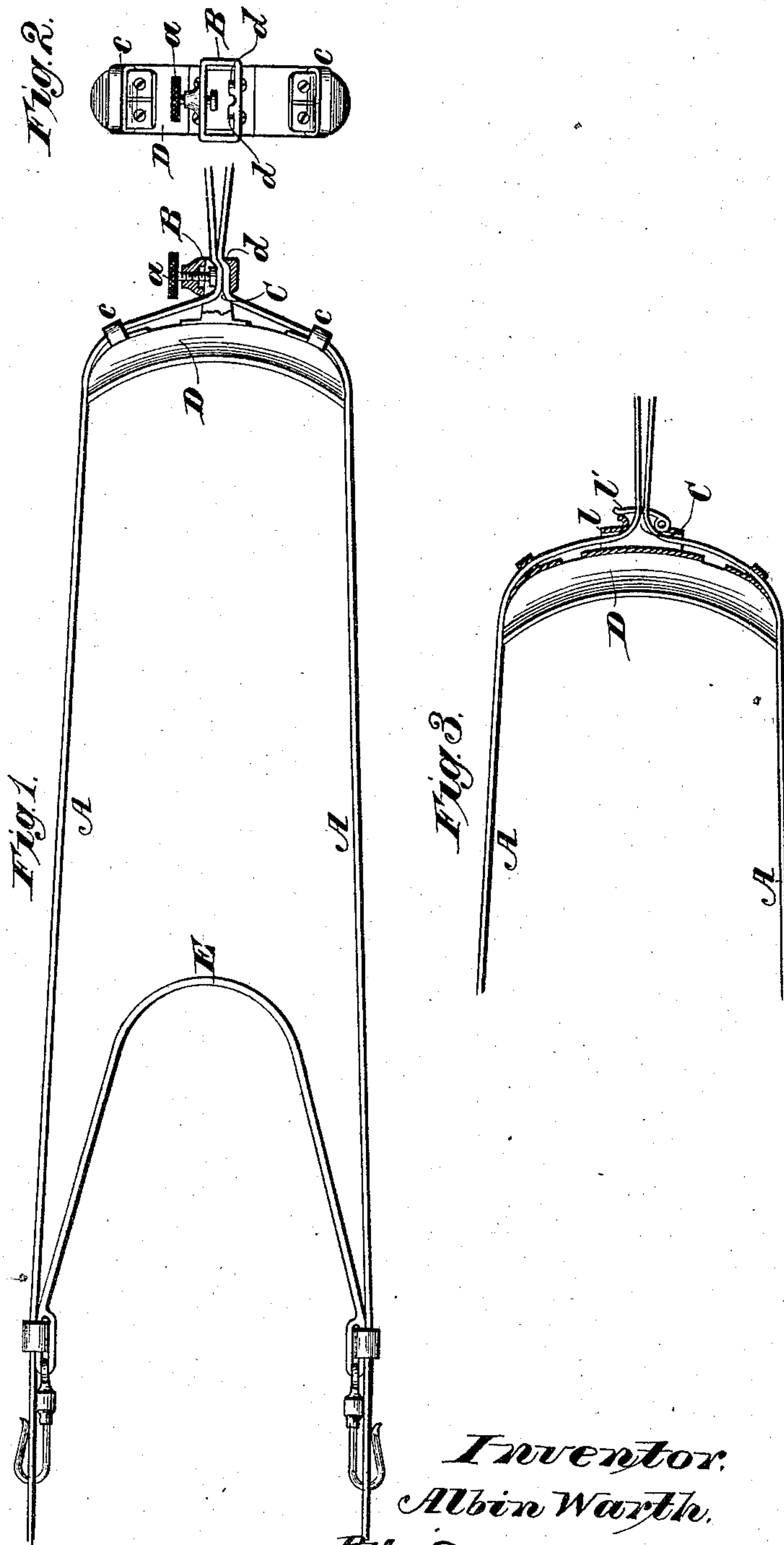


(No Model.)

