

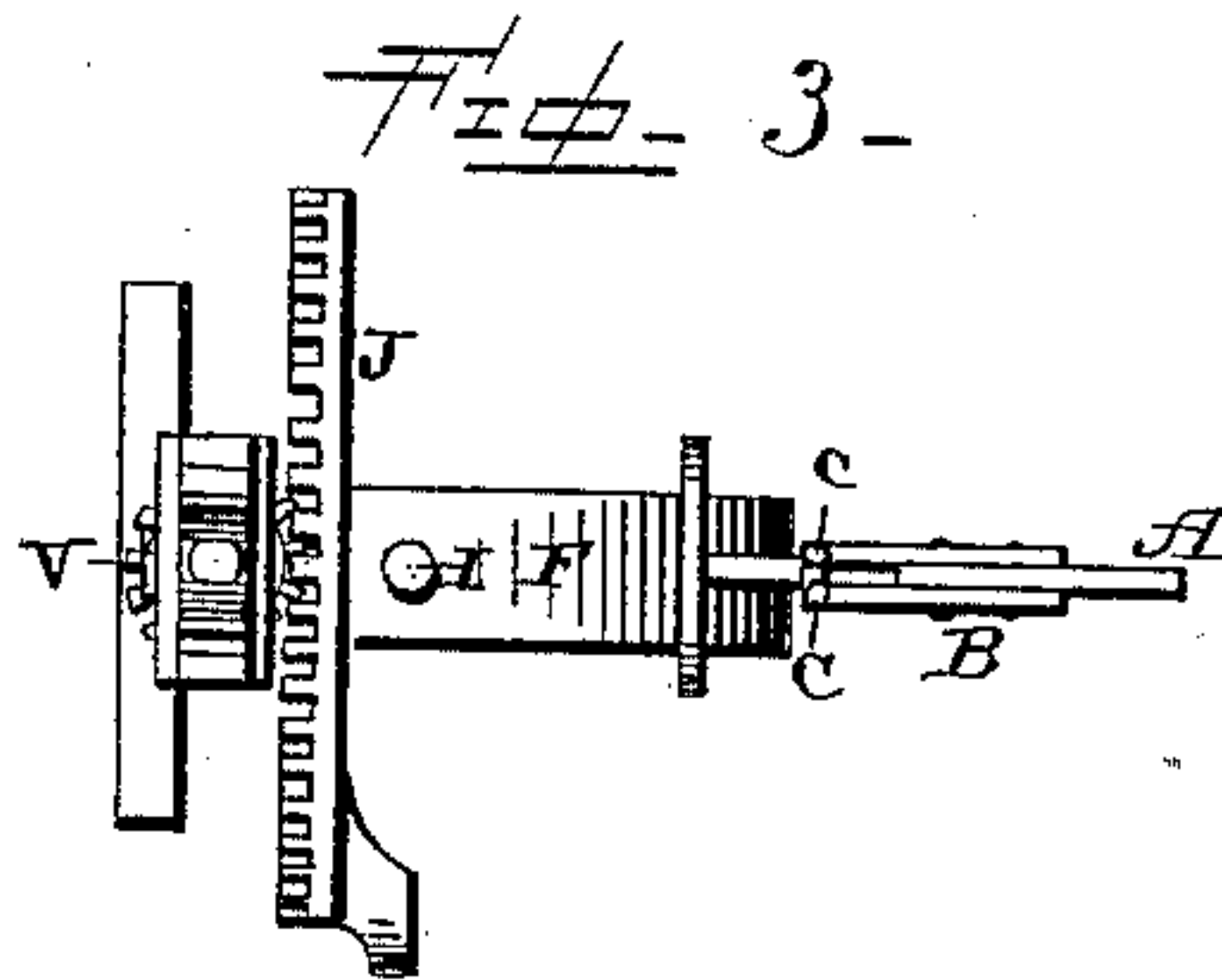
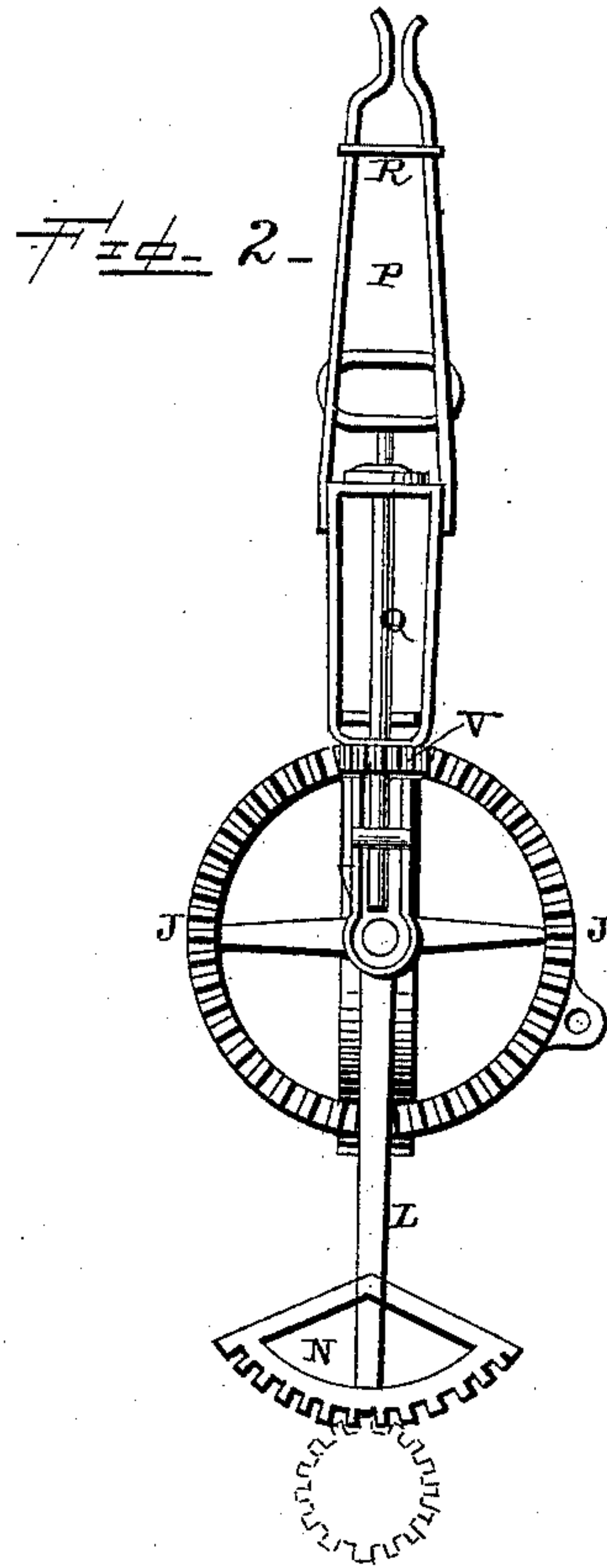
