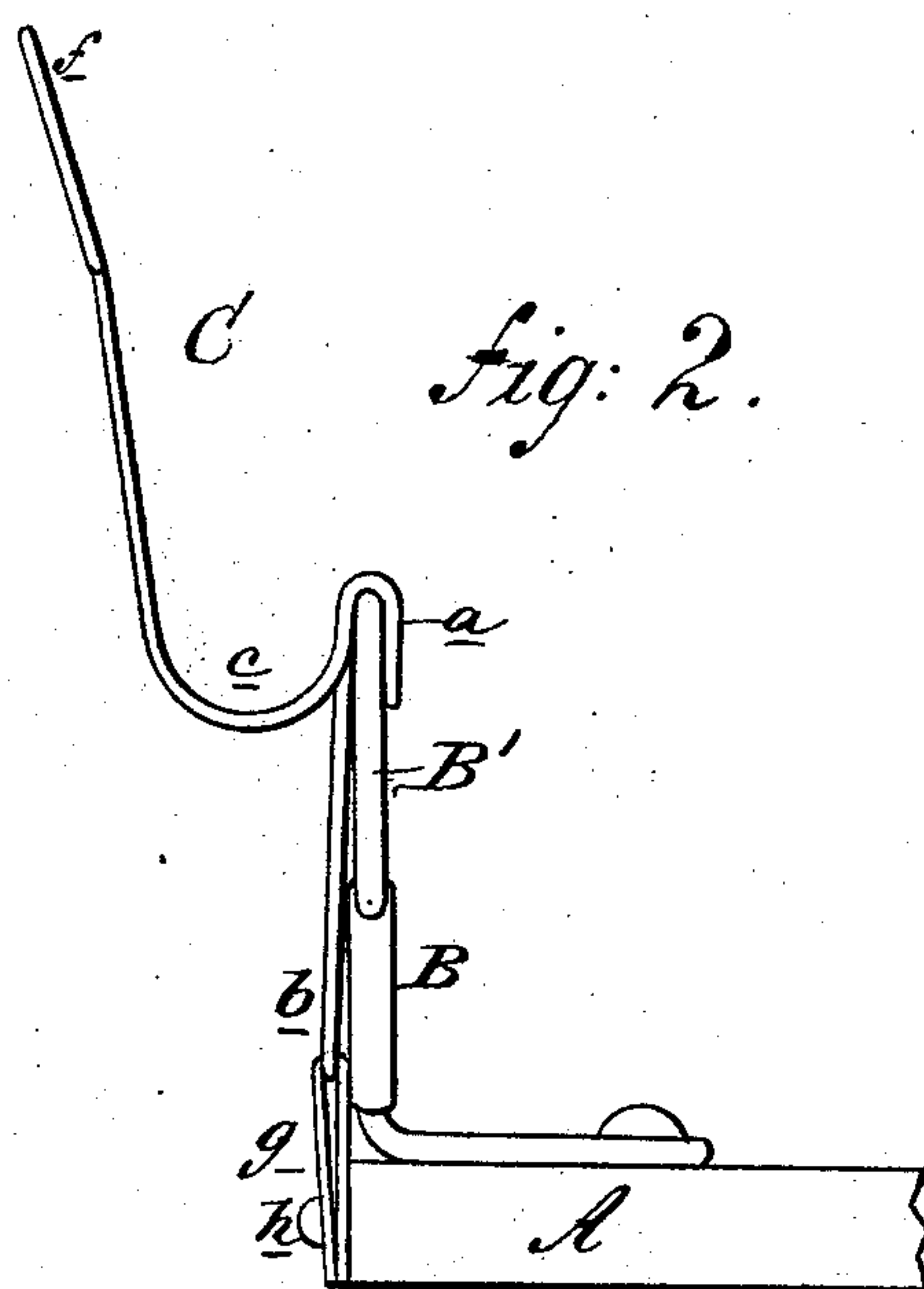
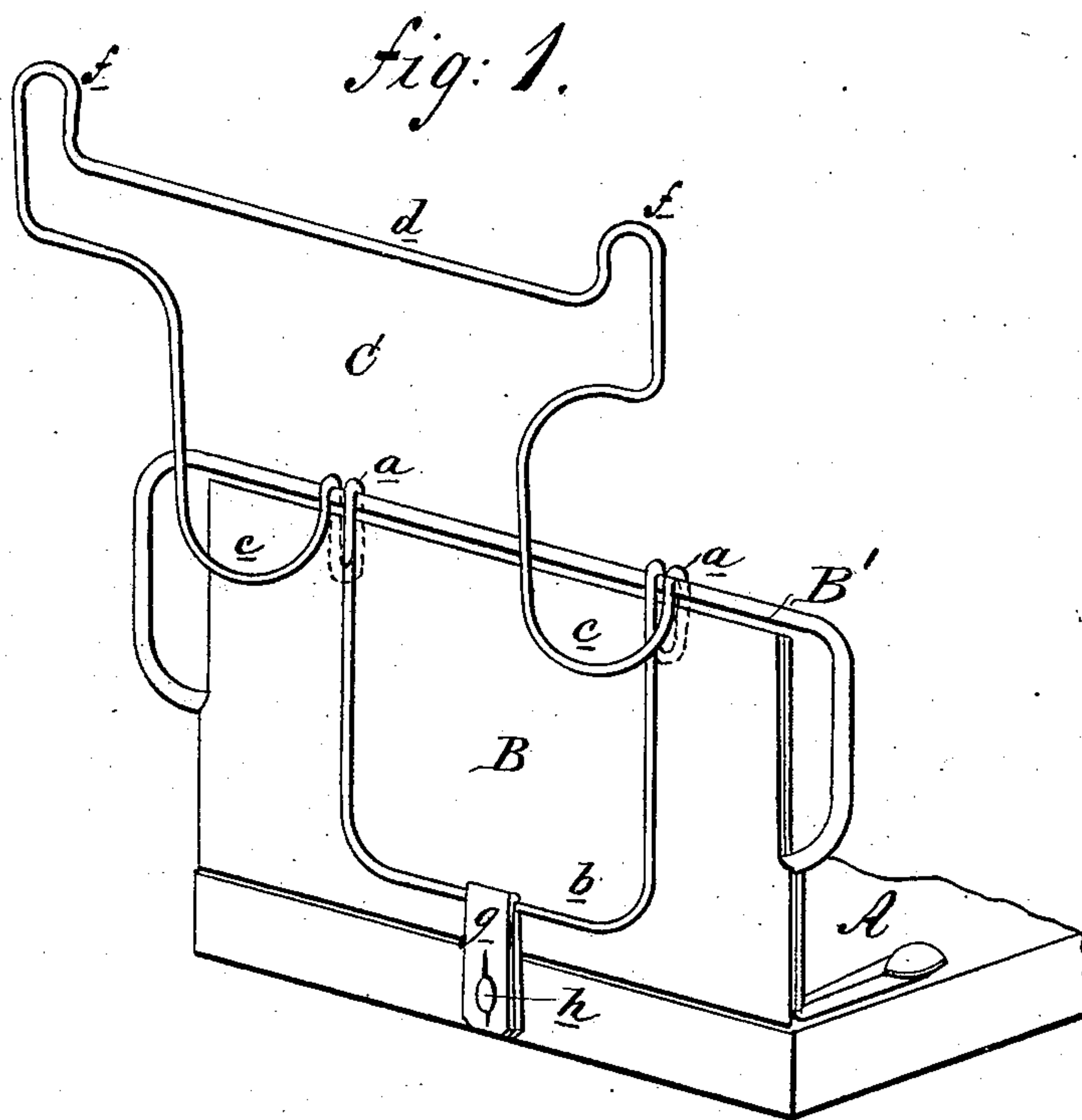


