

No. 665,255.

Patented Jan. 1, 1901.

J. D. McCABE.
REIN HOLDER AND SHAFT SUPPORTER.

(Application filed Sept. 11, 1900.)

(No Model.)

3 Sheets—Sheet 1

Fig. 1.

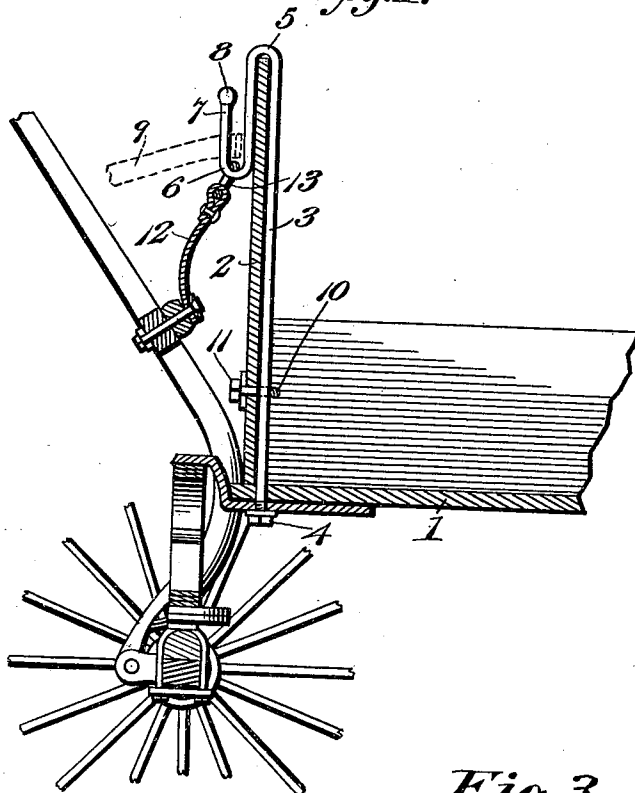


Fig. 2.

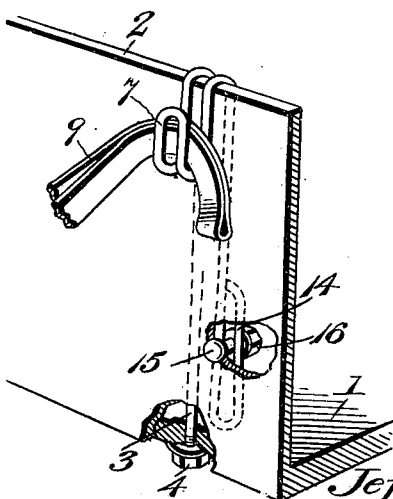
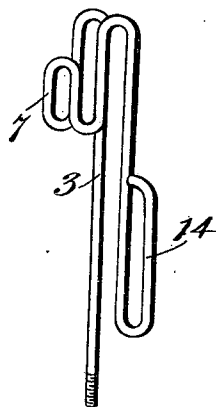


Fig. 3.



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Fig. 4.

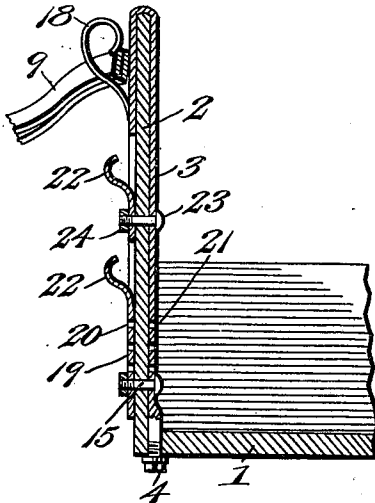


Fig. 5.

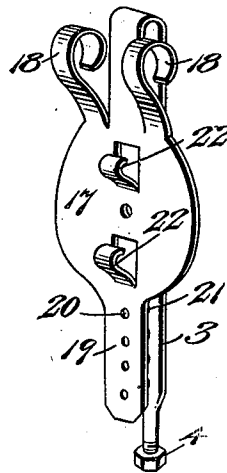


Fig. 6.

