

W. H. COOPER.
REIN HOLDER.

No. 105,651

Patented July 26, 1870.

Fig. 2

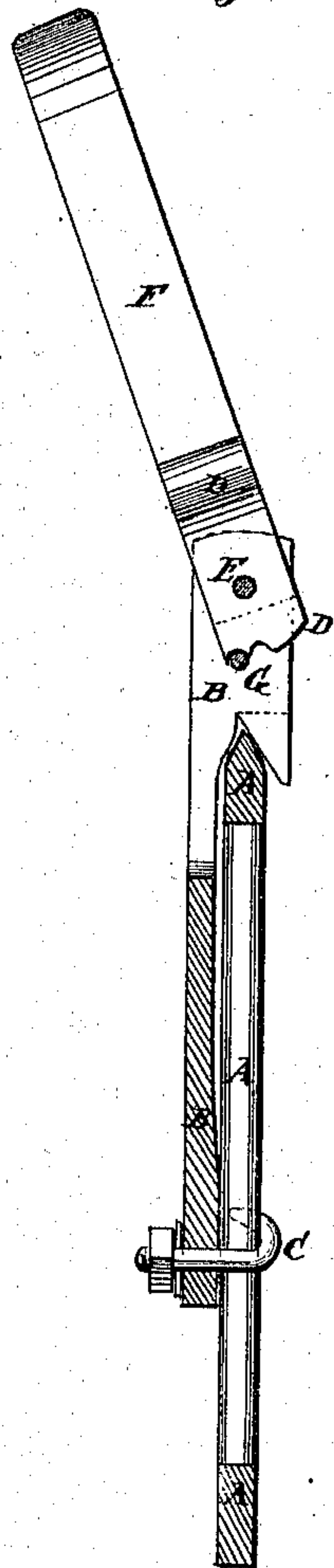
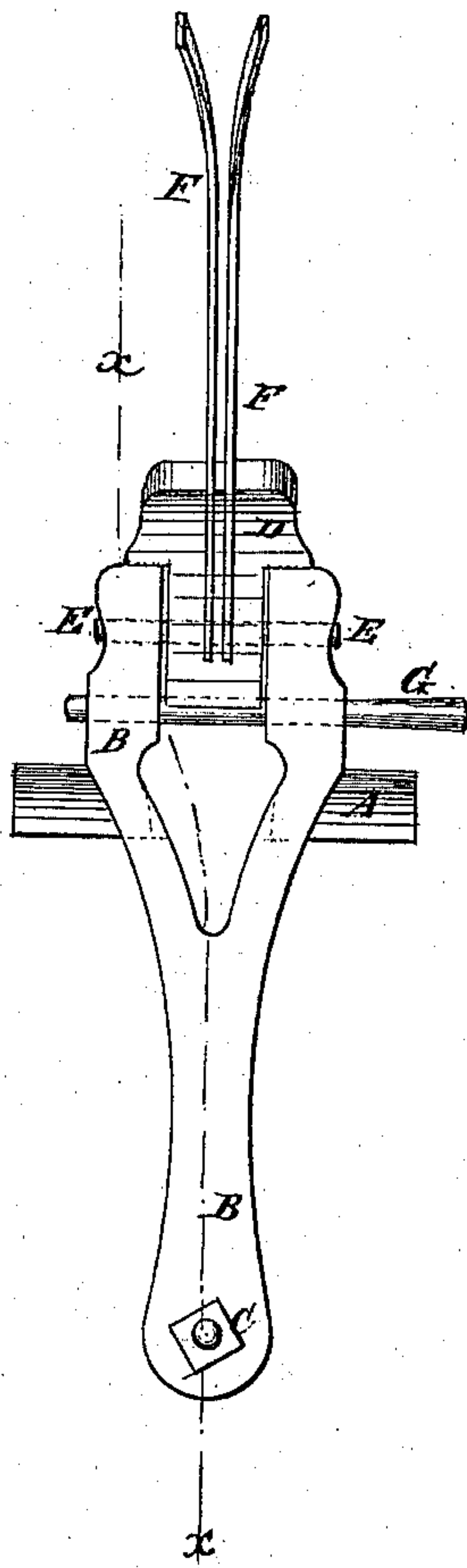


Fig. 1



Witnesses:

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WILLIAM H. COOPER, OF GLOVER, VERMONT.

Letters Patent No. 105,651, dated July 26, 1870.

IMPROVEMENT IN REIN-HOLDERS.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, WILLIAM H. COOPER, of Glover, in the county of Orleans and State of Vermont, have invented a new and useful Improvement in Rein-Holders; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a front view of my improved rein-holder.

Figure 2 is a side view of the same, partly in section, through the line *xx*, fig. 1.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish a simple and convenient device for holding the reins when the driver wishes to leave the team standing; and

It consists in the construction and combination of the various parts of the device, as hereinafter more fully described.

A represents the dash-board.

B is the shank or standard of the holder, which has a notch formed in its upper part to hook over the upper edge of the dash-board A, and the lower end of which is secured to a bar of the said dash-board by the hook-bolt C, which hooks around the said bar, passes through the said standard, and is secured in place, clamping the said standard to the said dash-board securely by a washer and nut, as shown in fig. 2.

The upwardly-projecting end of the standard B is notched, as shown in fig. 1, to receive the joint-piece or block D, which is pivoted to said notched standard by a bolt, pin, or rivet, E, as shown in figs. 1 and 2.

F are two spring bars, the lower ends of which are inserted and secured in a slot in the upper part of the piece or block D, and which are kept at a little distance apart by a thin strip between them, as shown in fig. 1.

The lower parts of the spring bars F are parallel, or nearly parallel, with each other, and their upper ends are a little curved or inclined from each other, as shown in fig. 1, for convenience in inserting the reins, which are held in place by the elasticity of the said spring bars.

In the lower end of the piece or block D are formed two or more notches or grooves, as shown in fig. 2, along one or the other of which passes a pin, G, which passes through holes in the upper part of the standard B, as shown in figs. 1 and 2.

By this construction the spring bars F may be adjusted and held in line with the standard B, or at any desired inclination or angle.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

1. The block or joint-piece D and spring bars F, in combination with the standard B, by means of which the device is secured to the dash-board, substantially as herein shown and described, and for the purpose set forth.

2. The combination of the pin G, or equivalent catch or fastening, with the standard B, block or joint-piece D, and spring bars F, substantially as herein shown and described, and for the purpose set forth.

WM. H. COOPER.

Witnesses:

E. E. FOSTER,
D. B. RANDALL.