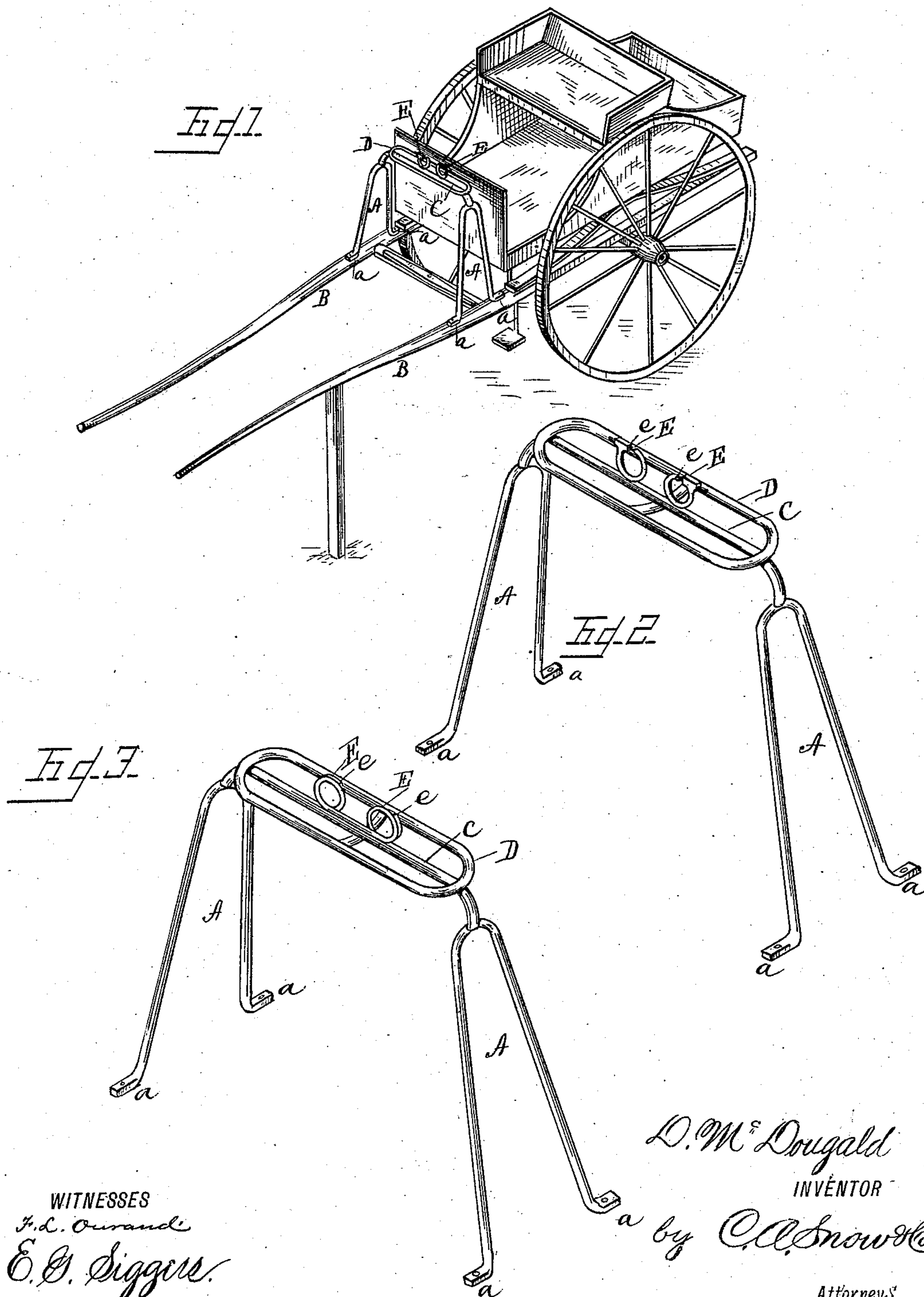


(No Model.)

D. McDOUGALD.
REIN HOLDER FOR VEHICLES.

No. 287,556.

Patented Oct. 30, 1883.



WITNESSES
J. L. O'Connell
E. G. Diggins.