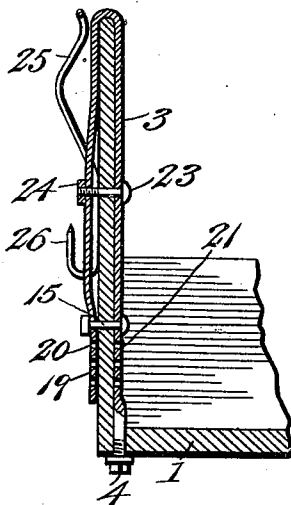
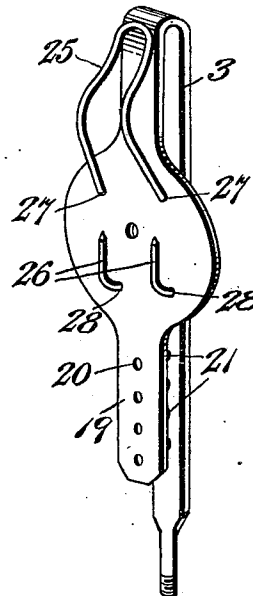


Fig. 7.



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3 Sheets—Sheet 3.

Fig. 8.

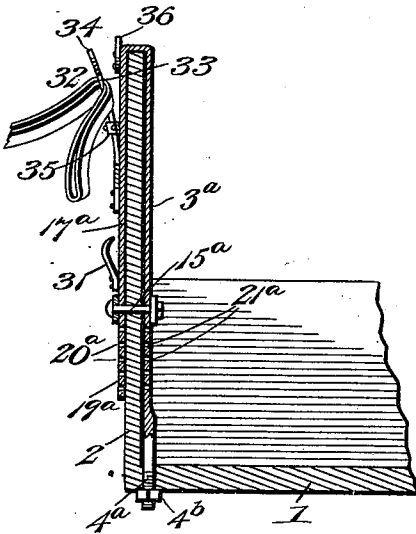


Fig. 9.

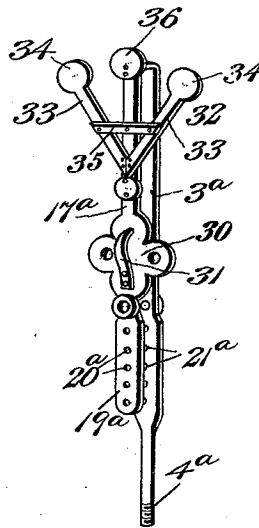


Fig. 10.

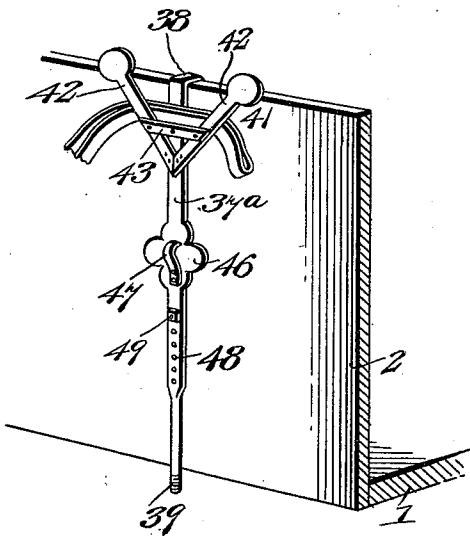
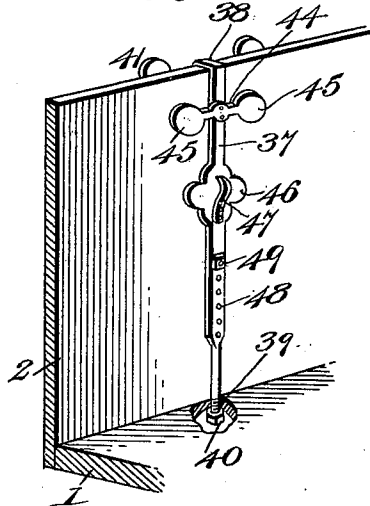


Fig. 11.



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UNITED STATES PATENT OFFICE.

JEFF D. McCABE, OF WOODBURY, TENNESSEE.

REIN-HOLDER AND SHAFT-SUPPORTER.

SPECIFICATION forming part of Letters Patent No. 665,255, dated January 1, 1901.

Application filed September 11, 1900. Serial No. 29,716. (No model.)

To all whom it may concern:

Be it known that I, JEFF D. McCABE, a citizen of the United States, residing at Woodbury, in the county of Cannon and State of Tennessee, have invented a new and useful Rein-Holder and Shaft-Supporter, of which the following is a specification.

