

(No Model.)

J. L. THOMSON.

REIN HOLDER.

No. 285,525.

Patented Sept. 25, 1883.

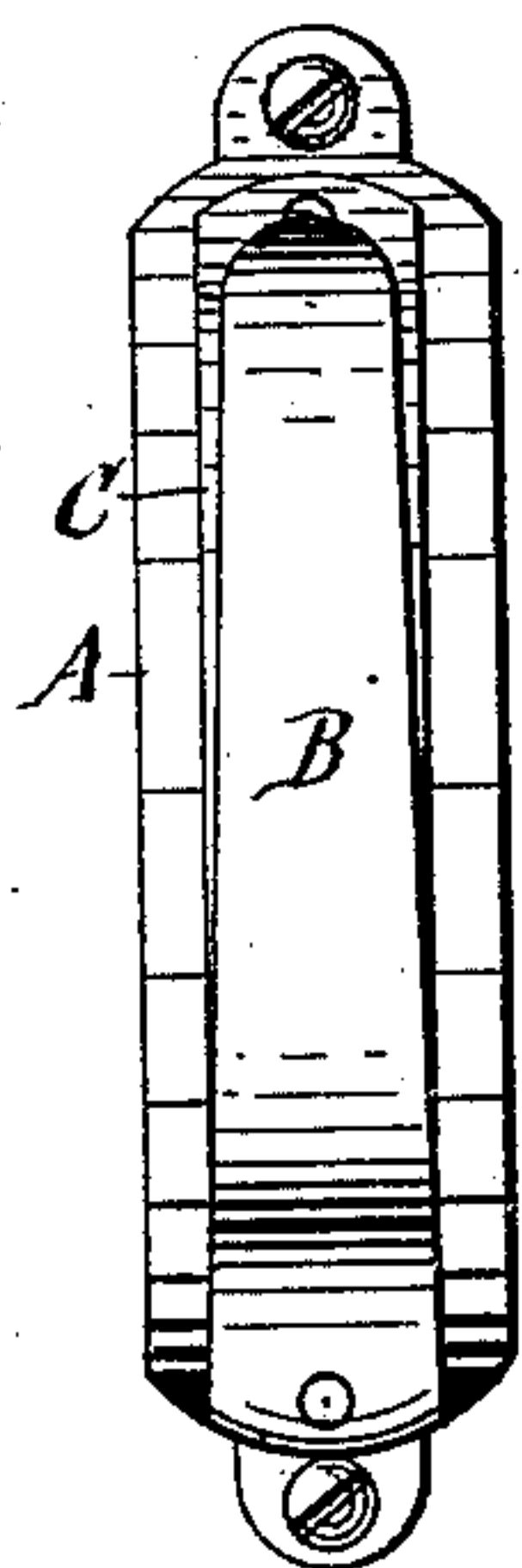
