(No Model.)

P. S. TRANSUE.

REIN HOLDER FOR WAGONS.

No. 398,290. Patented Feb. 19, 1889.

FIG. III.

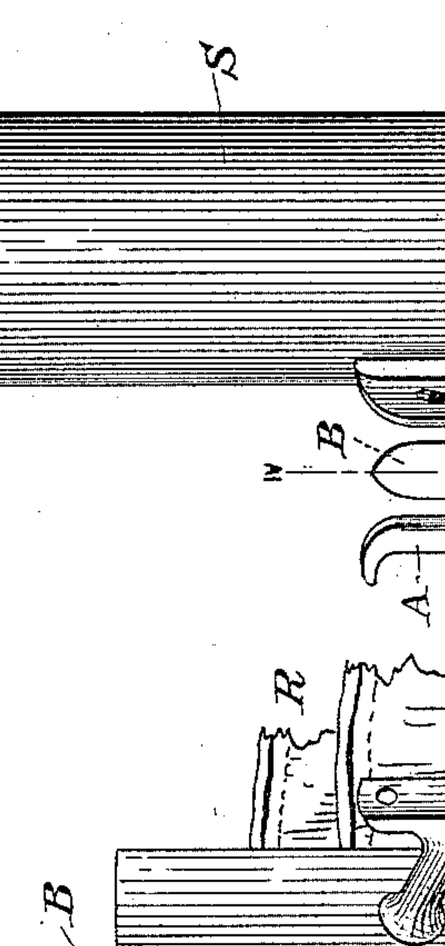


FIG. IV.

