

(No Model.)

J. E. DANIELS.

REIN HOLDER.

No. 285,468.

Patented Sept. 25, 1883.

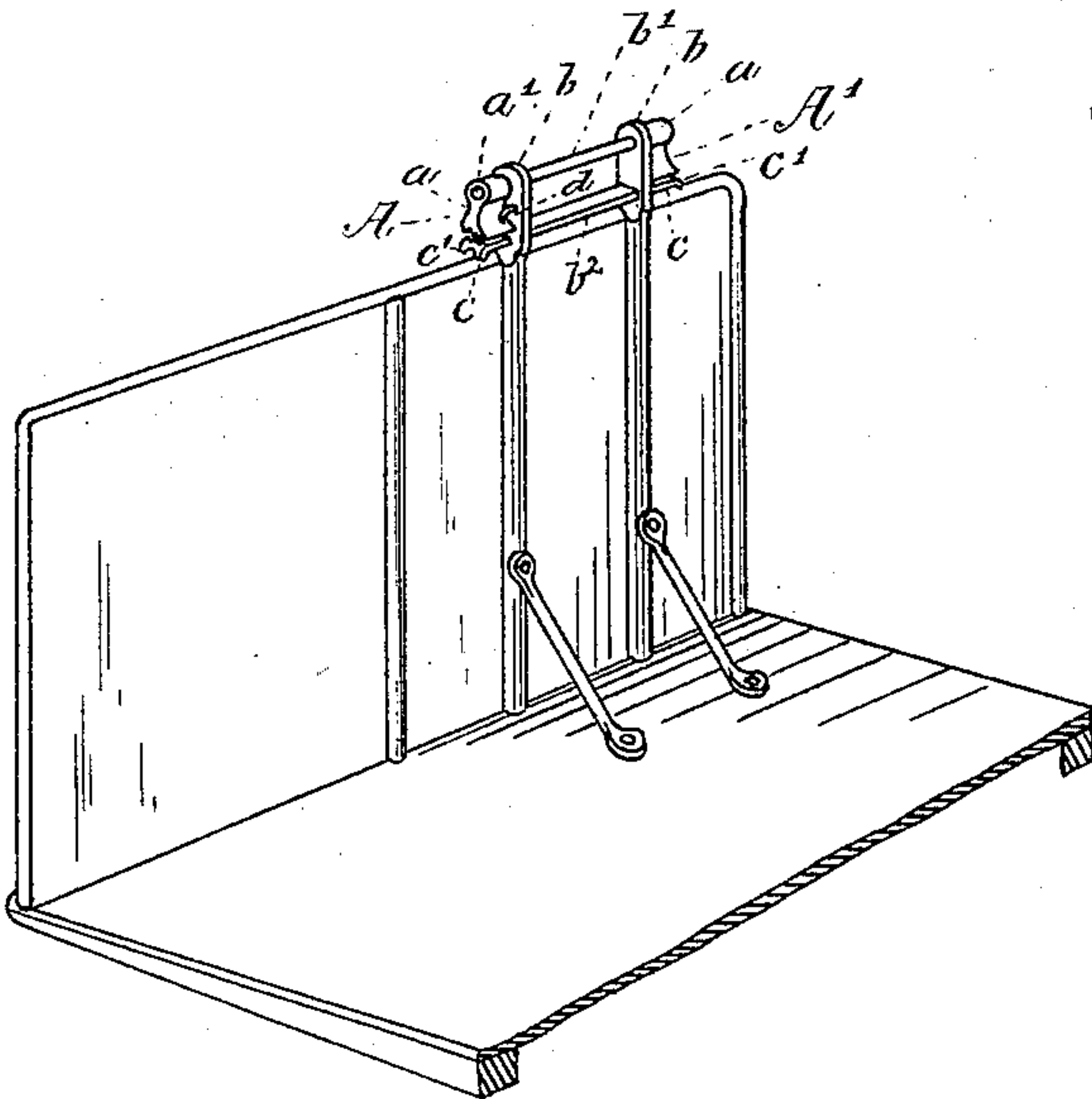


Fig. 1.