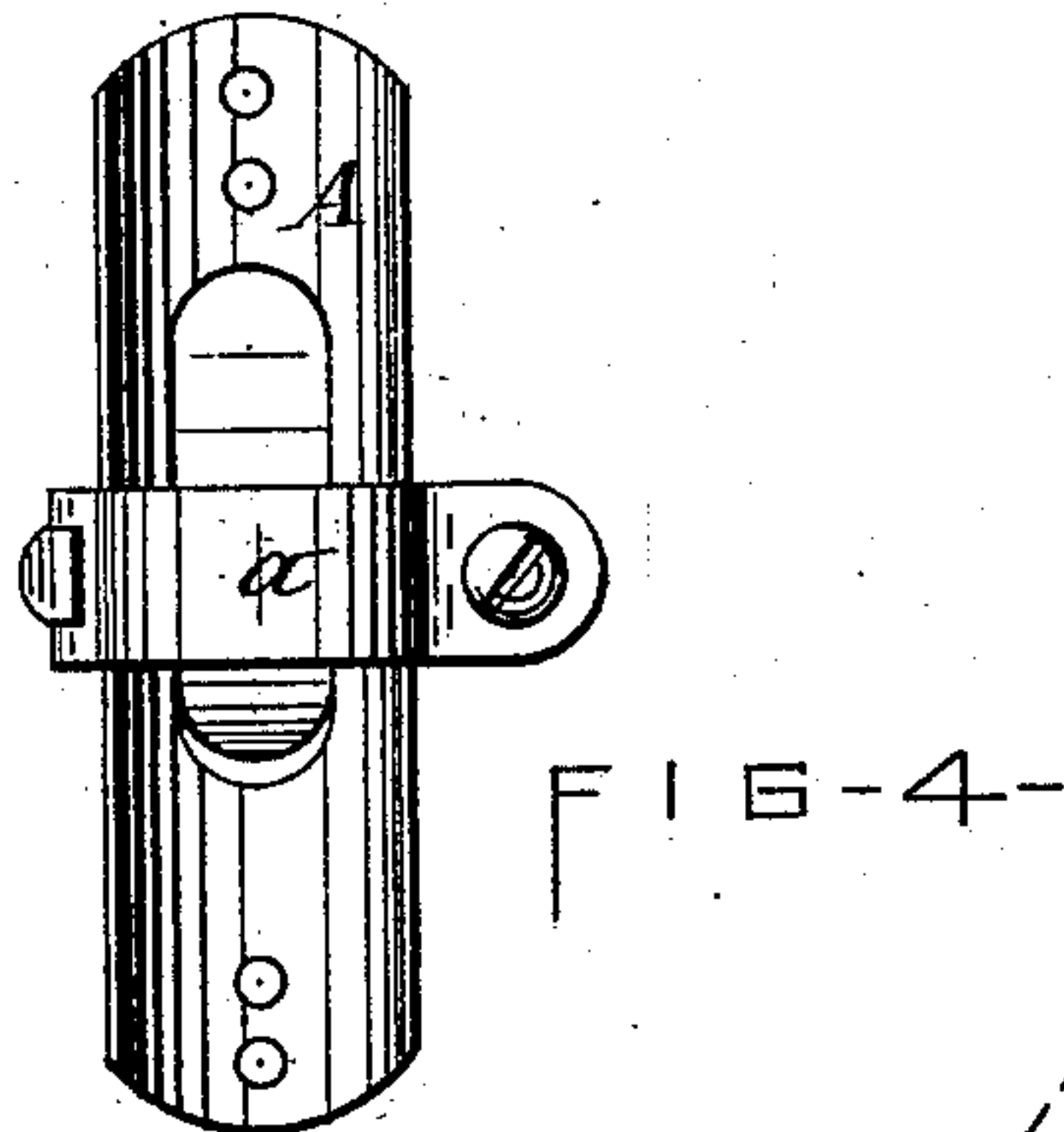
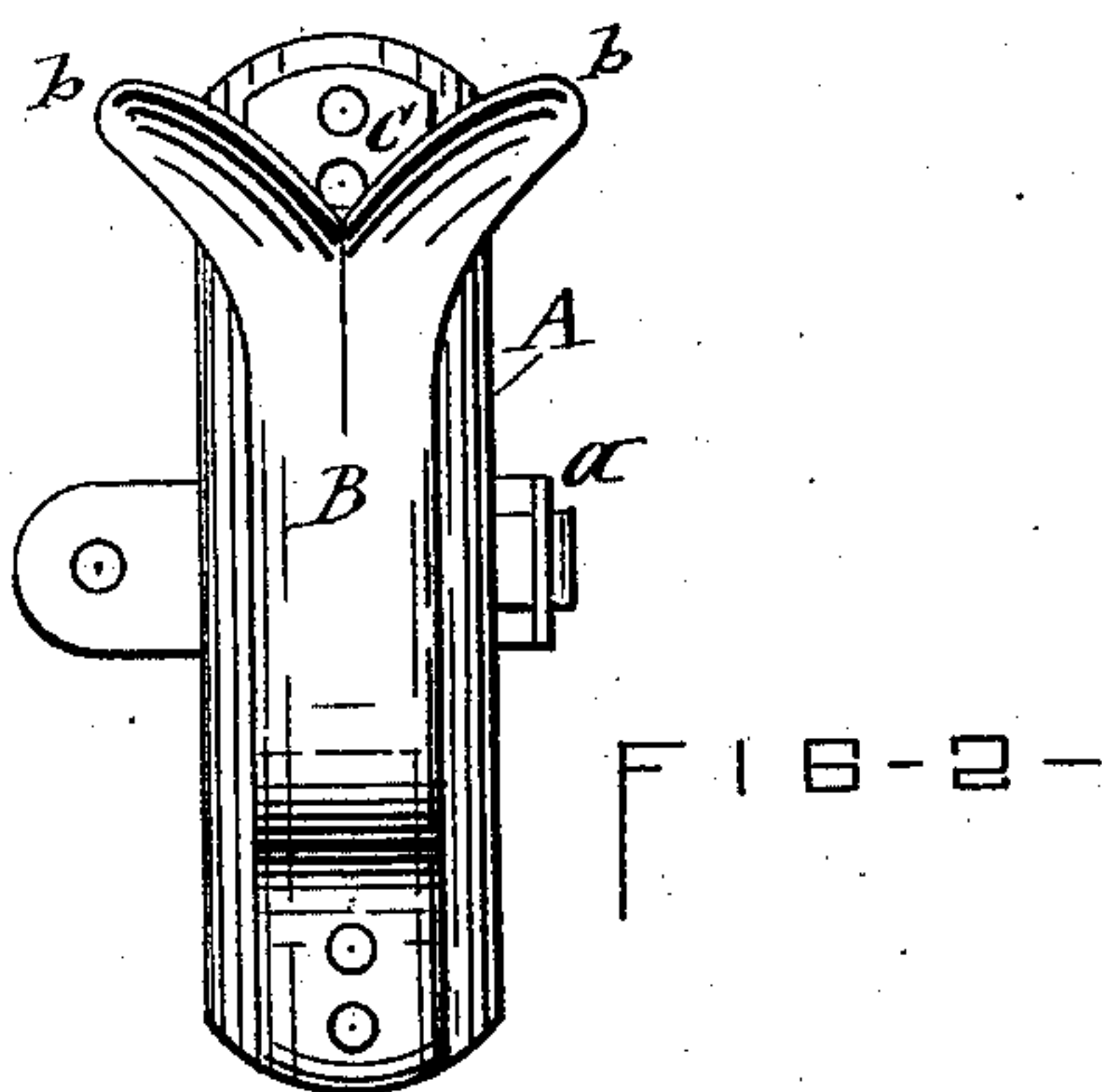
