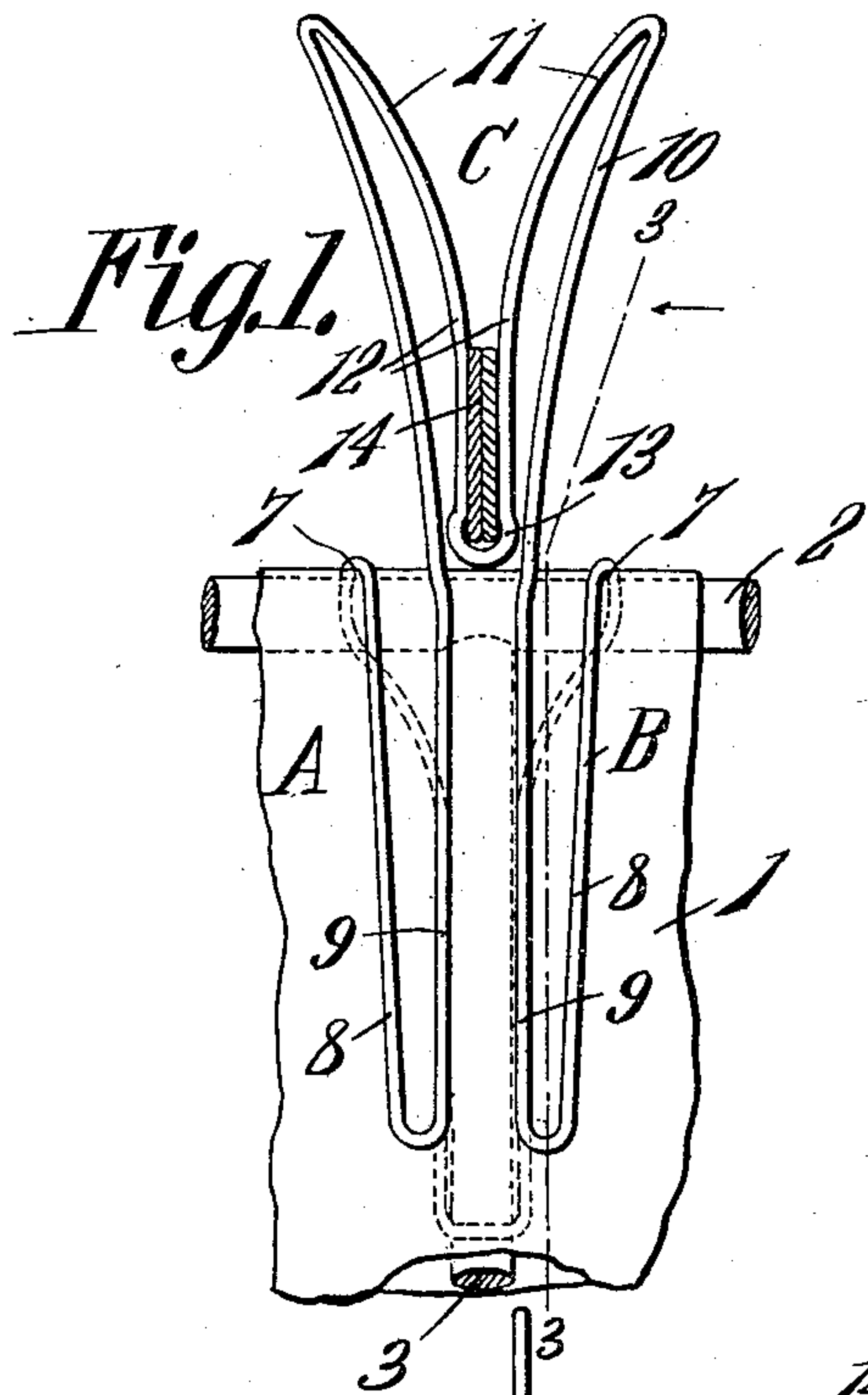


No. 860,870.

PATENTED JULY 23, 1907.

W. A. HUTSON.  
REIN HOLDER.

APPLICATION FILED AUG. 14, 1906.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILLIAM A. HUTSON, OF ORLANDO, FLORIDA.