My present invention relates to a combined rein-holder, shaft-supporter, and dashboard-brace for vehicles.

Various vehicle attachments have been devised for holding the reins upon the dashboard and a number have also been introduced for the purpose of providing a simple and convenient support for holding the thills or shafts in elevated position to economize space in the carriage-house and to facilitate the attachment of the draft-animal to the vehicle when desired. Those forms of such attachments with which I am familiar contemplate a connection between the attachment and the dashboard generally at or adjacent to the upper edge of the latter, so that any strain imposed upon the attachment—as, for instance, by the weight of the thills—is sustained by the dashboard. Ordinarily the dashboard of light vehicles—as, for instance, buggies or road-wagons—are constructed of light material and are connected to the body of the vehicle by comparatively small corner-brackets or dashboard-irons. I have found, therefore, that the location of attachments of various kinds upon the dashboard serve to spring and distort the latter and to break or loosen the irons in a manner to seriously mar the appearance of the vehicle as well as to loosen the joints of the latter to a very objectionable degree. Having these facts in mind, the object of my present invention is to provide an attachment serving the dual purpose of a rein-holder and shaft-supporter and also embodying a dashboard iron or brace, which will serve to stiffen the dashboard at its center and to bring the weight of the shafts or thills upon the body or bed of the vehicle instead of upon the dashboard.

To the accomplishment of these objects the invention is embraced in the several embodiments thereof hereinafter described, illustrated in the accompanying drawings, and embraced within the scope of the appended claims.

In said drawings, Figure 1 is a sectional view of the front end of a vehicle-body, showing a simple embodiment of my invention applied thereto. Fig. 2 is a sectional perspective view of a modified form of the invention applied upon a vehicle, parts of the latter being broken away. Fig. 3 is a detail view thereof. Fig. 4 is a view similar to Fig. 1, illustrating a further form of the invention. Fig. 5 is a perspective view of this form of the device detached. Figs. 6 and 7 are views similar to Figs. 4 and 5, illustrating still another form of the attachment. Fig. 8 is a sectional view showing a modification of the invention embodying an ornamental design thereof and showing a different form of rein-holder which may be utilized. Fig. 9 is a detail in perspective of the form of the invention shown in Fig. 8. Figs. 10 and 11 are outer and inner perspective views, respectively, of the reversible form of the invention.

Referring to the numerals of reference employed to designate corresponding parts in the several views, 1 indicates the bottom or bed of a vehicle-body, and 2 the dashboard thereof. The attachment as embodied in the construction shown in Fig. 1 of the drawings comprehends a standard or dashboard-brace 3, constructed from a stout metal rod having its lower end threaded and passed through the body 1, where it is secured by a nut 4, screwed upon the lower end of the standard and against the under side of the bottom. The standard 3 extends vertically in contact with the inner face of the dashboard 2, at the center thereof, and above the upper end of the dashboard is recurved, as indicated at 5, and its extremity is again recurved, as indicated at 6, to form a shaft-supporting hook 7, located against the exterior face of the dashboard and having an enlargement 8 at its extremity. The enlargement 8 constricts the opening into the hook somewhat to constitute a rein-holder, the reins 9 being passed vertically between the enlargement 8 and the recurved portion 5 of the standard or brace and retained, as illustrated in Fig. 1. Adjacent to its lower edge the dashboard 2 is pierced by an eyebolt 10, having its eye in engagement with the standard or brace 3 and provided upon its threaded

end with a nut 11, screwed against the outer face of the dashboard for the purpose of drawing the standard or brace 3 snugly against the inner face thereof for the purpose of stiffening the dashboard in a manner to relieve the irons of a large amount of the strain to which they have heretofore been subjected. As shown in Fig. 1, the shafts or thills are provided with a short strap 12, secured to the cross-bar or singletree, as desired, and provided with a terminal loop or ring 13, arranged to engage the shaft-supporting hook 7 when it is desired to retain the thills in their elevated positions.

Inasmuch as I shall now proceed to the description of other embodiments of the invention, I desire to call attention to the characteristic features of the attachment just described, said features being present in other embodiments, though in somewhat different form. These features are, first, a standard or brace extending vertically across the inner face of the dashboard, means for effecting the adjustable attachment thereof to the bottom of the vehicle-body, means for effecting the adjustable attachment of the brace to the dashboard at points adjacent to the upper and lower edges thereof, and a rein-holder and shaft-supporter engaging the exterior face of the dashboard and cooperating with the standard to effect the attachment of the device to the vehicle. Further features in common may be hereinafter pointed out, but those enumerated are perhaps of primary importance.

