

(No Model.)

H. GOOCH.
REIN HOLDER.

No. 349,154.

Patented Sept. 14, 1886.

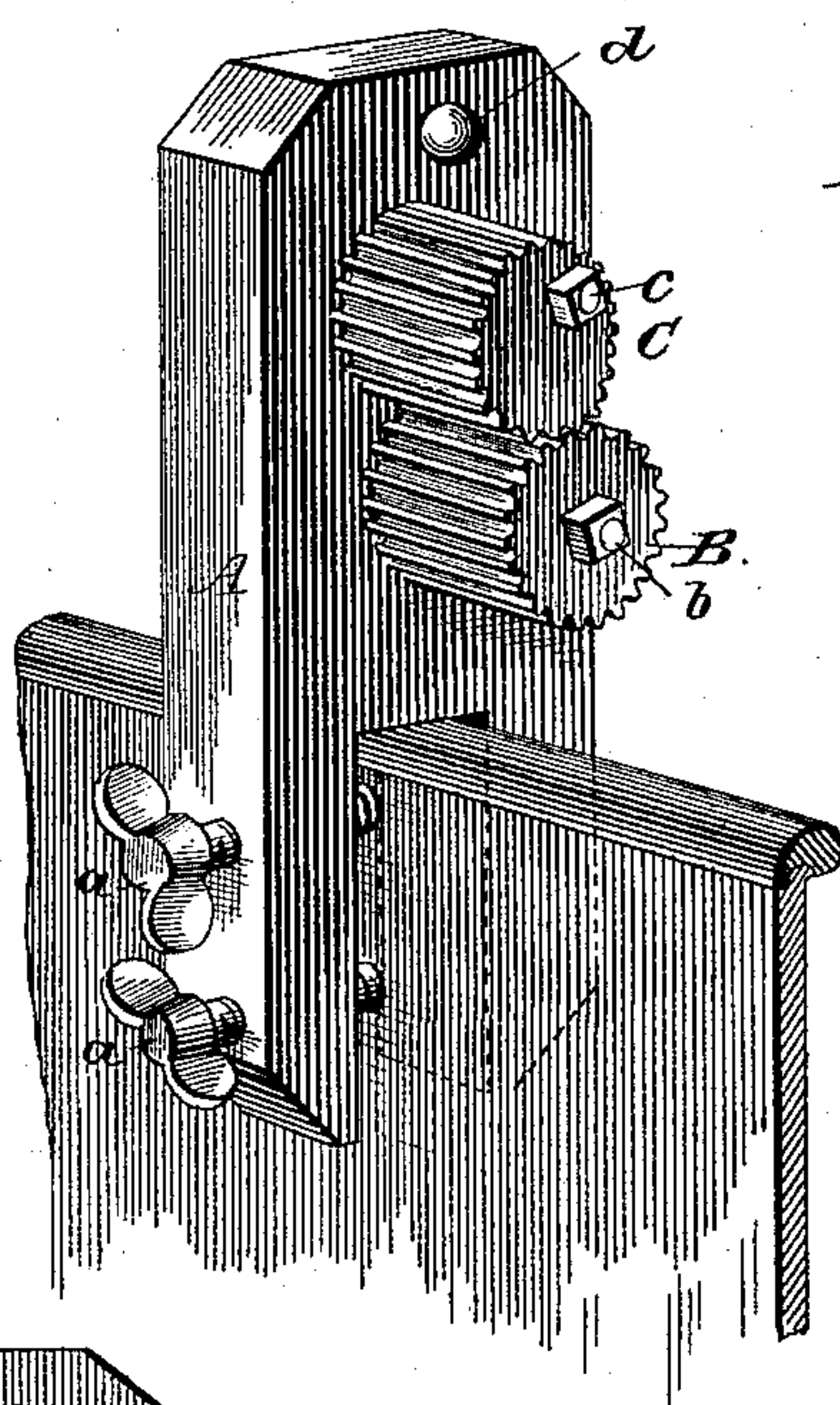


Fig. 1.

Fig. 2.