## REIN-HOLDER.

No. 860,870.

Specification of Letters Patent.

Patented July 23, 1907.

Application filed August 14, 1906. Serial No. 330,560.

*To all whom it may concern:*

Be it known that I, WILLIAM A. HUTSON, a citizen of the United States, residing at Orlando, in the county of Orange and State of Florida, have invented a new and useful Rein-Holder, of which the following is a specification.

This invention relates to rein holders such as are constructed of wire and are adapted to be applied to the dash of a vehicle for the purpose of holding the reins when the driver leaves the vehicle.

The objects of the invention are to improve and simplify the construction of such devices; furthermore, to increase their efficiency in use and to decrease the expense attending their manufacture.

With the foregoing and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of invention herein disclosed can be made within the scope of the following claims without departing from the spirit of the invention or sacrificing any of its advantages.

In the accompanying drawings forming part of this specification: Figure 1 is a view in elevation, of one side of a dashboard provided with a rein holder constructed in accordance with the present invention, the reins being shown in transverse section. Fig. 2 is a view similar to Fig. 1, looking from the other side of the dashboard. Fig. 3 is a vertical section on line 3—3 of Fig. 1. Fig. 4 is a horizontal section on line 4—4 of Fig. 2, looking down. Fig. 5 is a view similar to Fig. 3, illustrating a modified construction.

Like reference numerals indicate corresponding parts in the different figures of the drawings.

The improved rein holder of the present invention has been illustrated in connection with a conventional form of dashboard, comprising the usual leather or rubber web 1 and a metallic supporting frame consisting of a margin bar 2 and a vertical brace bar 3, these bars 2 and 3 being surrounded by the web 1 in the usual manner.

The improved rein holder of the present invention is constructed of a single piece of steel wire bent to form a pair of sets of lower or dash jaws A and B and a single pair of upper or rein holding jaws C. The pairs of lower or dash jaws A and B are parallel with each other, as shown in Figs. 1 and 2, so as to embrace the dashboard on opposite sides of the vertical brace 3, whereby to prevent the rein holder from becoming laterally displaced, or from tilting sidewise upon the dash. One of the jaws of each of the lower sets A and B, preferably consists of a single strand of wire 4, as shown in Fig. 2. The single strand 4 of each set of lower or dash jaws is connected with the corresponding single strand of the other set of lower jaws by a cross-piece 5 which is

curved, as shown in Fig. 4, and extends over the vertical brace bar 3 so as to hold the jaws formed by the single strands 4 closely against the opposite sides of said vertical brace bar, as shown clearly in Fig. 2. At their upper ends, the single strand jaws 4 of the two sets A and B are bent to form diverging portions 6 which are then looped over the upper edge of the dash, as indicated at 7, to form the inner ends of the sets of jaws A and B, and are extended down the opposite side of the dashboard to form the other jaws of the sets A and B. The jaw of each of the sets A and B on the side of the dashboard opposite the single strand jaw 4, preferably consists of an outer strand 8 and an inner strand 9, the outer strand 8 of each set of lower jaws being connected at its upper end with the upper diverging end 7 of the single strand 4 on the opposite side of the dashboard, and the inner strand 9 being connected with the lower end of the outer strand 8, as shown.

The inner strand 9 of each of the lower jaws shown in Fig. 1, extends along the edge of the vertical brace bar 3 until it reaches the upper end of the dash, after which the inner strands 9 of the lower jaws are diverged as shown to form the outer strands 10 of the upper set of rein jaws C. At their upper ends, the outer strands 10 of the rein jaws C are reversely bent in a downward direction to form the inner strands 11. The throat formed by the inner strands 11 of the upper rein jaws, is flared at its outer end as shown, and is formed with intermediate portions 12 disposed close together by bending the inner strands 11 almost into contact with each other. At their lower ends, the inner strands 11 are bowed outwardly, as indicated at 13, to form a resilient eye which constitutes the inner end of the throat and is adapted to receive the reins 14. As shown clearly in the drawing, the set of upper or rein jaws C is disposed in a plane at right angles to the parallel sets of lower or dash jaws A and B.