(Model.)

G. W. MILLER.  
Rein Holder.

No. 237,573.

Patented Feb. 8, 1881.



WITNESSES:

A. Schehl.  
C. Sedgwick

INVENTOR:

G. W. Miller  
BY *Mum & Co*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

GEORGE W. MILLER, OF FAWN GROVE, ASSIGNOR TO HIMSELF AND JOHN  
B. GEMMILL, OF NEW PARK, PENNSYLVANIA.

## REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 237,573, dated February 8, 1881.

Application filed September 22, 1880. (Model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. MILLER, of Fawn Grove, York county, State of Pennsylvania, have invented a new and Improved Rein-Rest, of which the following is a specification.

The object of this invention is to furnish a simple device for holding reins high enough above the dash-board of a vehicle to keep them out of reach of the horse's tail.

This invention is an improvement upon the rein-holder for which Letters Patent No. 170,759 were issued to me December 7, 1875; and it consists of a wire frame having its sides bent at about their central points so as to form hooks by which the device is hooked on the upper edge or rail of the dash-board, and having its lower portion of nearly rectangular form and designed to extend downward in front of and against the dash-board, while its upper portion, above the hooks, is offset and then extended vertically upward to present to the reins a laterally-horizontal bar, terminating at each end in an upright ear, to prevent the reins from slipping off.

Figure 1 is a perspective view of the rein-rest in position on a dash-board, and Fig. 2 is a side elevation of the same.

Similar letters of reference indicate corresponding parts.

In the drawings, A represents the bottom of a vehicle-body, and B a dash-board secured thereto in the usual manner and provided with rail B'.

C is the rein-rest, made, preferably, of stout wire rod, having its sides bent into hooks *a a*, that engage over the rail B', having its lower portion fashioned into a nearly rectangular loop, *b*, and having its upper portion offset, as shown at *c c*, and then extended upward and bent to form the straight horizontal bar *d*, with the terminal ears *f f*, as shown. The rest C is secured on the dash-board B by the engagement of its hooks *a a* over the rail B', and by

the loop *g* of leather or other suitable material that clasps the cross-bar of the device and buttons on a stud, *h*, that projects forward from the front edge of the vehicle-bottom A. Secured in this manner, the rein-rest C is laterally adjustable, being capable of sliding along the rail B' and through the loop *g*. This method of securing the rest C in place is simple and convenient; but I do not confine myself to it, as it is obvious that other methods will serve the purpose.

In driving, the reins will rest on the bar *d*, out of reach of the horse's tail, and therefore free from the danger of becoming entangled therein or being suddenly twitched from the driver's hands.

Being constructed of spring-wire, the rest C will yield forward when the rein is drawn very tightly, and when the rein is again slackened the rein-rest C springs up to its former position, keeping the reins always at proper tension, and as said rest C yields to every motion of the reins it affords relief to the mouth of the horse and arms of the driver.

I do not confine myself to the precise shape of the rest C as herein shown, as it is evident that it can be modified without departing from my invention.

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

1. The rein-rest C, constructed substantially as herein shown and described, provided with hooks *a a*, loop *b*, offset *c c*, bar *d*, and ears *f f*, as set forth.

2. The combination, with the vehicle-body A, provided with stud *h*, of the rein-rest C and loop *g*, substantially as herein shown and described.

GEORGE W. MILLER.

Witnesses:

JASON D. BRADLEY,  
THOS. H. HERBERT.