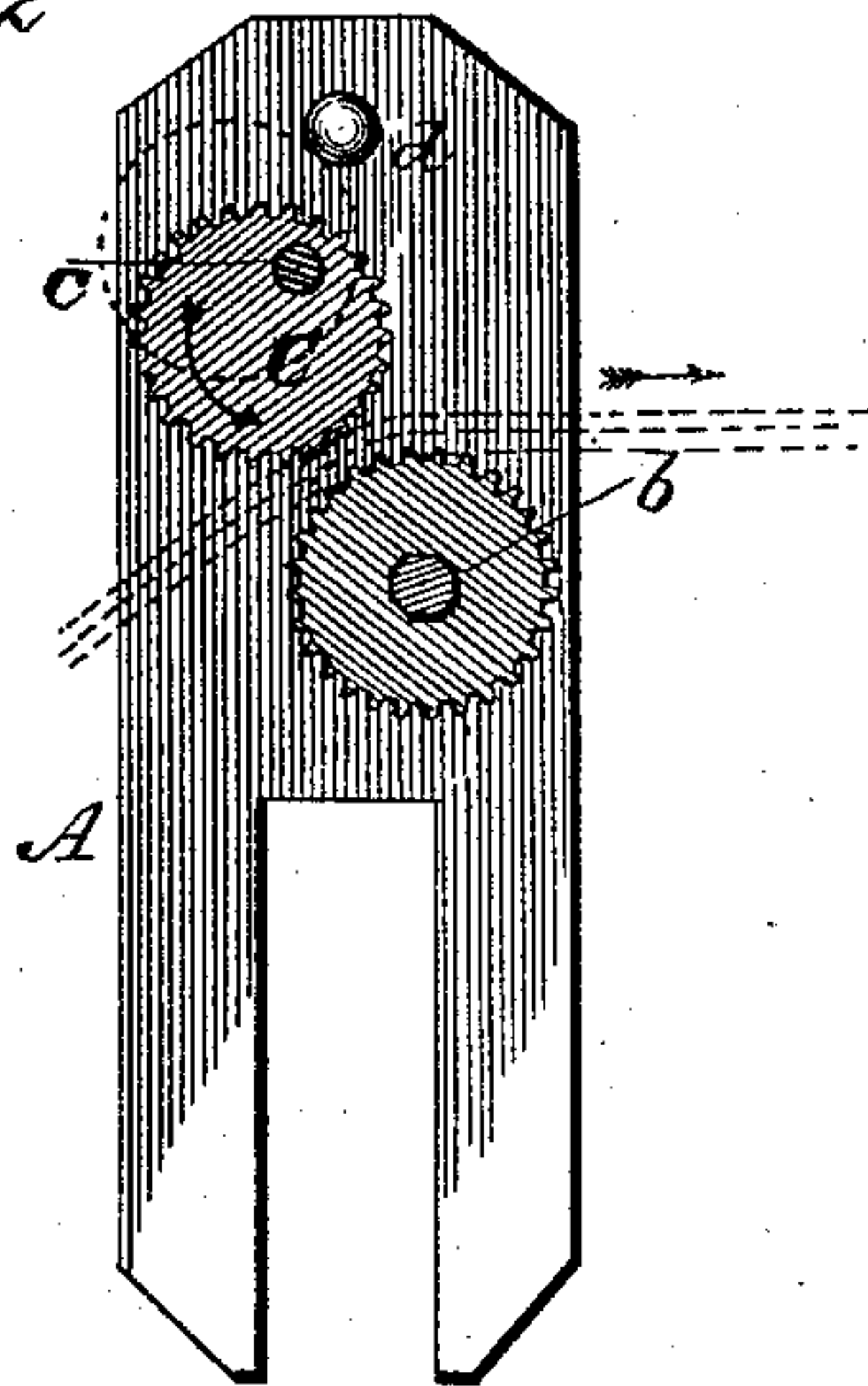
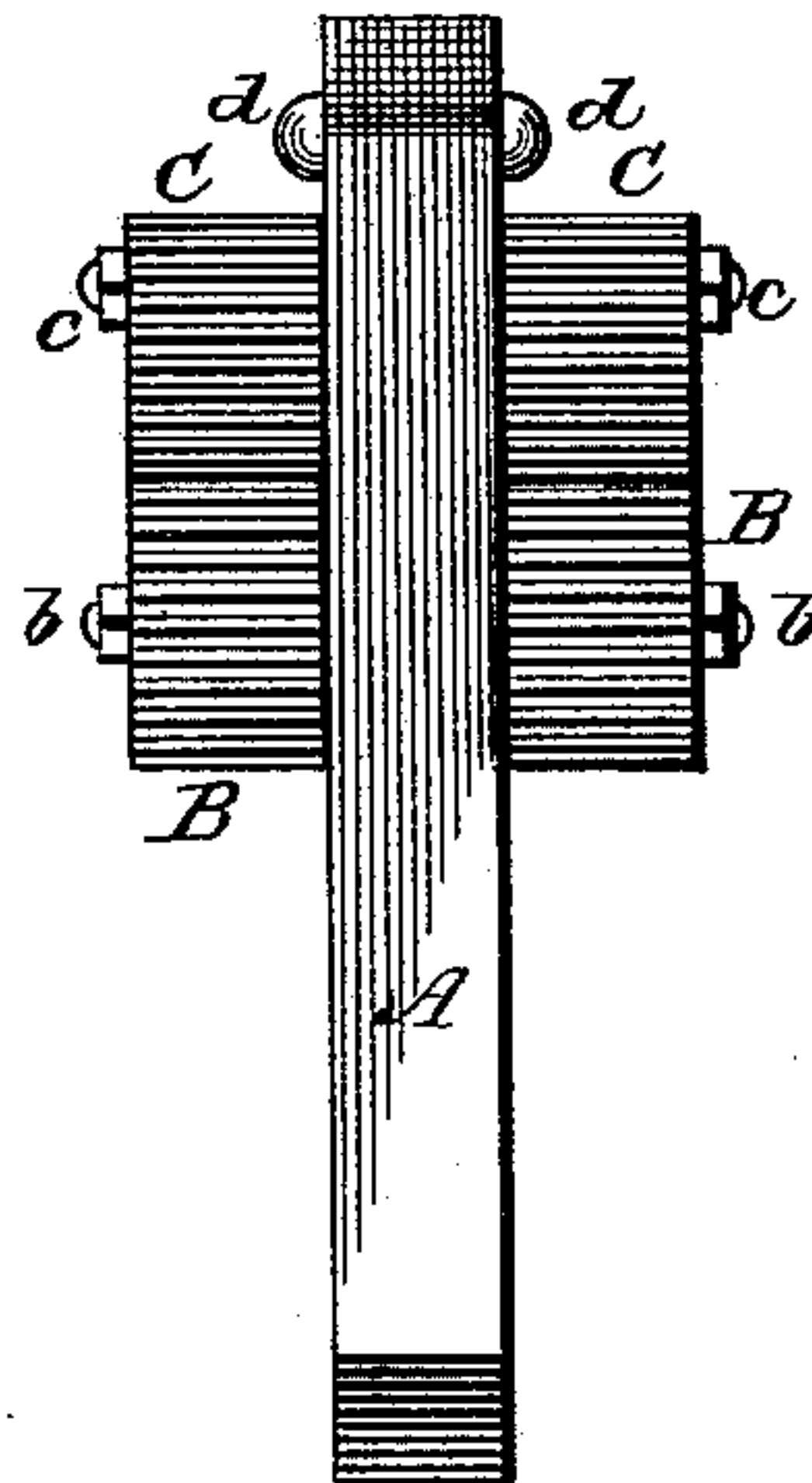


