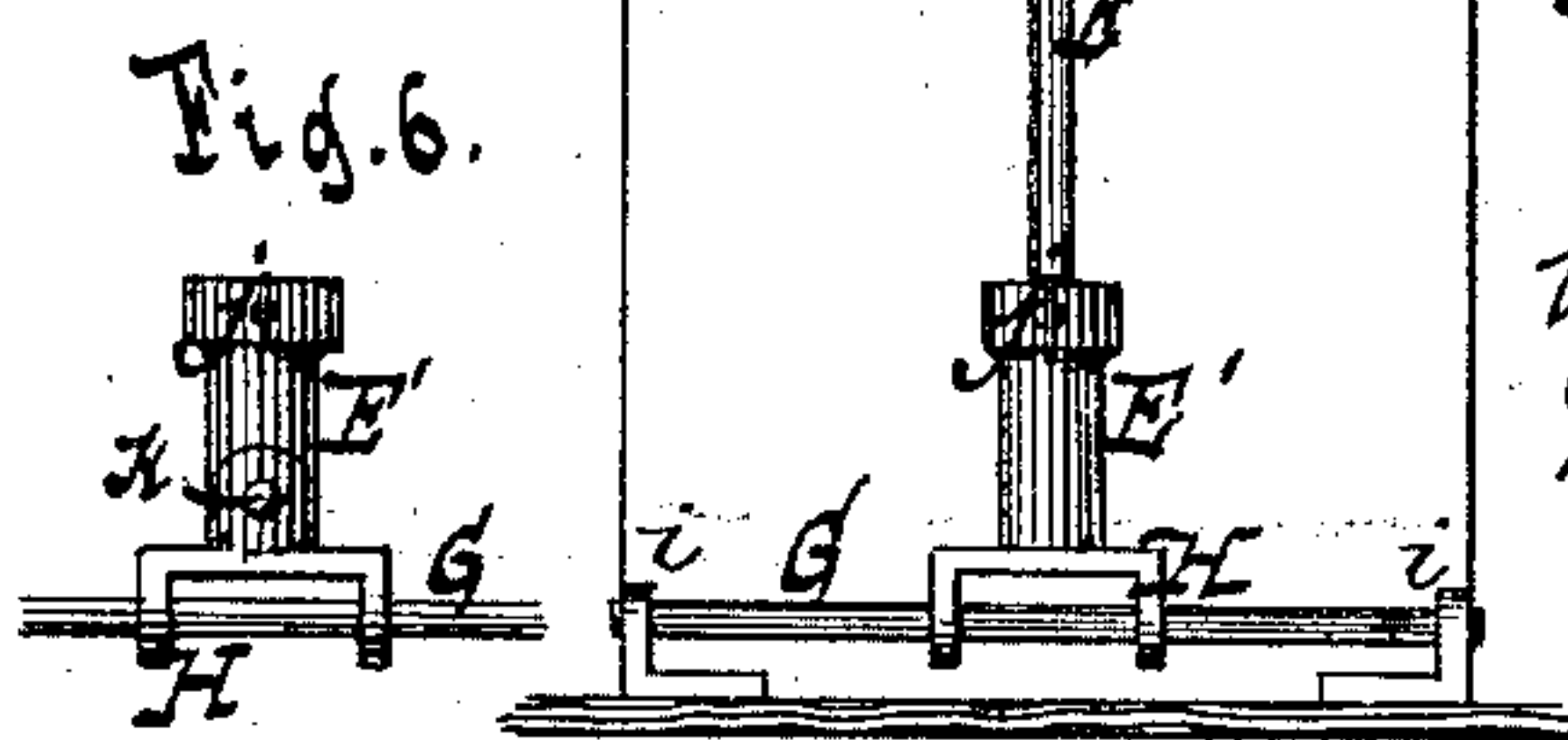
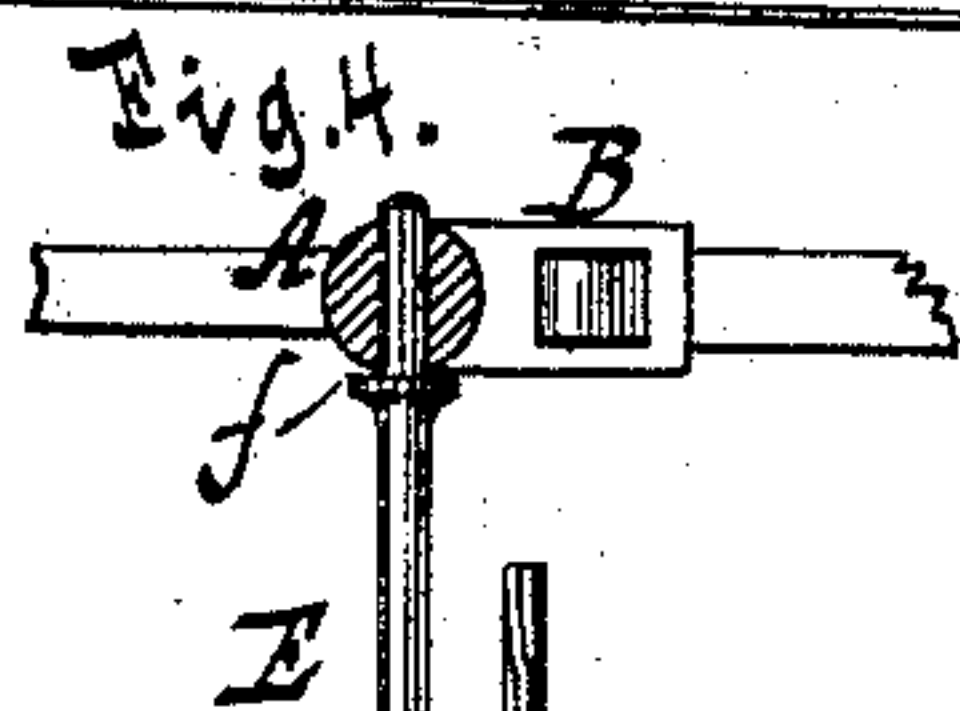