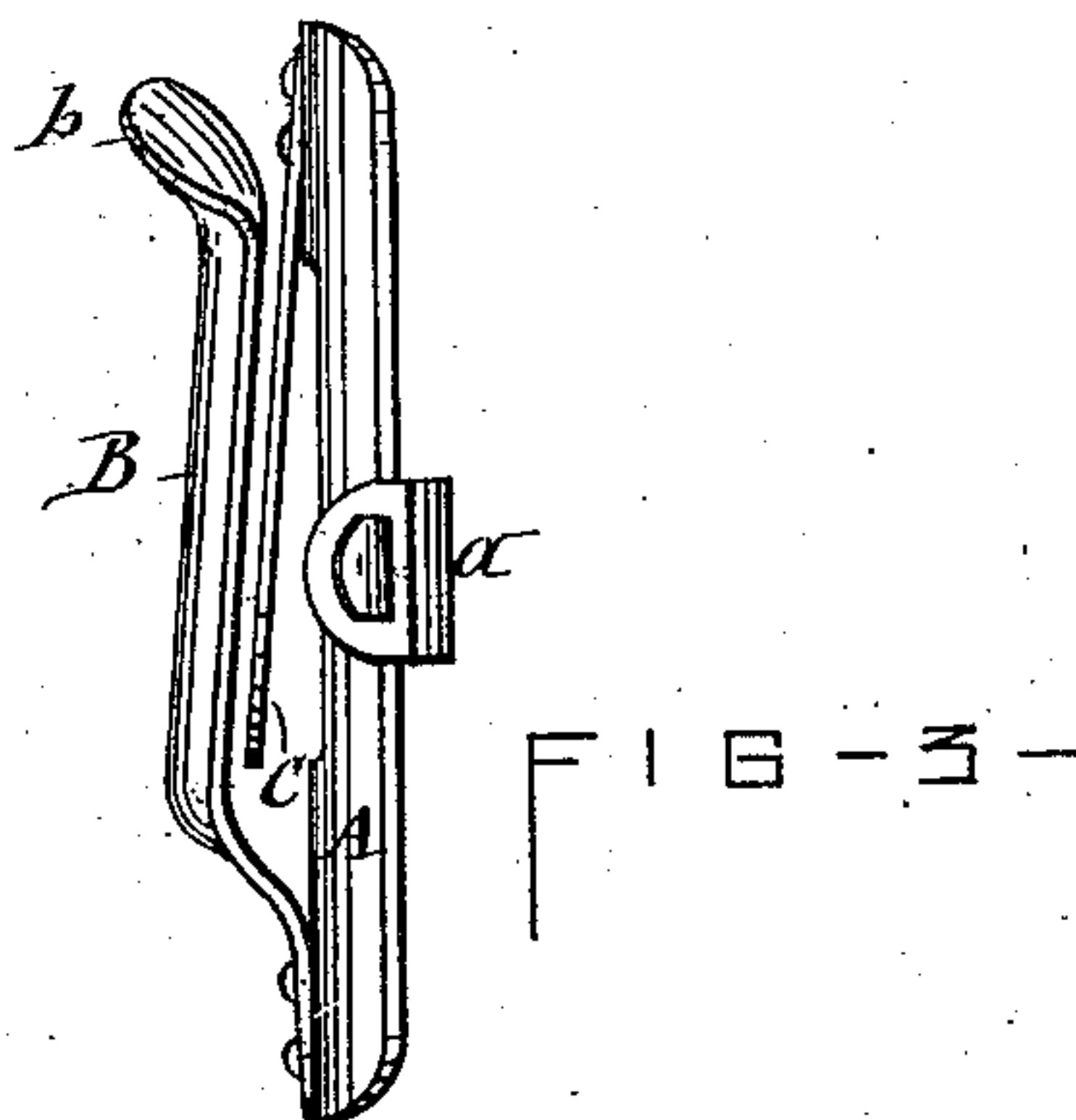
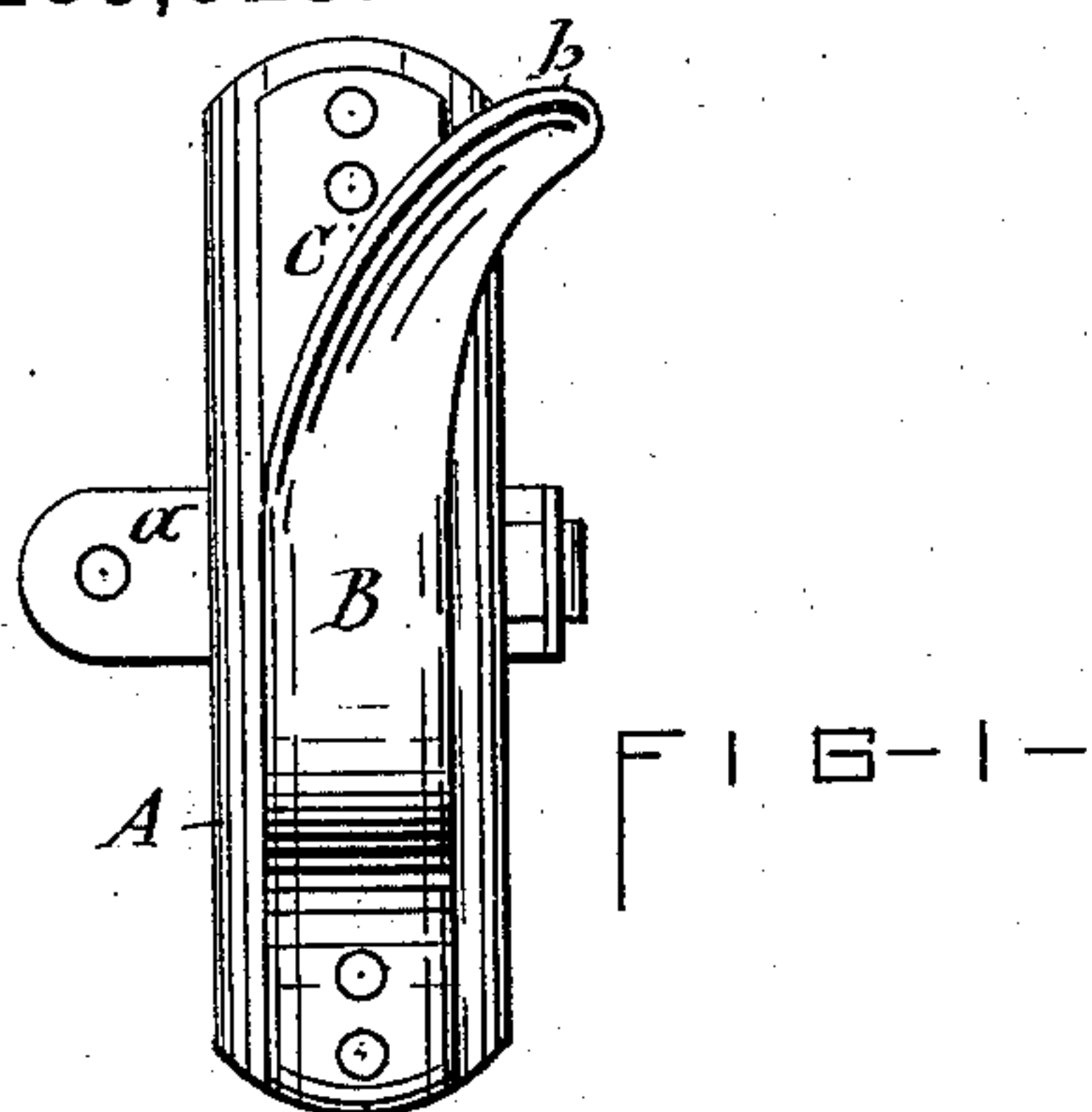


