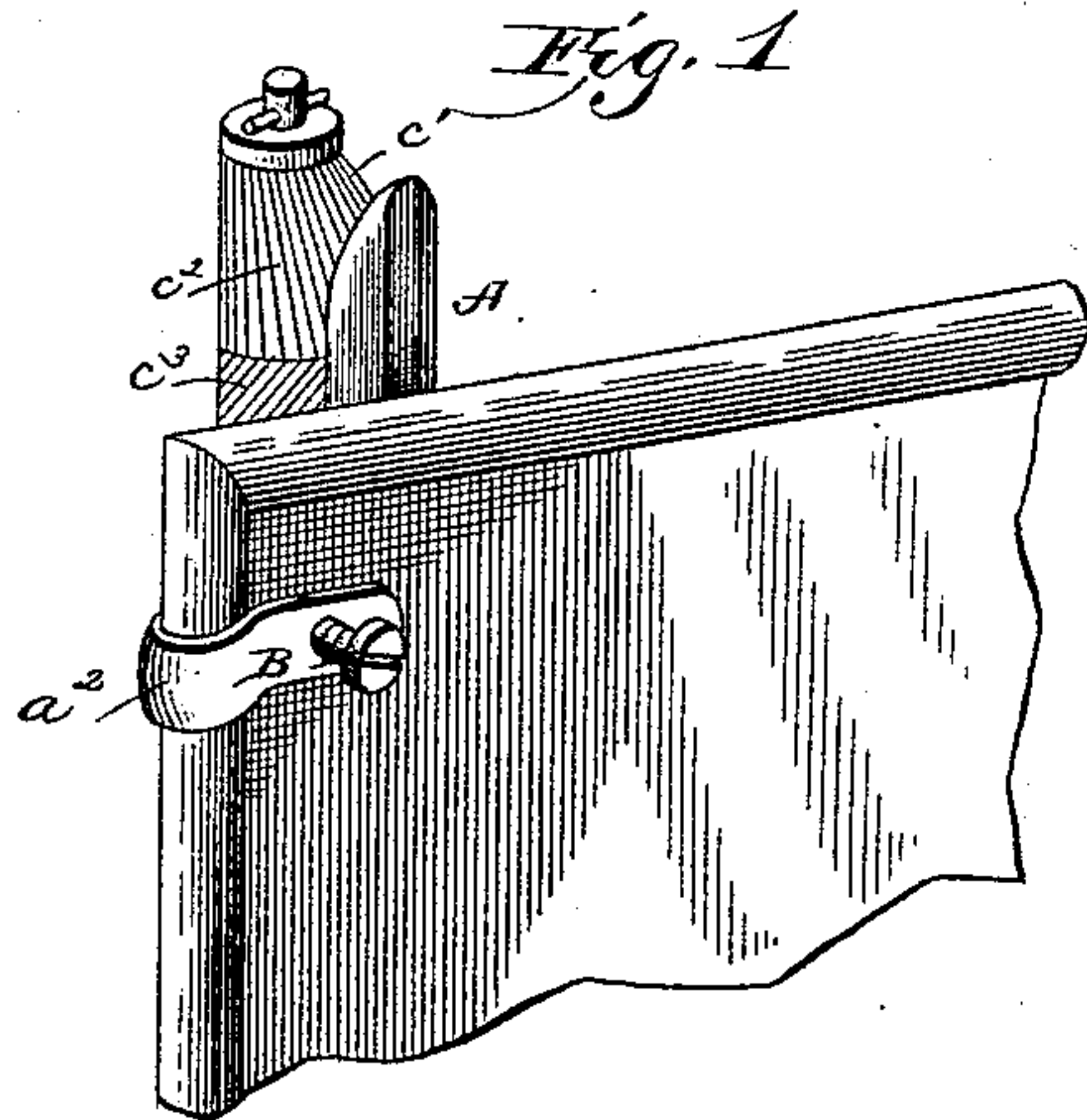


(No Model.)