In Fig. 2 I have illustrated an embodiment of my invention which comprehends the construction of the attachment from a strand of stout wire doubled upon itself and having its doubled end bent over the top of the dashboard and recurved to form the shaft-supporting and rein-holding hook 7 and having its standard formed by the two end portions of the wire, one of said end portions being extended through the bottom 1 of the body and retained by a nut 4 and the other being provided with an elongated loop 14, engaging the bolt 15, passed through the dashboard and provided with a nut 16. It will be noted that the standard in this form of the invention is double, but that, like the standard 3 of the first-described form, it is rendered vertically adjustable by reason of the engagement of the loop 14 with the bolt 15, this connection being a modification of the connection between the eyebolt 10 and the standard 3, inasmuch as it likewise constitutes securing means for the standard located adjacent to the lower edge of the dashboard and permitting vertical adjustment of the attachment for the purpose of raising or lowering the hook 7, according to the height of the dashboard.

The modification of the device illustrated in Fig. 4 is formed from flat plate metal of any character desired and comprises the standard or brace 3, located flat against the

inner face of the dashboard and having its lower end threaded and provided with the usual nut 4. The upper end of the standard 3 is bent over the upper edge of the dashboard and is widened out to form a circular, elliptical, or otherwise shaped plate 17, provided at its upper end with a pair of rein-holding hooks 18 and at its lower end with a tailpiece 19, provided with a series of bolt-holes 20 coincident with a series of similar bolt-holes 21, formed in the standard 3 adjacent to its lower end and designed for the reception of the bolt 15, which latter pierces the dashboard, as stated, and serves to draw the standard and tailpiece firmly against the interior and exterior surfaces of the dashboard and to permit the attachment to be adjusted vertically in accordance with the openings engaged by the bolt. The plate or body 17 is also provided at or about its longitudinal center with a number of shaft-supporting hooks 22, arranged one above the other and to either of which the ring or loop 13 of the thill-strap may be attached. When this embodiment of the invention is employed, the parts are additionally secured, after having been properly adjusted upon the dashboard, by a second bolt 23, piercing the plate 17 at its center and passed through the dashboard and standard and retained by a nut 24. As shown, the rein-holding and shaft-supporting hooks 18 and 22 are preferably sprung back from the plate from which they are formed; but this is not essential, and the hooks may be cast upon or otherwise retained by the plate.

In Fig. 6 I have illustrated still another modification of the invention, which in all essential respects is identical with the embodiment just described, and illustrated in Fig. 3, with the exception that in lieu of the hooks 18 and 22 it is provided with a single rein-holding hook 25 and a pair of shaft-supporting hooks 26, formed by doubling a strand of spring-wire upon itself to form the hook 25, then passing the ends of the strand through openings 27 in the plate, and finally bringing said extremities back through openings 28 in the plate and bending them upwardly to form the hooks 26.

It has already been pointed out that the invention contemplates a dashboard attachment serving the dual purpose of a rein-holder and shaft-supporter and also embodying a dashboard iron or brace, and in providing the constructions involving these functions the invention contemplates employing certain features which are common to all forms. As previously explained, these features are essentially a standard or brace extending across one face of the dashboard, means for effecting the adjustable attachment of said brace to the bottom of the vehicle-body, means for effecting the direct attachment of the brace to the dashboard, and line-holding and shaft-supporting means located upon the outer side of the dashboard. While these

several features are embodied in the forms of the invention already described, it is to be noted that the same may be utilized in connection with other ornamental forms—such, for instance, as those shown in Figs. 8 to 11, inclusive, of the drawings.

Referring particularly to the form of the invention shown in Figs. 8 and 9 of the drawings, it will be observed that the said form is essentially the same as the construction shown in Figs. 4 and 5, with the exception of having the several elements thereof somewhat differently formed to provide an ornamental appearance. The said modification (shown in Figs. 8 and 9) essentially comprises an inner standard or brace member 3^a, which is located flat against the inner face of the dashboard and is provided at its lower extremity with a bolt end 4^a, adapted to pierce the bottom of the vehicle-body and adjustably receiving thereon, beneath the vehicle-bottom, a securing-nut 4^b, thereby providing an arrangement of dashboard iron or brace similar to the one already described in connection with the several other modifications of the invention.