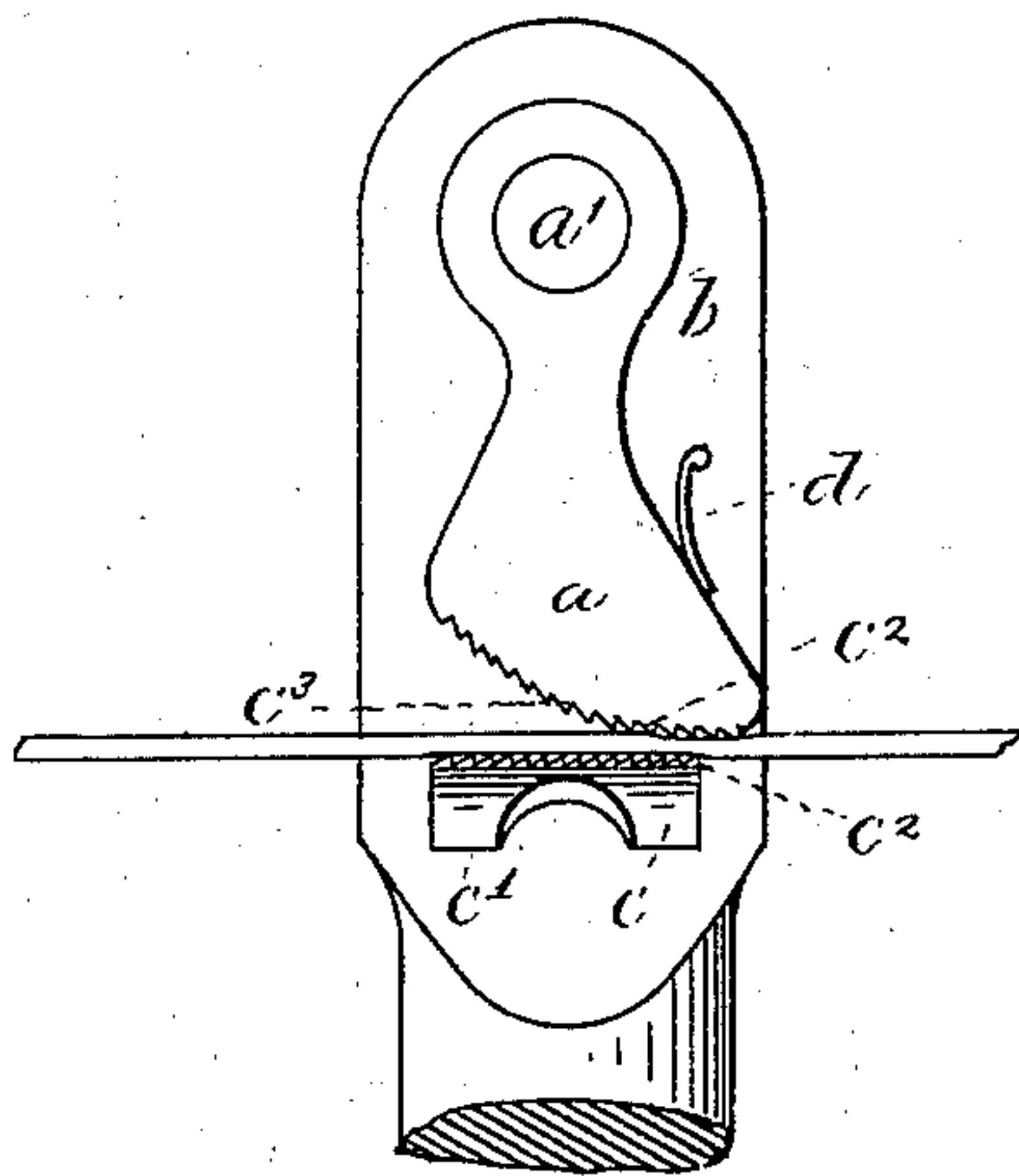


Fig. 2.

WITNESSES-

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REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 285,468, dated September 25, 1883.

Application filed January 4, 1883. (No model.)