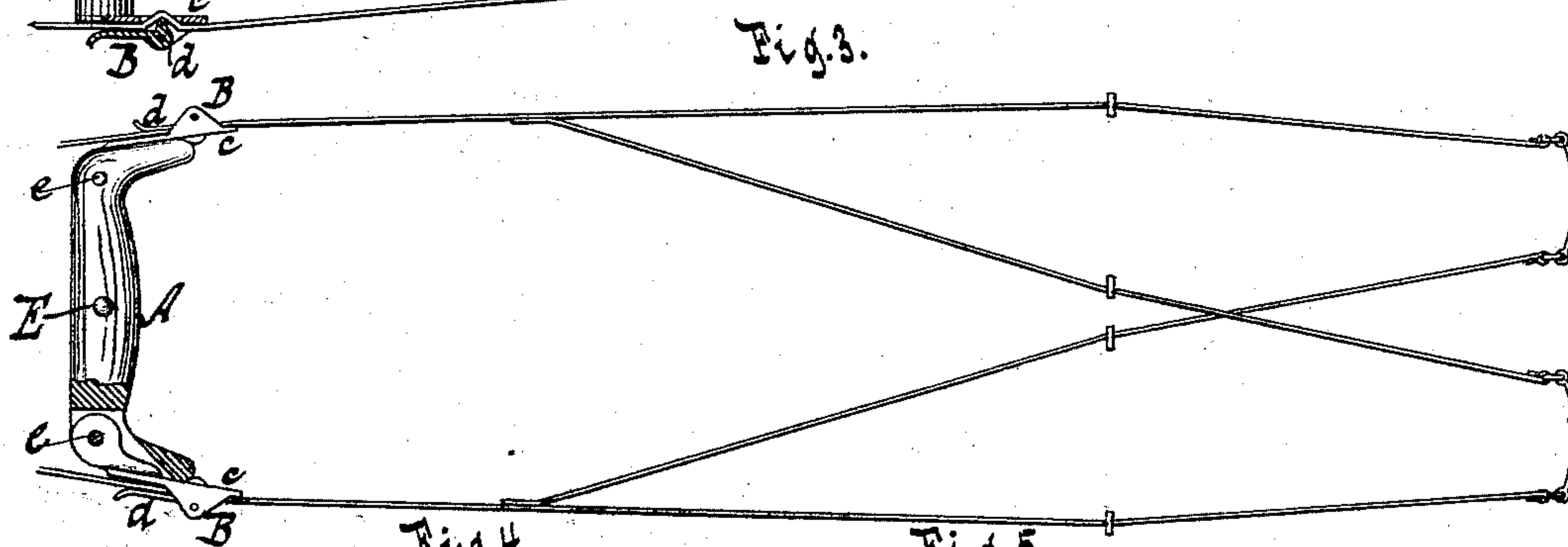