In addition to the inner standard or brace member 3^a the form of the invention shown in Figs. 8 and 9 of the drawings includes an outer front strap member 17^a, corresponding to the outer front plate member 17 of the construction shown in Fig. 5 and preferably joined integral with the inner standard or brace member 3^a and bent downwardly from the top edge of the dashboard flat against and at the front side of the latter. The said outer front strap member 17^a is provided at its lower end with a tailpiece 19^a, provided with a series of bolt-holes 20^a, adapted to be arranged coincident with a similar series of bolt-holes 21^a, formed in the inner standard or brace member 3^a at a point above the lower bolt end 4^a thereof, the said bolt holes or openings 20^a and 21^a being adapted to receive therein the clamping-bolt 15^a, which pierces the dashboard and serves to draw the inner standard or brace member and the outer strap or plate member flat against the inner and outer sides of the dashboard, respectively, thus providing a firm connection between the attachment and the dashboard. In the construction described the outer front strap member 17^a of the device is provided at an intermediate point with an ornamental rosette 30, upon which is mounted a shaft-supporting hook 31, adapted to be engaged by the ring or loop 13 of the thill-strap in the manner already described in connection with the forms shown in Figs. 4 to 7, inclusive, and above the plane of the rosette 30 and the shaft-supporting hook 31 offset therefrom the said outer or front strap member 17^a is provided at or contiguous to the upper end thereof with a line-holder 32, essentially consisting of a pair of upwardly-divergent holding-arms 33, provided at their upper outer terminals with knob portions or rosettes 34

and joined at their lower contiguous ends to the said strap member. At a point above the contiguous ends of the holding-arms 33 the latter are connected to the transverse brace-piece 35, secured at its ends to the opposite arms 33 and at an intermediate point to the strap member 17^a, as plainly shown in Fig. 9 of the drawings. A knob or rosette ornament 36 is preferably fitted to the extreme upper end of the outer or front strap member 17^a at a point between the similar knob portions or rosettes 34 of the line-holding arms to provide an ornamental appearance of the device at the front of the dashboard.

Another modification of the invention is shown in Figs. 10 and 11 of the drawings, and this modification embodies a construction which is reversible. Referring particularly to the reversible form of the invention, the same essentially comprises the oppositely-arranged standard members 37 and 37^a, preferably formed from a single strap or strip of metal bent intermediate its ends, as at 38, so as to be placed astride the dashboard, over the top edge thereof, thereby disposing the separate standard members respectively at the inner and outer sides of the dashboard. Each of the said standard members 37 and 37^a is provided at its lower extremity with a bolt end 39, adapted to pierce the bottom of the vehicle-body and adjustably receiving thereon the nut 40, so that with either of the standard members 37 and 37^a disposed at the inner side of the dashboard precisely the same connection is provided at the bottom of the vehicle-body as described in connection with all of the other forms herein referred to. Ordinarily the standard member 37^a constitutes the outer or front member of the attachment and is provided at or contiguous to the upper end thereof with a line-holder 41, comprising a pair of upwardly-divergent holding-arms 42 and a transverse brace 43, connecting said arms and also attached to the standard or strap member 37^a, thereby providing a line-holder similar to that described in connection with the form shown in Fig. 9 of the drawings. Also the standard member 37, which is shown in the drawings as being arranged at the inner side of the dashboard, has fitted thereto, contiguous to its upper end, a cross-bar 44, having terminal knobs or rosettes 45, which, while providing an ornament for the attachment, still may be utilized to wrap the lines therearound should it be desired to reverse the attachment and have the standard member 37 disposed at the outer side thereof and the other standard member 37^a at the inner side. Both of said standard members 37 and 37^a are provided at points intermediate their upper and lower end portions with rosettes 46, from which are offset the shaft-supporting hooks 47, which when exposed at the outer side of the dashboard are employed in connection with the thill-strap 12 in the manner previously explained. Below the plane

of the shaft-supporting hooks 47 the inner and outer standard members 37 and 37^a are provided with sections having a series of bolt-openings 48 to receive the clamping-bolt 49, corresponding in position and function to the clamping-bolts 15^a and 15, referred to in connection with the other forms of the invention.