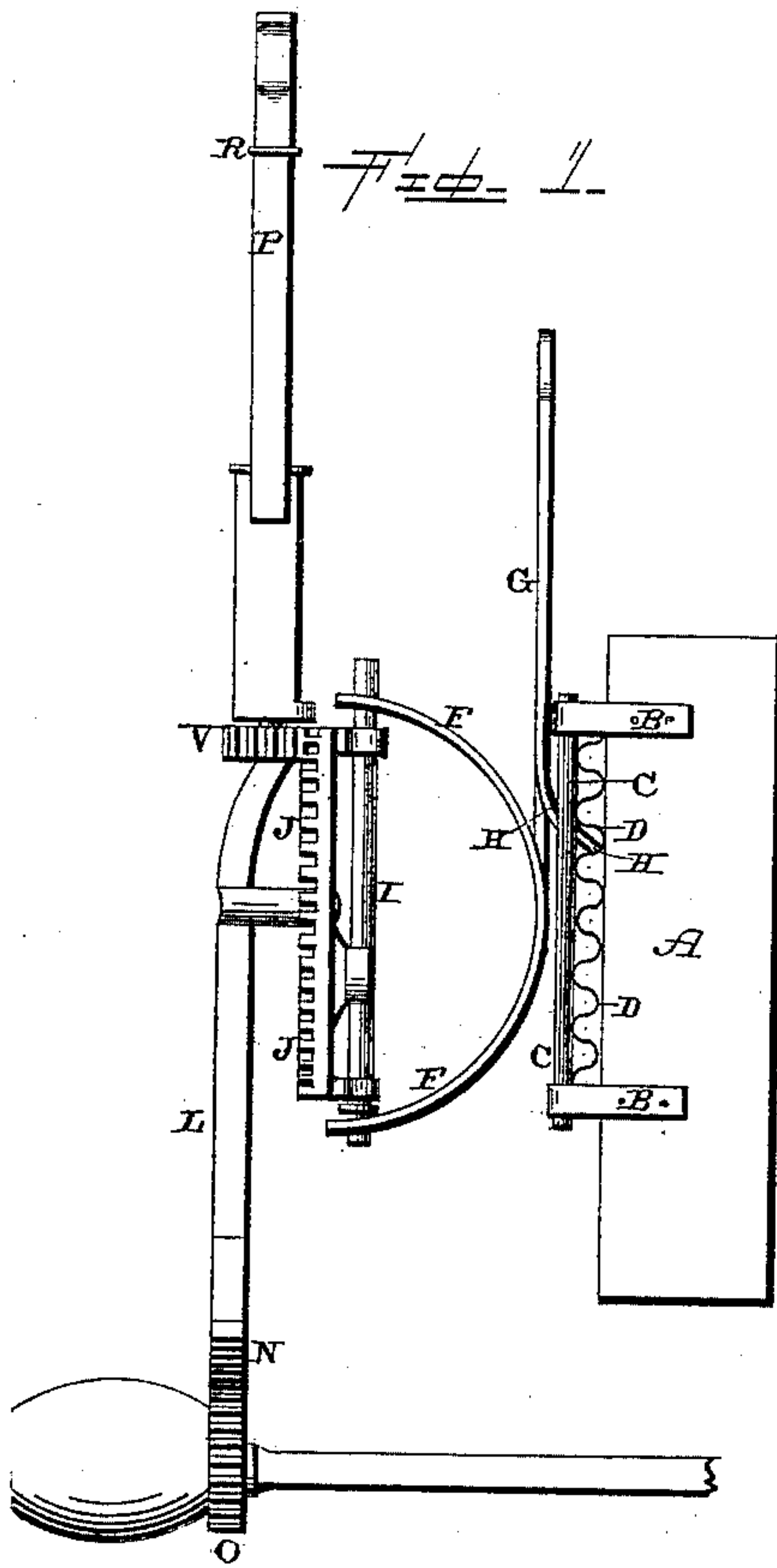
(No Model.)