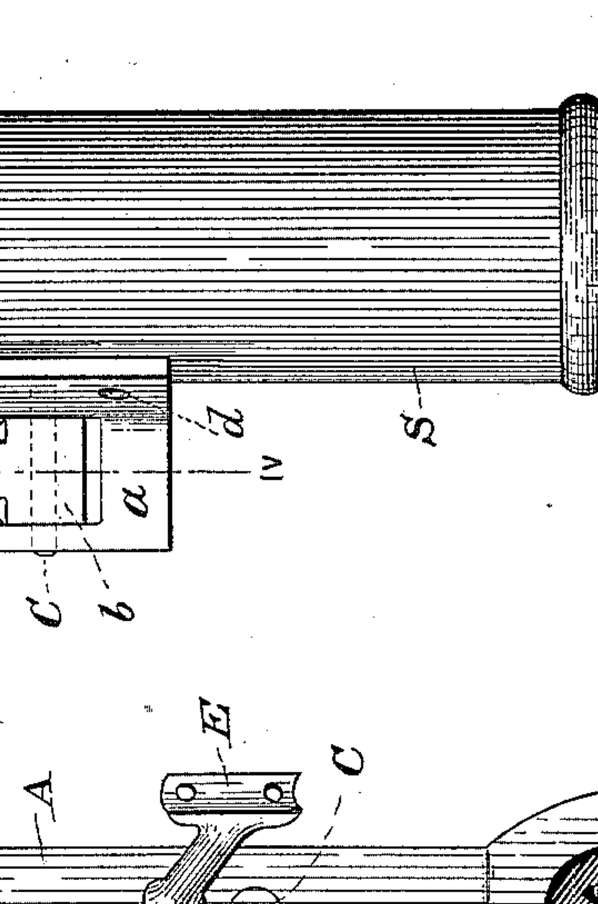
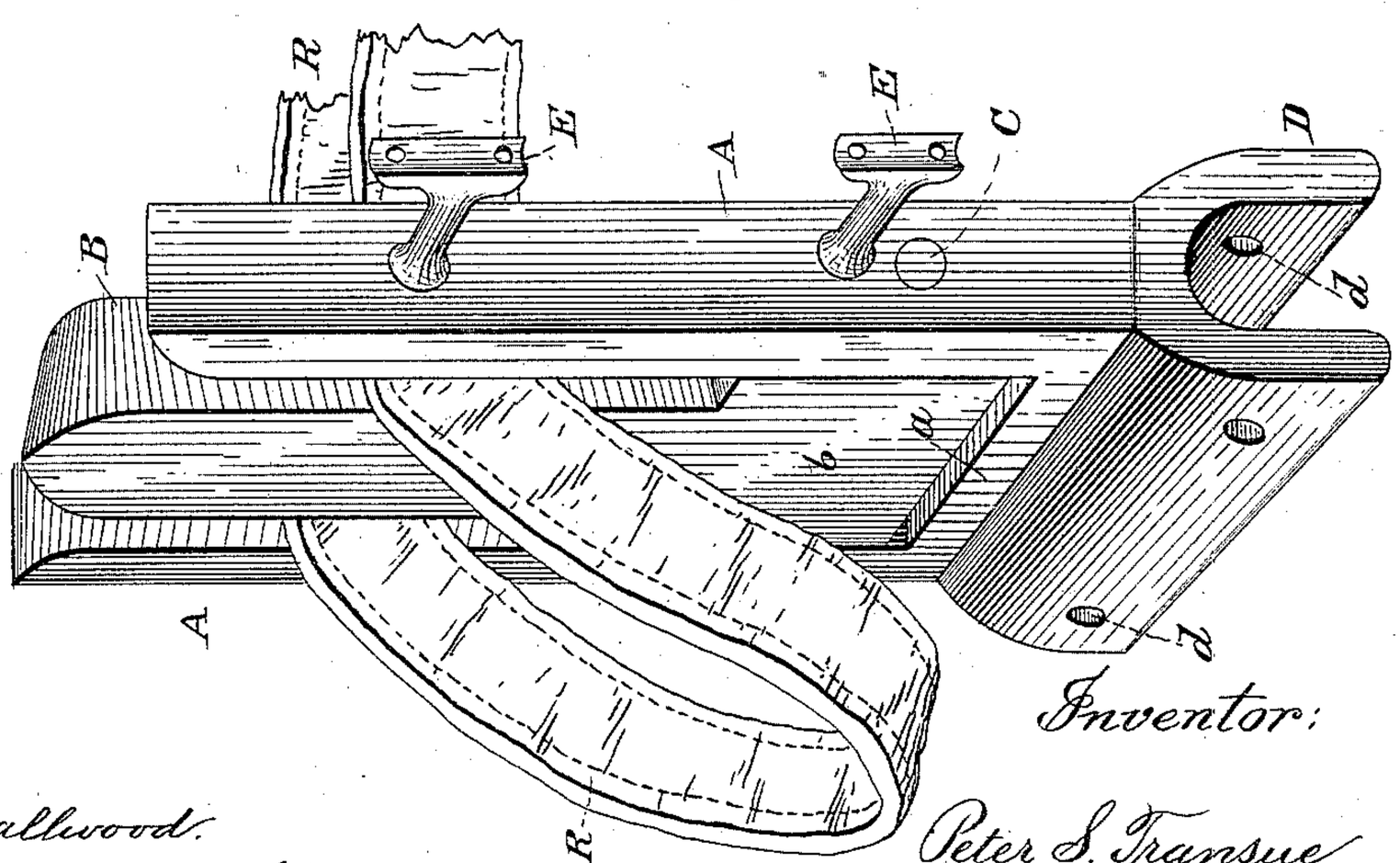


FIG. II.

FIG. I.



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UNITED STATES PATENT OFFICE.

PETER S. TRANSUE, OF DELAWARE WATER GAP, PENNSYLVANIA.

REIN-HOLDER FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 398,290, dated February 19, 1889.

Application filed January 23, 1888. Serial No. 261,811. (No model.)

To all whom it may concern:

Be it known that I, PETER S. TRANSUE, a citizen of the United States, residing at Delaware Water Gap, in the county of Monroe and State of Pennsylvania, have invented certain new and useful Improvements in Rein-Holders, of which the following is a specification.

My invention relates to those devices to be attached to the whip-socket or dash-board of a carriage, in which the reins may be engaged to hold them when the driver has alighted, and has for its object to provide an improved, simple, durable, and effective device, always ready for service and easy and cheap to be made.