To all whom it may concern:

Be it known that I, J. EDWARD DANIELS, of Holbrook, in the county of Norfolk and State of Massachusetts, a citizen of the United States, have invented a certain new and useful Improvement in Rein-Holders, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification, in explaining its nature, in which—

Figure 1 is a perspective view of a dasher of a carriage and my improvement, and Fig. 2 is an end elevation of the rein-holder enlarged.

It is often necessary in driving to draw tightly and continuously upon the rein, and if the horse or horses become frightened it is very essential, indeed, that the rein be held firmly and as taut as possible; and my invention consists in a simple rein-clamping device, adapted to be fastened to the front portion of a carriage, or to the dasher, and to be used when necessary. Ordinarily two clamping devices—one for each of the rein-straps—are necessary, and I have shown them so arranged in relation to each other and shaped that the reins can be easily applied thereto when desired, and so constructed that the reins can be drawn in, but prevented from yielding back or returning.

Referring to the drawings, A A' represent the two clamping devices, each of which comprises a jaw, *a*, pivoted at *a'* to a post, *b*, and a stationary jaw, *c*, also fastened to the post, and having a downwardly-curved lip or projection, *c'*. Both the swinging jaw and the fixed jaw preferably have roughened surfaces or teeth *c²*, and the movable jaw has an eccentric surface, *c³*. The arrangement of the movable jaw in relation to the fixed is such that the movable jaw will move away from the fixed jaw to permit of the inward movement of the rein, but will clamp it upon the fixed jaw and resist its outward movement when it is released by the hand. The clamping devices preferably are arranged in relation to each other as shown, and their supports *b* may be connected by the cross-rod *b'*, whose ends may constitute the pivots for the movable jaws, and the cross-bar *b²*, whose ends may constitute the fixed jaws. This device may be secured by rods to the frame-work of the carriage; or it may be

fastened directly to the dasher, in which case it would be essential that the dasher should be sufficiently strong to resist the strain to which the device is subjected. The supports *b* may extend above the rod *b'* sufficiently to act as stops, so that ordinarily the reins may rest upon the bar and be prevented from slipping therefrom by the stops. Each of the movable jaws has a spring, *d*, which bears upon it and tends to keep it from swinging or revolving. By curving the end of the fixed jaws downwardly a guiding surface is provided for directing the reins in place between the two jaws. It will be observed that the jaws are separated from each other, and the supports *b* prevent the reins from coming together while in the clamps.

In lieu of the movable jaws, wheels having eccentric surfaces of substantially the same contour as that of the jaws may be employed.

In ordinary driving the clamps may be used or not, as desired—that is, the reins can pass over the rod *b'*; or, if a tight rein is necessary, they can be held or partially held by the clamping device; and in case the horse becomes unmanageable, then the reins can be inserted between the jaws of the clamping devices and held tautly, relieving the driver from the strain of drawing upon the reins and of holding them continuously.

It will be observed that the reins can be very easily inserted between the jaws and can be easily removed therefrom, and that when not in use they are out of the way. Another advantage exists in the fact that the holder can be used for holding the reins when the driver is absent, (in this respect taking the place of the ordinary hook,) and the reins are held in such a position that they can always be seized without danger of crossing them, which, in the dark especially, is very desirable.

I am aware that rein-holders having two clamping devices are not new, and I do not broadly claim the same; but I am not aware that any rein-holder has been made or patented which contains the especial features of construction herein shown and described.

Having thus fully described my invention, I claim and desire to secure by Letters Patent of the United States—

1. A rein-holding device for carriages, com-

prising a pair of pivoted clamping-jaws, *a*, and the stationary jaws *c*, the vertical supports *b*, and the cross-rod *b'*, all substantially as and for the purposes described.

5 2. The combination of the pivoted clamping-jaws *a*, and the fixed jaws *c*, having the downwardly-curved lips or projections *c'*, arranged in relation to each other as and for the purposes described.

10 3. The combination of the vertical supports

b, extending upward above the cross-rod *b'*, said cross-rod *b'*, and the pair of pivoted clamping-jaws *a* and fixed clamping-jaws *c*, arranged in relation to said vertical supports *b*, all substantially as and for the purposes described. 15

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Witnesses:

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