C. SCHINDLER.

REIN HOLDER.

No. 391,984.

Patented Oct. 30, 1888.



Witnesses.
Edm. P. Ellis,
L. L. Burkett

Inventor.
Chas. Schindler,
per
J. A. Lehmann,
Att'y

UNITED STATES PATENT OFFICE.

CHARLES SCHINDLER, OF NEW CORYDON, INDIANA.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 391,984, dated October 30, 1888.

Application filed July 7, 1888. Serial No. 279,276. (No model.)

To all whom it may concern:

Be it known that I, CHARLES SCHINDLER, of New Corydon, in the county of Jay and State of Indiana, have invented certain new and useful Improvements in Rein-Holders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification,

My invention relates to an improvement in rein-holders; and it consists in the combination of a suitable supporting-frame, which may be either stationary or vertically adjustable with a circular rack, which is secured to a vertical rod journaled in the supporting-frame, so as to turn horizontally, and a segment which is pivoted or journaled upon the center of the rack and has its lower end to engage with the wheel upon the inner end of the hub, and a revolving rein-holder which is provided with a pinion at its lower end to engage with the rack, so that when the vehicle is started the rein-holder will move backward and revolve at the same time, as will be more fully described hereinafter.

The object of my invention is to provide a rein-holder for vehicles, and which is so constructed that when the vehicle is started its forward movement will cause the rein-holder to both wrap the reins around it and to move backward at the same time, so as to instantly stop the animal or animals.

Figure 1 is a front view of a rein-holder which embodies my invention. Fig. 2 is a side elevation of the same, the wheel being removed. Fig. 3 is a plan view of the same.