FIG-5-

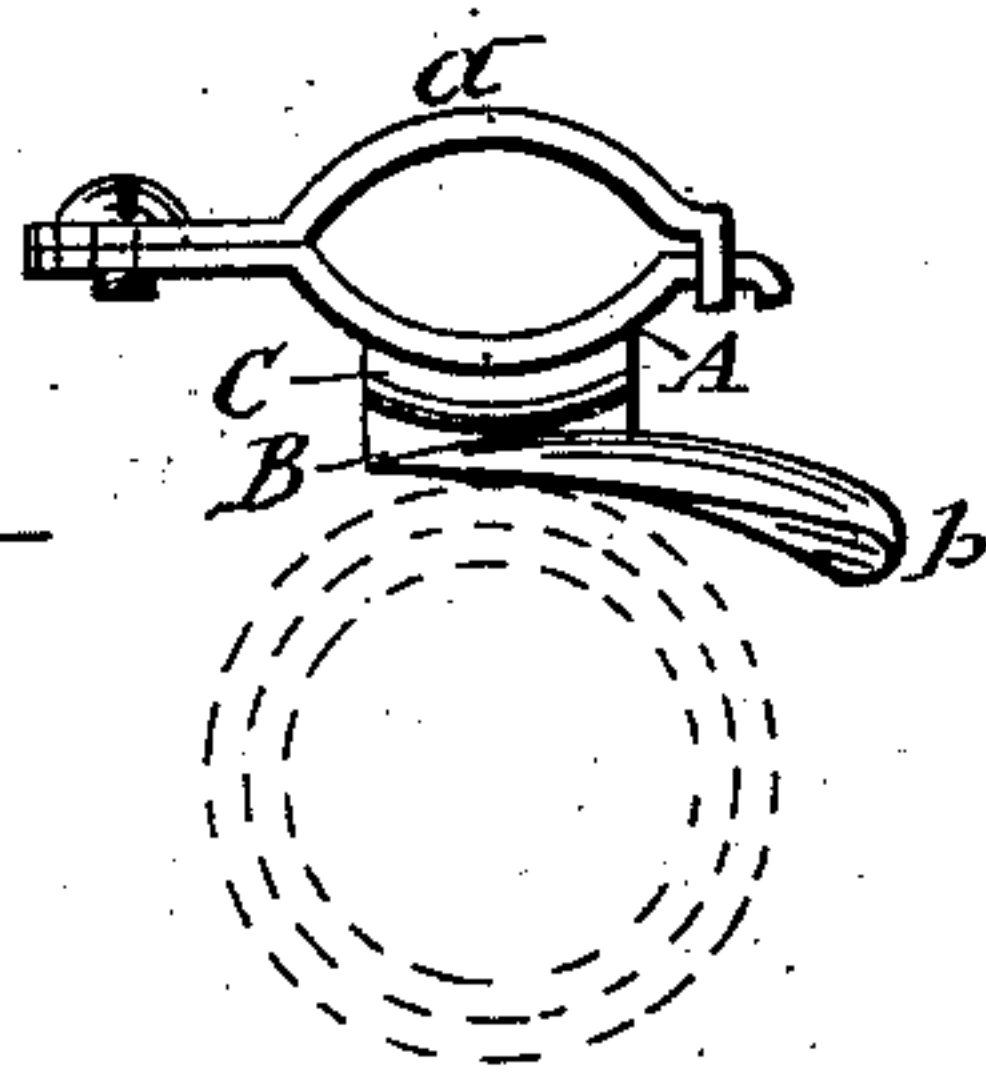


FIG-6-

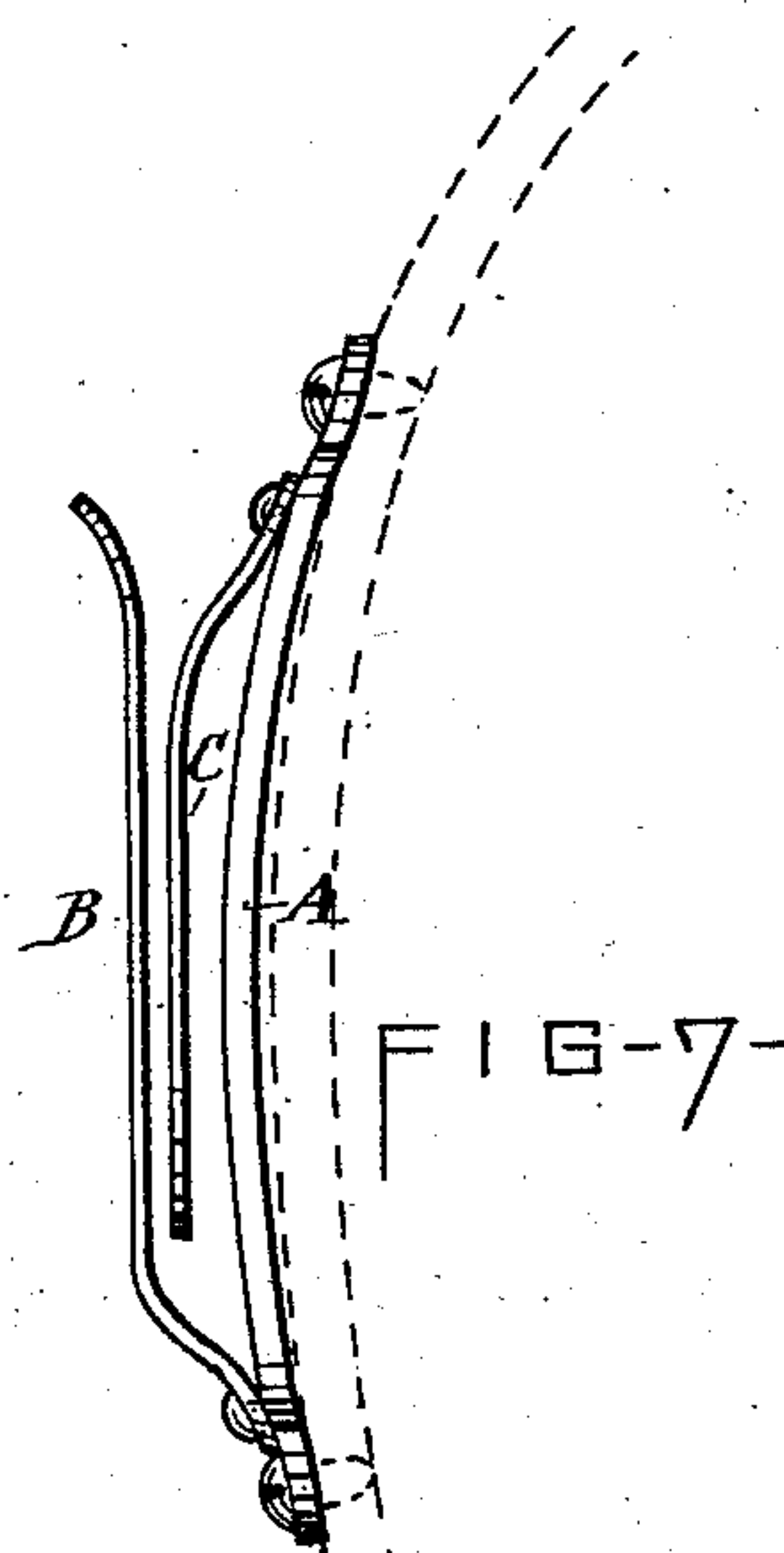


FIG-7-

WITNESSES—
C. B. Raymond.
F. H. Gibbs

INVENTOR—
Judson L. Thomson.
per Wm. L. Luss & Co.
his Attorneys

UNITED STATES PATENT OFFICE.

