

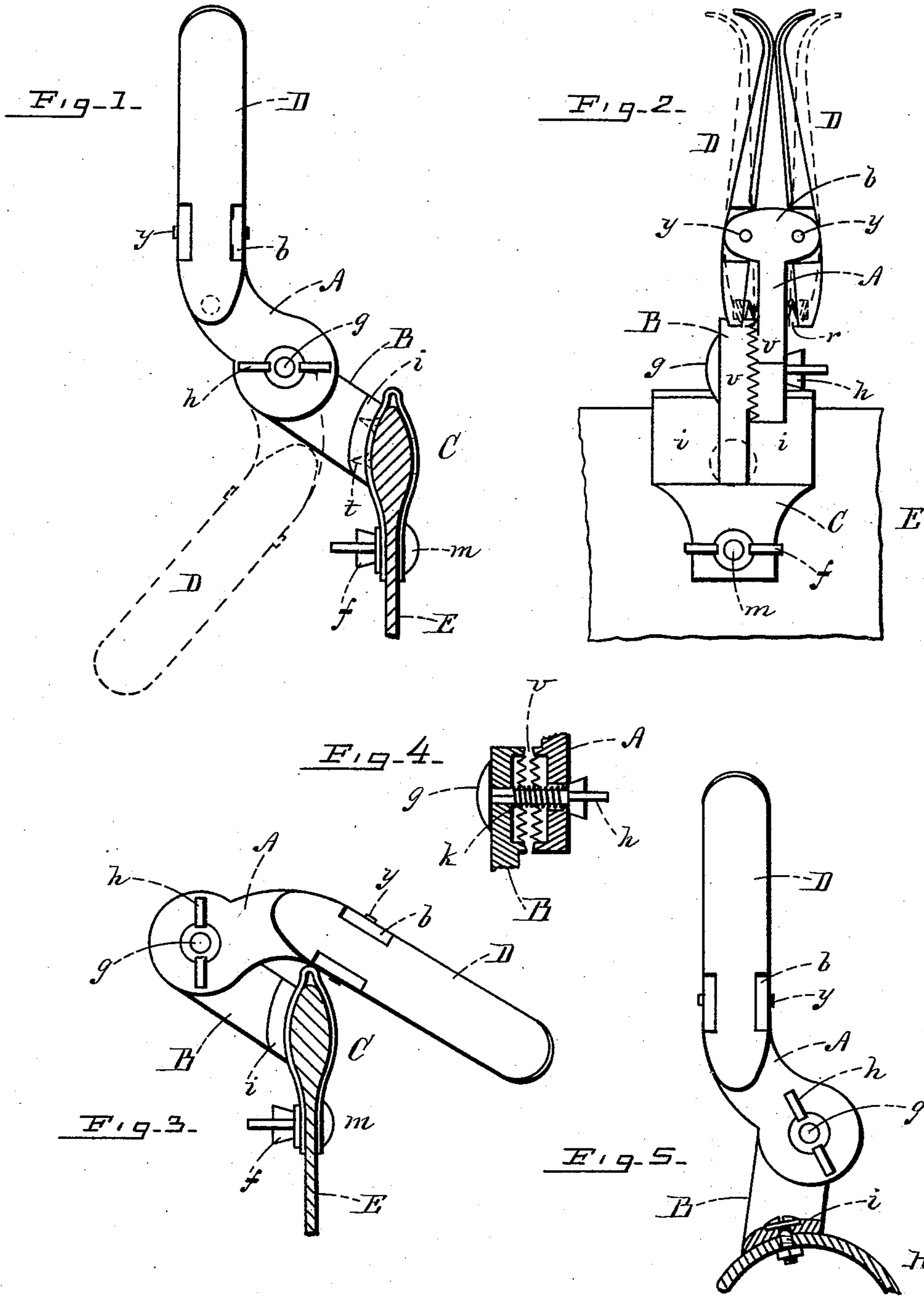
(No Model.)

C. W. GILMAN.

REIN HOLDER.

No. 387,638.

Patented Aug. 14, 1888.



WITNESSES=

J. H. Hubbard,

H. P. Palmer.

INVENTOR= Charles W. Gilman

PER C. A. Shaw & Co.

ATTYS-

# UNITED STATES PATENT OFFICE.

CHARLES WESCOTT GILMAN, OF BIDDEFORD, MAINE.

## REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 387,638, dated August 14, 1888.

Application filed March 26, 1888. Serial No. 268,532. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES WESCOTT GILMAN, of Biddeford, in the county of York, State of Maine, have invented a certain new and useful Improvement in Rein-Holders, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which said invention appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of my improved rein-holder represented as in position for use on the dasher of a carriage, the dasher being shown in vertical transverse section; Fig. 2, a front elevation of the same; Fig. 3, a side elevation, the jaws being represented as turned down in the direction of the body of the carriage; Fig. 4, a sectional view showing certain details of construction; and Fig. 5, a side elevation showing the holder in position for use on the fender of a sleigh, the fender being represented in vertical section.

Like letters and figures of reference indicate corresponding parts in the different figures of the drawings.

My invention relates to that class of rein-holders which are adapted to be attached to the dasher or fender of the vehicle and designed for holding the driving-reins in the absence of the driver from his seat; and it consists in certain novel details of construction, as hereinafter fully set forth and claimed, the object being to produce a simpler, cheaper, and more effective device of this character than is now in ordinary use.

The nature and operation of the improvement will be readily understood by all conversant with such matters from the following explanation.

In the drawings, A represents the body, B the bracket, C the clamp, and D D the jaws.

The clamp is preferably composed of elastic sheet-steel or similar material, and is of suitable form to pass astride of the upper portion of the dasher E, to which it is secured by a bolt, *m*, and nut *f*, the bolt being passed through a hole in the lower portion of the clamp and a corresponding hole in the dasher.

The bracket is provided at its lower end

with a foot-piece, *i*, and is secured to the clamp by screws or rivets *t*, the body of the bracket being preferably arranged at an angle of about forty-five degrees to a horizontal plane, as shown in Figs. 1 and 3.

The body A is secured to the bracket B by a bolt, *g*, and nut *h*, the flat outer end of the bracket and corresponding inner end of the body being placed side by side and their contiguous faces serrated, as shown at *v* in Figs. 2 and 4. A coiled spring, *k*, is disposed on the bolt *g* between the body A and bracket B, said spring acting expansively to separate the serrated ends of the body and bracket as the nut is turned off.

The body is provided at its outer end with a cross-head, *b*, said head being provided with a mortise or recess in each end, one of the jaws D being inserted in each of said recesses and centrally pivoted to the head by a pin, *y*. The upper ends of the jaws are curved outwardly in opposite directions, as best seen in Fig. 2, and their lower ends respectively provided with springs *r*, which abut against the opposite sides of the body A and act expansively to keep the jaws closed.

In the use of my improvement the holder is secured to the fender of the carriage by means of the bolt and nut *m f*, the jaws D being secured in a vertical position by means of the bolt and nut *g h*, and when the driver has occasion to leave the carriage or drop the reins they are forced into the jaws D, by which they will be firmly grasped and held in convenient position in a manner that will be readily understood by all conversant with such matters without a more explicit description.

When the holder is not required for holding the reins, the jaws D may be turned downward toward the horse, as shown in Fig. 1, or toward the carriage, as shown in Fig. 3, and secured in their depressed position by the nut and bolt *g h*. When the holder is used with a sleigh, the clamp C may be omitted and the foot-piece *i* bolted directly to the fender H, as shown in Fig. 5, if desired, the foot-piece being concaved on its lower side to correspond with the contour of that portion of the fender to which it is attached.

It is well known that when the reins are dropped in the usual manner on leaving the

carriage they are very liable to fall onto the ground and be trampled on by the horse, or to be caught by the steps or some portion of the carriage and produce an accident. These  
5 and other objections of a like character are fully obviated by my invention, which enables one or both of the reins to be so secured as to prevent them from falling to the ground or becoming ensnared, and also held in such position  
10 as to be readily accessible when required for use by the driver.

Having thus explained my invention, what I claim is—

1. In a rein-holder, the combination of the  
15 bracket B, provided with serrations *v* at its outer end, the body A, pivoted to the bracket B by the bolt *g*, carrying the nut *h*, said body being provided with the cross-head *b* at its outer end and with serrations *v* at its inner  
20 end, the jaws D, centrally pivoted to the cross-head *b*, and provided with springs *r*, adapted

to close said jaws, and the spring *k*, disposed on the bolt *g*, all being constructed and arranged to operate substantially as set forth.

2. In a rein-holder, the combination of the  
25 bracket B, provided with serrations *v* at its outer end, the body A, pivoted to the bracket B by the bolt *g*, carrying the nut *h*, said body being provided with the cross-head *b* at its outer end and with serrations *v* at its inner  
30 end, the jaws D, centrally pivoted to the cross-head *b*, and provided with springs *r*, adapted to close said jaws, the spring *k*, disposed on the bolt *g*, the clamp C, secured to the bracket  
35 B, the bolt *m*, and nut *f*, all being constructed and arranged to operate substantially as described.

CHARLES WESCOTT GILMAN.

Witnesses:

C. T. S. BLAKE,  
C. S. HAMILTON.