A represents the dash-board, and B two clamps, which are secured thereto in any suitable manner. These two clamps are rigidly connected together at their outer ends both by the vertical rods C and by the ratchet or corrugated strip D. The rods C are placed any suitable distance outward beyond the edge of the dash-board, and serve both to support the curved frame F and as a guide upon which this frame is adjusted vertically by means of the handle G. This handle is rigidly secured to the inner side of the frame F at its lower

end, and has connected to it a suitable catch, H, which engages with the corrugated strip D, for the purpose of supporting the frame F at any desired point. This handle G projects upward along the edge of the dash-board to any desired height and is within easy reach of the driver, so that at any time he can catch hold of the upper end of the rod and raise or lower the frame F, as may be desired. When the upper end of the rod is forced outward, the catch H, becomes disengaged from the strip D, and then the frame F can be moved freely upon the rods C. The frame F is made vertically adjustable, so that the rein-holder can be thrown in and out of action with the wheel of the vehicle whenever so desired. While the vehicle is in motion the frame F is raised upward, so as to entirely disconnect the rein-holder from the wheel; but as soon as it is desired to leave the vehicle standing the rein-holder is lowered, so as to engage with the wheel.

Journaled in the outer ends of the bent or curved frame F is the shaft or rod I, which turns freely upon its axis, and rigidly secured to this rod or journal I is the circular rack J, which has no other than a swinging or turning movement with the rod to which it is secured. This rack J is thus made to turn with the rod or journal I, so that the rein-holder will follow the movements of the wheel of the vehicle when the vehicle is being turned.

Pivoted or journaled upon the center of the rack J is a rod or support, L, which has a segment, N, secured to its lower end, so as to engage with the wheel O, secured to the inner end of the hub of the front wheel of the vehicle. This rod or support L turns freely upon its pivot at the center of the rack J, and is also carried around by the rack J by the turning movement of the rod I. When the frame F is lowered so as to bring this segment into gear with the wheel O and the vehicle should be started, the turning of the wheel will cause the segment to move forward, thus moving the upper end of the rod or support L backward, carrying the rein-holder P with it.

Journaled in the upper end of the support or rod L is the shaft Q, upon which is the pinion V, which meshes with the rack J, so that

as the upper end of the rod or support L is forced backward this pinion will revolve and carry the rein-holder P around with it. The lower end of the frame of the rein-holder P is secured to this pinion so as to revolve with it. The rein-holder P may either be of the construction shown or any other that may be preferred. The reins being inserted between its upper ends, these ends can be locked tightly by means of the sliding lock R, which is placed upon the rein-holder.

The frame F having been lowered so that the segment N engages with the wheel O upon the hub of one of the front wheels, the reins are placed between the upper ends of the rein-holder P, and then the vehicle can be left. Should the vehicle be started, the forward movement of the vehicle-wheel will force the segment N forward and the end of the rein-holder backward, thus causing the rein-holder to revolve at the same time that it is set in motion. As the rein-holder revolves it wraps the reins around it and moves backward at the same time, so as to instantly check any forward movement on the part of the animal or animals attached to the vehicle. As soon as the forward motion of the vehicle is checked the backward and revolving motion of the rein-holder is stopped at the same time. Should the front axle be turned partially around without the vehicle being started forward, the segment N will follow the motion of the wheel O and thus not become disengaged therefrom.

Having thus described my invention, I claim—

1. In the rein-holder herein described, the combination of the stationary supporting-frame, a vertically-adjustable rein-holder con-

nected thereto and adapted to engage at its lower end with a wheel upon the hub of one of the wheels of the vehicle, and a handle or rod by means of which the rein-holder can be raised and lowered, substantially as shown.

2. The combination of a suitable supporting-frame, a rod or shaft which is journaled in its outer end, a stationary rack or segment secured to the rod or shaft, but adapted to turn therewith, a segment to engage with the wheel upon the hub and which is pivoted upon the rack, and a revolving rein-holder, substantially as described.

3. The combination of a supporting-frame, a pivoted rack connected thereto, a segment pivoted upon the rack and adapted to engage with the wheel upon the hub, and a rein-holder secured to the upper end of the supporting-rod upon which the segment is formed, substantially as set forth.

4. The combination of a supporting-frame, a pivoted rack connected thereto, and a rein-holder which is caused both to revolve and to move backward with the forward motion of the vehicle, substantially as specified.

5. The combination of the dash-board, the clamps B, the guiding-rods C, secured to the clamps, the strip D, the frame F, carrying the rein-holder, and the rod G, provided with a catch at its lower end, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES SCHINDLER.

Witnesses:

GEORGE SUMAN,
L. M. HOLMES.