To these ends my invention consists, essentially, in a suitable prong having a square connection at bottom and a wedge pivoted between the prongs, having also a square end set slightly up from the connection between the prongs, the lower end of the wedge being fitted snugly between the prongs, while the upper portion is considerably narrowed to allow the insertion of the reins, the fulcrum or pivot of the wedge being passed through the enlarged portion. In this construction, it will be seen, the reins, when inserted and the wedge pushed forward upon them, will tend to bind themselves by tension in a forward direction, and they may be released by slight tension in a rearward direction. Furthermore, the square end of the wedge and the corresponding square connection between the prongs, being only slightly distant, will co-operate to limit the backward and forward swinging of the wedge by the engagement of the corners of said wedge with the said square connection.

My improvement will be fully described with reference to the accompanying drawings, and the novel features then particularly pointed out in the claims.

In said drawings, Figure I is a perspective view of a rein-holder made according to my invention, and having means whereby it may be attached to the whip-socket or to the dash-board. Fig. II is an elevation of my device as attached to a whip-socket, one of the prongs being riveted thereto, whereby the side of the socket helps to guide the reins into the holder. Fig. III is a transverse section on the line 3 3, Fig. II. Fig. IV is a vertical section on the line 4 4, Fig. II, showing in dotted lines the positions of the wedge when in its extreme rearward and forward positions.

A are the prongs connected by the square portion *a*, substantially at right angles thereto at bottom, and having brackets E or clamp D, whereby it may be secured to the whip-socket or dash-board, respectively.

B is the wedge or tongue, having offsets at bottom forming a head, *b*, which is provided with a square end. This wedge is mounted between the prongs by being pivoted on a pin, C, passing through the sides of said prongs, the lower end of the wedge being slightly above the connection *a* and fitting snugly between the prongs. The wedge B is wedge-shaped in cross-section, as shown in Fig. III, and the prongs may be formed with their inner faces parallel to the adjacent faces of the wedge, though this is not essential.

R represents the reins, which are clamped in substantially the manner shown in the several figures. It will be seen that the greater the tension applied to the forward ends of the reins the tighter they will be clamped in position.

In constructing my device I prefer to make the wedge of wood, for the reason that it will not wear the reins to so great an extent as would an iron wedge. The prongs are preferably made by bending a malleable-iron bar of substantially equal shape and size in cross-section throughout.

I of course do not limit myself to the above materials or specific construction of the device.

The advantages of my device will be seen to be in the simplicity of construction and the always-ready condition for use. There are no springs to be depended upon for the grip or for holding the wedge in place, as in devices heretofore constructed.

I am aware that it is old to mount a tongue or wedge between two prongs by means of a transverse projection on the tongue entering a recess in the connection between the prongs, and held therein by a spring, and also to mount a block between prongs and have recesses in the lower end to lock it by means of a pin entering the same in any position, said block being used for a different purpose from the tongue in my device; but these are not the equivalents of my invention, in which, by

making the connection *a* and the end of the tongue square, the same is limited in forward and rearward movement. My device is manifestly simpler than these.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In a holder for reins, the combination, with the longitudinal prongs A A, having the transverse flat connection *a*, substantially at right angles thereto, of a tongue or wedge, B, pivoted between the prongs, with its lower end slightly above the connection *a*, the end and sides of the wedge being substantially parallel to the adjacent connection and sides of the prongs, whereby the reins are gripped when inserted and the wedge is kept accessible for use, as set forth.

2. In a rein-holder, the combination, with the two jaws A, having a square connection, *a*, at bottom, of a tongue or wedge, B, having a head, *b*, with a square bottom, pivoted between the jaws, and slightly above and parallel to the connection *a*, by means of a pin passed through said jaws and wedge, whereby the wedge is free to move backward and forward until the square edges of the end contact with the connection between the jaws on each side to limit the forward and rearward movement, as explained.

3. The combination, with the parallel straight-sided prongs A, of the tongue or wedge B, having offsets, and a rivet passed through the prongs and end having offsets, whereby a space is left on each side for the reins, substantially as and for the purposes set forth.

Delaware Water Gap, November 5, 1887.

PETER S. TRANSUE.

Witnesses:
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