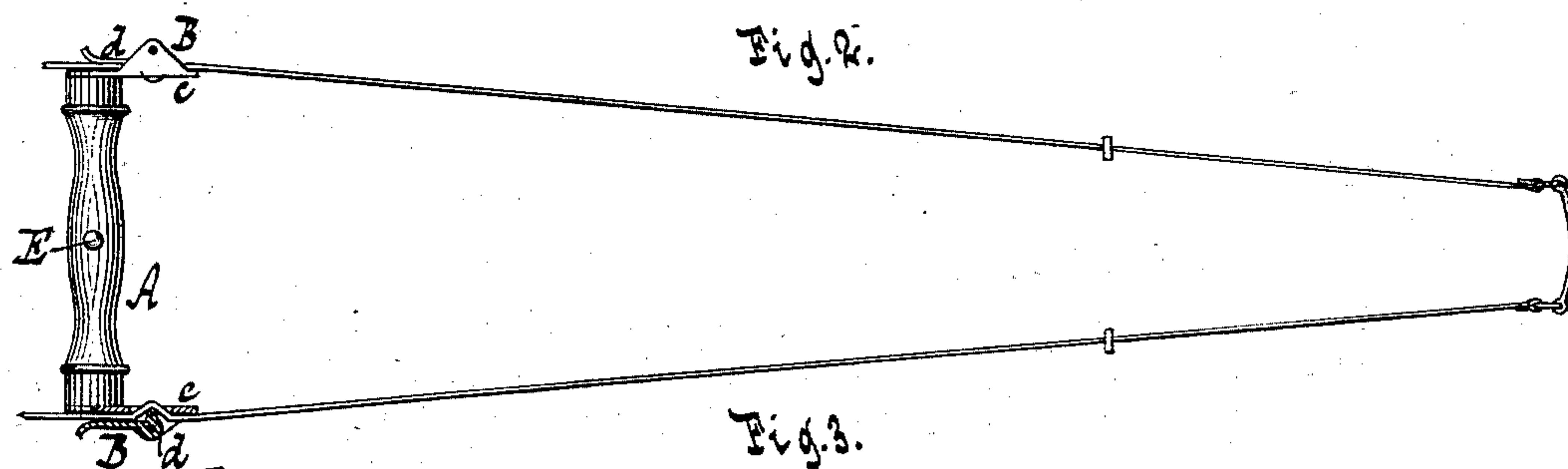
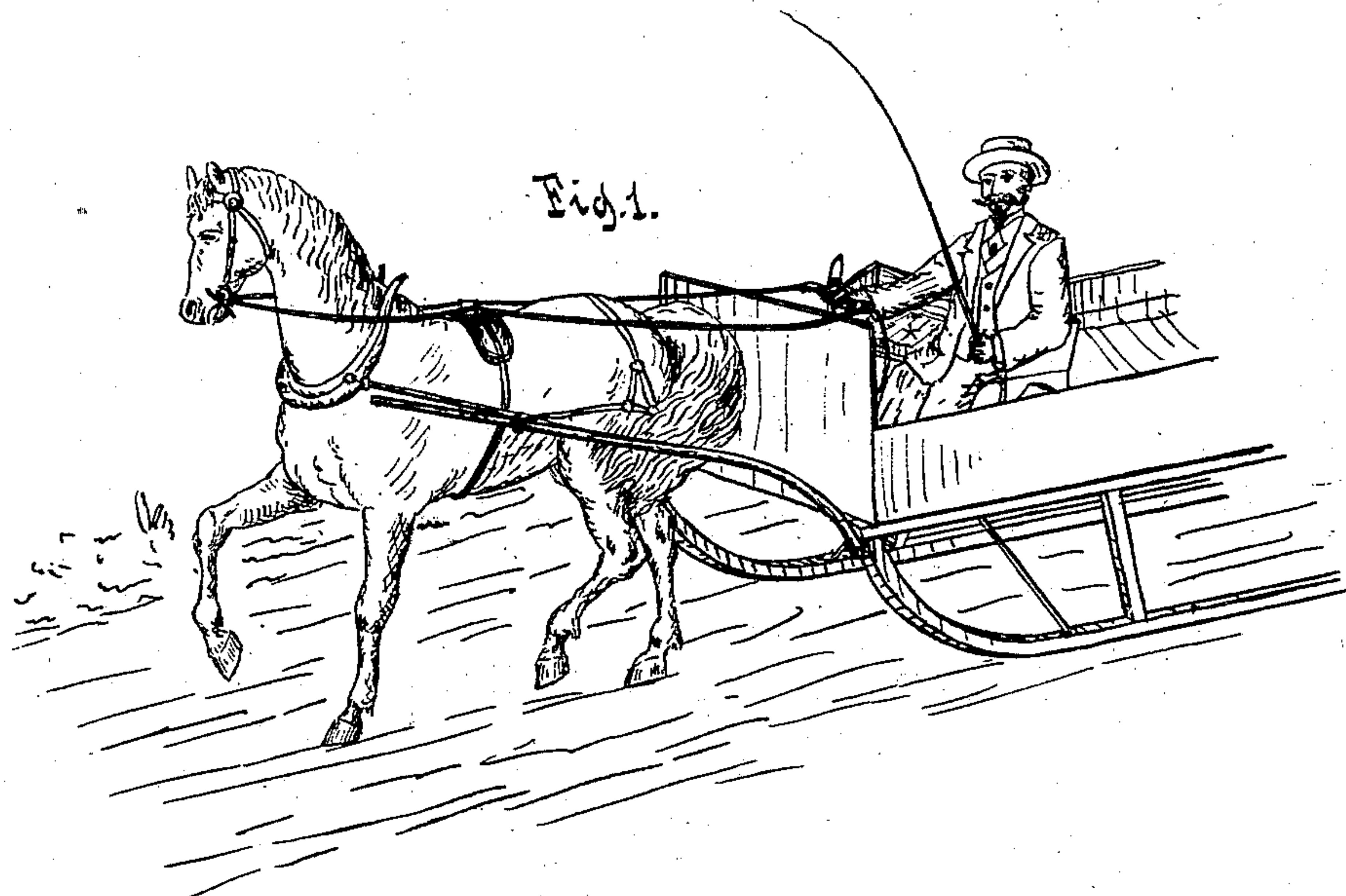