Fig. 3.



WITNESSES:

Fred G. Dietrich
Amos W. Hart

INVENTOR:

Harold Gooch
BY *Munn & Co*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

HAROLD GOOCH, OF BONHAM, TEXAS, ASSIGNOR OF ONE-HALF TO ALBERT B. SCARBOROUGH AND MORTIMER A. BRIDGES, BOTH OF SAME PLACE.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 349,154, dated September 14, 1886.

Application filed July 8, 1886. Serial No. 207,491. (No model.)

To all whom it may concern:

Be it known that I, HAROLD GOOCH, of Bonham, in the county of Fannin and State of Texas, have invented a new and useful Improvement in Rein-Holders, of which the following is a specification.

My invention is an improvement in the class of rein-holders adapted for attachment to a wagon-dasher.

The construction, arrangement, and combination of parts are as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my device applied to the dash-board of a carriage. Fig. 2 is a side view of the device detached. Fig. 3 is an end view of the same.

The standard A is a flat bar, having a lengthwise slot in its lower end to adapt it for attachment to the dasher or some other fixed front portion of a vehicle. The attachment is made by means of clamp-screws *a*, which pass through one of the legs of the standard, as shown. To the side and upper portion of this standard I secure a cylinder, B, which is toothed on its periphery. To prevent it from revolving I preferably employ a polygonal bolt, *b*, for attaching it to the standard.

Above and slightly in rear of the stationary cylinder I apply the movable metal wheel C, which also has peripheral teeth. It is pivoted eccentrically by means of a bolt, *c*, passing through its upper portion, so that it tends, normally, to fall and rest upon the stationary cylinder. The reins (shown in dotted lines, Fig. 2) are inserted laterally between these wheels, and the movable one, C, will then rest on them with a pressure corresponding to its

weight, so that any tension on the reins in a forward direction will cause the wheel C to bite or press more firmly or with corresponding force, thus effectually preventing the reins from being drawn forward. In other words, the eccentric wheel C, by the effect of gravity, acts automatically as a movable jaw, which bites on the other or fixed wheel, B, and holds the reins, so that forward traction is impossible. To release the reins it is only necessary to draw them slightly backward, and then move them laterally out from between the wheels. It is necessary the eccentric wheel C shall not be thrown over or toward the front, (see Fig. 2,) and hence I provide a stop, *d*, in the form of a knob or round-headed screw, which is inserted in the side of the standard A, and arranged just above and forward of said wheel, as shown.

In practice I may sometimes employ two sets of wheels and stops, one set on each side of the standard, as shown in Fig. 3.

I do not claim the combination of a stationary jaw with an eccentrically-pivoted cylinder, which is adapted to swing down and clamp a rein on the former, since I am aware a rein-holder composed of such parts is not new.

What I claim is—

The improved rein-holder formed of the bifurcated standard A, having clamp-screws *a*, the stationary cylinder B, and the movable cylinder C, pivoted eccentrically and at a point above the stationary cylinder, as shown and described.

HAROLD GOOCH.

Witnesses:

G. B. HOWARD,
ED. D. STEGER.