In use those portions of the attachment which come into contact with the polished surfaces of the vehicle-body are covered by a thin leather casing and exposed parts of the metal are nickel-plated or otherwise ornamented; but both of these expedients are non-essential and may or may not be adopted, according to the individual taste of the manufacturer or user.

From the foregoing it will be observed that I have produced a simple, durable, and inexpensive attachment for vehicles constituting a brace or iron for the dashboard and equipped with a rein-holding and shaft-supporting means disposed upon the exterior of the dashboard, but sustained principally by the body or bed of the vehicle; but while the several embodiments of the invention illustrated and described are believed at this time to comprehend preferable constructions I do not desire to limit myself as herein indicated, as, on the contrary, I reserve the right to effect such changes, modifications, and variations as may be comprehended within the scope of the appended claims.

What I claim is—

1. The combination with the dashboard and bottom of a vehicle, of a standard extending across the inner face of the dashboard to constitute a brace therefor, and a shaft-supporter extended from the upper end of the standard and located against the exterior face of the dashboard.

2. The combination with the dashboard and bottom of a vehicle-body, of a standard extended across the inner face of the dashboard to constitute a brace therefor and secured at its lower end to the body, and a shaft-supporter extended from the opposite end of the standard and located against the outer face of the dashboard.

3. The combination with the dashboard and bottom of a vehicle-body, of a standard extending entirely across the inner face of the dashboard and provided with an upwardly-opening hook at its upper end located against the outer face of the dashboard, means for securing the lower end of the standard to the bottom of the vehicle-body, and means for clamping the standard to the dashboard at a point adjacent to the bottom to retain said standard in continuous contact with the dashboard.

4. The combination with the dashboard and the bottom of a vehicle-body, of a standard extending across the inner face of the dashboard and having its upper end bent over the upper edge of the dashboard and provided with rein-holding and shaft-supporting devices, means for securing the lower end of

the standard to the vehicle-body, and means carried by the dashboard adjacent to its lower edge for drawing the standard into close contact with the inner face of said dashboard.

5. A vehicle attachment of the character described comprising a standard provided at one end with means for effecting the attachment of the standard to the bottom of an upwardly-opening vehicle-body, a hook extending from the opposite end of the standard, and means located at a point intermediate of the ends of the standard for clamping the latter to the dashboard of the vehicle.

6. A vehicle attachment of the character described, comprising a straight standard having one end screw-threaded and provided with a nut and an upwardly-opening hook extending from its opposite end, one side of said hook being disposed substantially parallel with the standard to permit the interposition of a dashboard.

7. A vehicle attachment of the character described comprising a straight standard designed to lie flat against the inner face of a dashboard and having one end screw-threaded and the other end extended to form rein-holding and shaft-supporting devices, and a clamping device located intermediate of the ends of the standard for drawing the latter closely against the face of the dashboard.

8. A vehicle attachment of the character described comprising a standard having a threaded extremity, a plate disposed in a plane parallel with the standard and connected thereto at its upper ends and provided with rein-holding and shaft-supporting means, and means for connecting the plate and standard to opposite sides of the dashboard.

9. A vehicle attachment of the character described, comprising a standard having terminal attaching means, a plate extended from the upper end of the standard and located in a plane parallel therewith, rein-holding hooks located at the upper end of the plate, a plurality of shaft-supporting hooks extending from the plate in different horizontal planes, a tailpiece extending from the plate, and means for clamping the tailpiece and standard against the opposite faces of the dashboard.

10. A vehicle attachment of the character described, comprising a standard provided with a screw-threaded extremity and a series of bolt-holes adjacent thereto, a plate connected at its upper end to the upper extremity of the standard and disposed in a plane substantially parallel with said standard, a pair of upwardly-opening rein-holding hooks located at the upper end of the plate, a plurality of shaft-supporting hooks extending from the plate and located one above the other, a tailpiece extending from the lower end of the plate and provided with a series of bolt-holes coincident with the bolt-holes in the standard, a bolt passed through the openings in the tailpiece and standard, and a second bolt passed through the plate and standard,

said bolts being designed to clamp the device against the inner and outer faces of a dashboard.

5 11. A vehicle attachment of the character described, comprising a standard arranged to extend entirely across the inner face or side of the dashboard to constitute a brace therefor, said standard being provided upon the exterior or outer side of the dashboard with

line-holding and shaft-supporting means, substantially as set forth.

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

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