D. M. Dougald
INVENTOR

by C. L. Snow & Co.
Attorneys

UNITED STATES PATENT OFFICE.

DOUGALD McDOUGALD, OF NEAR FAYETTEVILLE, NORTH CAROLINA.

REIN-HOLDER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 287,556, dated October 30, 1882.

Application filed August 2, 1883. (No model.)

To all whom it may concern:

Be it known that I, DOUGALD McDOUGALD, a citizen of the United States, residing near Fayetteville, in the county of Cumberland and State of North Carolina, have invented a new and useful Attachment to Vehicles, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to attachments to vehicles; and it has for its object to provide means for holding the reins above the horse, so that they will not be caught under his tail, and thus the discomforts of driving will be lessened.

It is well known that in driving a horse the animal will continually throw his tail over the reins and cause worry to the driver, and, besides, making it dangerous, since many horses have taken advantage of this occurrence and run away with their tails clamped over the reins. My device prevents this, as the reins are held above the horse, out of the reach of his tail, and although the animal may touch the reins in "switching," yet he cannot get his tail clamped over the reins, as heretofore. My device supports the reins and prevents them from crossing each other, besides making it easier to drive, since instead of having his arms always straight out before him the driver can attend to the horses at ease, thus preventing the continual strain on his sides and chest while driving.

To attain these and other objects the said invention consists in certain details of construction and combination of parts, as hereinafter fully set forth, and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a perspective view, showing my improved attachment applied to a vehicle. Fig. 2 is a detail perspective view of my improved attachment. Fig. 3 is a similar view of a modification.

The same letters refer to corresponding parts in all the figures.

Referring to the drawings, A designates the A-shaped supporting-frame of my improved device, provided with extended flanges *a*, by means of which the attachment is secured to the shafts B of any ordinary vehicle, the attachment standing perpendicularly over the

whiffletree in front of dash-board. One of the frames A is attached to each shaft, a bent or curved rod, C, serving to connect the frames together, and to the top of the curved rod C is secured an elliptical ring, D, the latter serving as a rest for the reins in driving, while it also affords means for twining the reins through the rein-holder, in order to form a secure attachment, if such course is found desirable.

E E designate the rein or line rings, secured to the rod C, near the middle thereof, said rings being open, and provided with snap-hooks or equivalent devices, *e*, so that the reins can be passed in or out of the rings without buckling or unbuckling. As shown, the rings E are formed separate from each other; but it will be obvious that I do not confine myself to this precise construction.

The operation and purposes of my invention are obvious. The attachment is applied to the shafts of any ordinary vehicle, and when placed in position the reins are inserted through the snap-hooks into the rings, and the driving can be performed in the usual manner.

My attachment enables the reins to be passed through the rings without unbuckling the reins. Thus the hitching and unhitching will not be interfered with and the attachment will not be in the way. It prevents the reins crossing each other, supports the same, and keeps them above the horse's tail. Some vicious horses have a habit of switching their tails over the reins, and, taking advantage of this occurrence, they either kick or run away. My attachment avoids that, and makes it easier on the arms of the driver, besides making it more pleasant and safe for ladies to drive than heretofore.

The attachment will fill a want long felt, and when once tried no one would care to do without it. It is simple, plain, durable, inexpensive, and efficient, and will prove of incalculable value in many instances.

It will be obvious that various modifications can be made in the foregoing without departing from the spirit or scope of my invention.

In Fig. 3 I have shown a modified form of ring through which the reins are passed. As shown, the rings are formed from one continuous piece of metal attached to the rod C, each end being open, so that the reins are passed

between the ends *e* and the rings E, and by giving the reins a slight twist they will be allowed to enter the rings.

Having described my invention, I claim as my own—

In an attachment to vehicles, the Λ -shaped supporting-frame A, secured by means of flanges *a* to each of the shafts of a vehicle, a curved rod, C, serving to connect the frames together, an elliptical ring, D, secured to the

top of said rod, and the rein or line rings secured to the said rod, for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

DOUGALD McDOUGALD.

Witnesses:

GEO. BRANDT,

J. WANN.