A. WARTH.
DRIVING REIN.

No. 319,360.

Patented June 2, 1885.



Witnesses,
Robert Enright,
A. H. Norris.

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UNITED STATES PATENT OFFICE.

ALBIN WARTH, OF STAPLETON, NEW YORK.

DRIVING-REIN.

SPECIFICATION forming part of Letters Patent No. 319,360, dated June 2, 1885.

Application filed August 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, ALBIN WARTH, a citizen of the United States, residing at Stapleton, in the county of Richmond and State of New York, have invented new and useful Improvements in Driving-Reins, of which the following is a specification.

This invention relates to certain improvements in driving-reins, as pointed out in the following specification and illustrated in the accompanying drawings, in which—

Figure 1 is a plan or top view. Fig. 2 is a rear view of the handle and fastening device, and Fig. 3 is a plan or top view, partly in section, showing a modification of the invention.

Similar letters indicate corresponding parts.

In the drawings, the letter A designates a pair of reins, the inner ends of which are drawn through the clamp B. By applying this clamp to the reins a grasping-bight, C, is formed, which enables the driver to take a firm hold of the reins with one hand. The clamp B is secured in the required position by a set-screw, *a*, or by any other equivalent means, and if this set-screw is loosened the clamp can be readily moved in or out, so as to bring the grasping-bight C in the most convenient position for the driver.

In order to enable the driver to take a convenient hold of the bight C, I secure the clamp B to a handle, D, Fig. 1, said clamp being fastened on the back of the handle, preferably at about the middle of its length. By releasing the reins the handle can be adjusted in the best possible position for the driver. On the back of the handle are also secured two loops or staples—one on each side of the clamp—for the purpose of preventing the reins from sliding off over the ends of the handle. By turning the handle D either one of the reins can be drawn in, and the driver is enabled to guide the horse or horses conveniently with one hand, and his other hand is free to grasp the holdback-strap E, so that in case the horse or horses make an attempt to run away he is enabled to check them instantaneously, and the danger that he may drop the guide-reins is avoided. The hold-

back-strap F is situated in advance of the fastening device and of the grasp or handle at such a distance that the driver by bending forward can reach the same with his free hand, and by these means he is enabled to draw in the reins a considerable distance and to bring all his power to bear on the horse or horses.

If desired, two or more holdback-straps may be secured to the reins, one in advance of the other.

It will be noticed that the fastening device retains the reins with their flat sides facing each other, so that the reins while being manipulated have not to be bent edgewise.

The handle D is made with a concave face, so that when the handle is turned the reins are not liable to chafe the hand which grasps the handle.

The construction of the fastening device may be varied—as, for instance, a loop, *l*, having a tongue, *l'*, for engaging both the reins, may be used instead of the clamp, as shown in the modification, Fig. 3.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a pair of reins, of a handle interposed between the reins, and a fastening device, substantially as described, carried by the handle for holding both reins.

2. The combination, with a pair of reins, of a handle arranged between the reins and having guides through which the reins pass, and a fastening device, substantially as described, carried by the handle for holding both reins.

3. The combination, with a pair of reins, of a handle interposed between the reins, a fastening device, substantially as described, carried by the handle, for holding both reins, and a strap adapted for an additional hold on handle and connected with the reins in advance of the handle.

4. The combination, with a pair of reins, of a handle constructed with a concave face and interposed between the reins, and a fastening device, substantially as described, carried by the handle, for holding both reins.

5. The combination, with a pair of reins, of two grasps—one in advance of the other—one of said grasps being formed by a handle, to which both reins are secured by a fastening device, substantially as described, and the other by the holdback-strap secured to both reins.

In testimony whereof I have hereunto set my hand and seal in the presence of two subscribing witnesses.

ALBIN WARTH. [L. S.]

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.