In order that the parallel sets of lower or dash jaws A and B may secure a firm grip upon the dash so as not to be easily displaced therefrom, the inner or upper ends of the throats of said sets of jaws A and B, which inner ends are indicated by the reference numeral 7, are bowed outwardly, as shown in Fig. 3, to form resilient eyes which are adapted to clamp or grip the margin bar 2 of the dash so as to secure the rein holder firmly in position.

The modified construction illustrated in Fig. 5 is adapted to be used in connection with a slightly different form of dash, comprising the web 1, margin bar 2 and an ordinary form of top rail 2' which, in some cases, is mounted a slight distance above the margin bar 2 of the dash. This modified construction is the same as the construction illustrated in Fig. 3 in all respects, except that immediately below the resilient eye 7 of the inner end of the throat of each set of jaws A and B, the jaws of said sets are formed with long outward bends 7'



which serve to hold the jaws of the lower sets A and B out of contact with the margin bar 2 of the dash. The reason for forming the long outer bends 7' is that dashboards having top rails 2' are formed in many different styles, so that in some of said dashes, the top rail 2' is disposed a greater distance above the margin bar 2 than in other dashes. By forming the lower jaws with the long outward bend 7', said jaws are held away from the margin bar for a considerable distance and, therefore, the rein holder will fit different styles of dashes, whether the top rail be disposed close to the margin bar or not.

As shown clearly in Figs. 1 and 2, each of the lower jaws consisting of the single strands 4, preferably is of greater length than the opposite jaws consisting of the outer and inner strands 8 and 9 so as to dispose the curved cross-piece 5 further down upon the vertical brace bar 3 and thus give the single strands 4 an elongated grip upon the brace bar 3, so as to secure the rein holder firmly in position and prevent it from working sidewise or turning upon the dash.

It will be obvious that the improved rein holder can be easily applied to a dashboard by forcing the lower sets of jaws A and B downward upon the upper edge thereof, as shown, and that the reins 14 can be easily and quickly fitted into the throat of the set of rein jaws C.

The improved rein holder of this invention is strong, simple, durable and inexpensive in construction as well as thoroughly efficient in operation.

What is claimed is:

1. A rein holder comprising a piece of wire bent to form a plurality of sets of resilient jaws extending in opposite directions and disposed at right angles to each other, one set of jaws being adapted to receive a pair of reins and ar-

ranged vertically in line with and above the other set of jaws which are adapted to engage a dash.

2. A rein holder comprising a piece of wire bent to form a pair of parallel sets of dash jaws, and a set of oppositely extending rein jaws arranged vertically in line with and above the dash jaws.

3. A rein holder comprising a piece of wire bent to form a pair of parallel sets of dash jaws, a curved cross-piece connecting one of the jaws of one of the sets of dash jaws with the corresponding jaw of the other set, and a pair of rein jaws disposed in a plane at right angles to said sets of dash jaws and connected with the upper portion of the latter.

4. A rein holder comprising a piece of wire bent to form a pair of parallel sets of dash jaws, each set of jaws having a resilient eye at the inner end of the throat thereof, and a pair of rein jaws extending in the same plane with and in a direction opposite the dash jaws and disposed at a right angle thereto, said rein jaws having a resilient eye at the inner end of the throat thereof.

5. A rein holder comprising a piece of wire bent to form a pair of parallel sets of dash jaws, one jaw of each set being composed of a single strand of wire and connected with the corresponding jaw of the other set by a curved cross-piece, the opposite jaw of each lower set being V-shaped and composed of an inner and an outer strand of wire, the outer strand being connected at its upper end with the single strand of the other jaw, and the inner strand at its upper end being diverged and rebent downward to form resilient rein jaws disposed at a right angle with respect to said dash jaws and extending upwardly therefrom, said rein jaws having a throat formed with a flared outer end, intermediate portions disposed close together, and a resilient eye at the inner end thereof.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM A. HUTSON.

Witnesses:

E. HUME TALBERT,  
JAS. M. WALKER.