A. WARTH.
Device for Holding Reins.

No. 222,106.

Patented Nov. 25, 1879.



Witnesses.
Otto Stupeland
William Miller

Inventor
Albin Warth.
by
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his attys

UNITED STATES PATENT OFFICE.

ALBIN WARTH, OF STAPLETON, NEW YORK.

IMPROVEMENT IN DEVICES FOR HOLDING REINS.

Specification forming part of Letters Patent No. **222,106**, dated November 25, 1879; application filed October 1, 1879.

To all whom it may concern:

Be it known that I, ALBIN WARTH, of Stapleton, in the county of Richmond and State of New York, have invented a new and useful Improvement in Devices for Holding Reins, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 shows my invention applied to a vehicle. Fig. 2 shows a handle adapted to be used with a standard and connected with reins for a single horse. Fig. 3 shows the handle and its connection with reins for a team of horses. Fig. 4 is a cross-section of the support for the handle. Fig. 5 is a front elevation thereof. Fig. 6 shows a modification of a portion of the support.

Similar letters indicate corresponding parts.

My invention relates to handles for manipulating the reins of draft-animals, and also to supports for such handles.

In the drawings, the letter A designates a rein-handle, the same being equipped with two clasps or fastenings, B B, one at each end, for engaging the lines or reins. The handle A may be substantially straight, as shown in Fig. 2, or it may be bent or curved in any desired manner, one form of a curve being shown in Fig. 3. The clasps B B consist of a base plate or frame, *c*, and a clamping-jaw, *d*, pivoted in such frame; but it is obvious that the construction of the clasps may be modified.

The mode of attaching the clasps B B to the handle A constitutes one feature of my invention, and consists in hanging the clasps on vertical pivots *e* arranged at the opposite ends of the handle, thereby allowing or adapting the clasp to swing on the handle. The result of this arrangement is, that when the handle A is taken hold of and turned to an oblique position for the purpose of tightening either of the reins, one of the clasps, B B, is held up against the end of the handle by the action of the taut rein, while the other clasp is drawn away from the handle by the slack rein. In this manner the distance between the reins is increased, and a large purchase is obtained with a comparatively short handle.

For the purpose of supporting the rein-handle A, I make use of a standard, E. This standard is provided with a rest, *f*, for the handle, near its upper end, and it has a cylindrical shape above such rest, where it passes

through the handle at or near the middle of the latter, so that the handle is permitted to turn or swivel on the standard. I mount the standard E on the shaft G, whose bearings *i* are, in practice, secured to the floor or other appropriate part of a vehicle in such a manner that the shaft is at right angle to the line of draft. The standard E is free to turn on or with the shaft G, and hence it is capable of an oscillating motion in the line of draft. It follows that the rein-handle A is permitted to move back and forth in such line.

I usually make the standard E in two telescopic sections, one of which, marked E', is hung on the shaft G by means of a bracket, H, while the other or upper section, E, is set in the lower section by a thumb-screw, *j*, so that the standard turns on the shaft and is adjustable in length.

In Fig. 6 I have shown the lower section, E', of the standard as being subdivided into two parts, which are pivoted together, as at *k*, in such a manner that the standard may oscillate also transversely to the line of draft.

The arrangement of the standard E and shaft G allows the required motions of the rein-handle A; but, if desired, both of these parts may be omitted, in which case the handle is simply held and supported in the hand, or the shaft may be omitted and the standard allowed to rest loosely on the floor of the vehicle, thereby supporting the handle.

What I claim is—

1. A rein-handle having clasps at its opposite ends adapted to engage the reins, such clasps being pivoted to the handle for the purpose of increasing the distance between the reins when the handle is turned to an oblique position, substantially as described.

2. The combination, with a rein-handle, of a standard or support, substantially as shown, whereby the handle is allowed the requisite freedom of motion, as set forth.

3. The combination of a standard and a shaft carrying such standard, with a rein-handle swiveled on the standard, substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 27th day of September, 1879.

ALBIN WARTH. [L. S.]

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.