JUDSON L. THOMSON, OF SYRACUSE, NEW YORK.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 285,525, dated September 25, 1883.

Application filed October 26, 1882. (No model.)

To all whom it may concern:

Be it known that I, JUDSON L. THOMSON, of Syracuse, in the county of Onondaga and State of New York, have invented new and useful Improvements in Rein-Holders, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to that class of rein-holders in which the rein is confined between two plates pressing against opposite sides of the interposed rein.

My invention consists in an improved construction and combination of the rein-clamping plates with the sustaining-plate, by which they are secured to the dash-board, said improvement producing a stronger, more compact, and convenient device at a materially reduced cost of manufacture, all as herein-after more fully described, and specifically set forth in the claim.

The invention is fully illustrated in the annexed drawings, wherein Figures 1 and 2 are front views of my improved rein-holder, illustrating the form of the front plate or arm, designed to avoid conflict with the whip, which usually stands in front of the rein-holder, and to facilitate the operation of slipping the reins onto the rein-holder. Figs. 3, 4, and 5 are side, rear, and top views, respectively, of the rein-holder; and Figs. 6 and 7 are front and side views of my invention designed for attachment to the dash-board of a cutter.

Similar letters of reference indicate corresponding parts.

A denotes the rein-holder sustaining-plate, adapted to be attached to the dash-board of a buggy by means of screws or rivets or other suitable fastening devices—such as a clamp, *a*—as illustrated in Figs. 1, 2, 3, 4, and 5 of the drawings, or to the dash-board of a cutter by means of screws or rivets passing through the ends of the sustaining-plate, as shown in Figs. 6 and 7 of the drawings.

To the foot of the plate A is firmly attached an upward-projecting plate or arm, B.

C is a spring-plate attached at one end to the head or upper part of the sustaining-plate A, and having its free end extended downward

between said plate A and arm B, as best seen in Fig. 3, said arm and spring-plate being separate and detached from each other throughout their length, to receive between them from their upper end the rein to be held. The spring-plate C lies nearly parallel with and normally in proximity to the arm B, so that by slipping the reins between said plate and arm the latter are caused to exert sufficient pressure on the reins to firmly hold the same.

In such rein-holders as are designed to be attached to the dash-board immediately back of the whip-socket I terminate the arm B with a lateral deflection, *b*, which stands clear of the whip and allows the reins to be more conveniently slipped over said arm and onto the rein-holder.

It will be observed that in my improved rein-holder the rein is introduced from the top of the holder and is held safely therein, the outer upward-projecting arm shields the inner or underlying spring-plate, and the device is composed of three simple plates, which are easily constructed and secured in their respective positions, and when combined produce a very cheap, stout, effective, and convenient rein-holder, which is free from liability of rattling.

I am aware of the use of two overlapping rein-holding spring-plates interlocked at the upper end of the inner plate; but such a device receives the rein from the bottom of the holder upward, and is therefore liable to drop the rein by a slight draft on the rein or by a jar of the vehicle. It is also subject to rattling when the vehicle is in motion, and the manufacture of such a rein-holder is more expensive than my improved device. I therefore do not claim, broadly, the overlapping rein-holding plates; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

The improved rein-holder consisting of the sustaining-plate A, upward-projecting arm B, attached to the lower end of plate A, and the spring-plate C, secured to the upper end of said plate A, and projecting downward between the arm B and plate A, said arm and

spring-plate being separate and detached from each other throughout their length, to receive between them from their upper end the rein to be held, substantially as described and
5 shown.

In testimony whereof I have hereunto signed my name and affixed my seal, in the presence

of two attesting witnesses, at Syracuse, in the county of Onondaga, in the State of New York, this 14th day of October, 1882.

JUDSON L. THOMSON. [L. S.]

Witnesses:

WM. C. RAYMOND,
F. H. GIBBS.