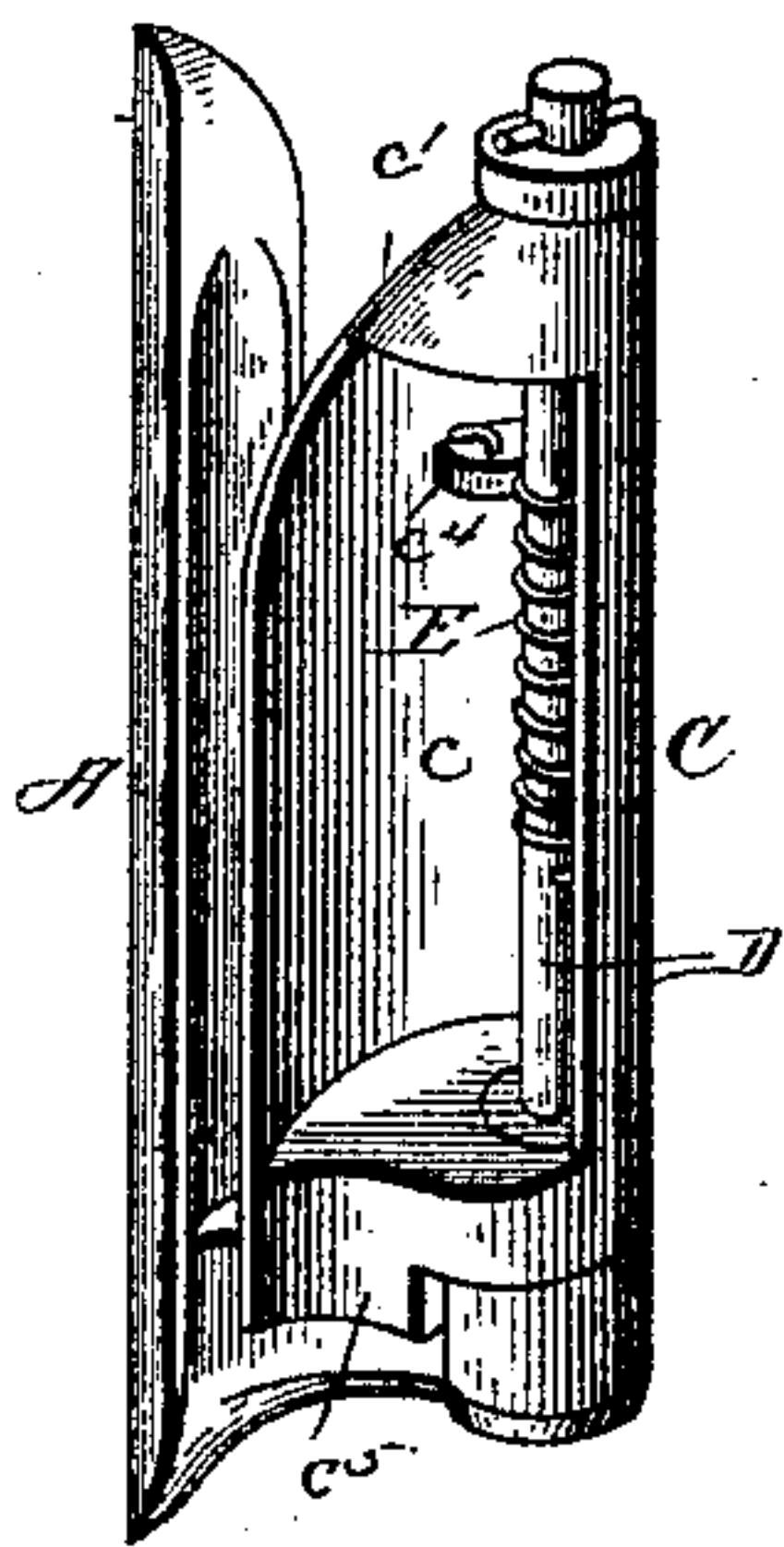
L. P. COOK.  
REIN HOLDER.

No. 422,294.

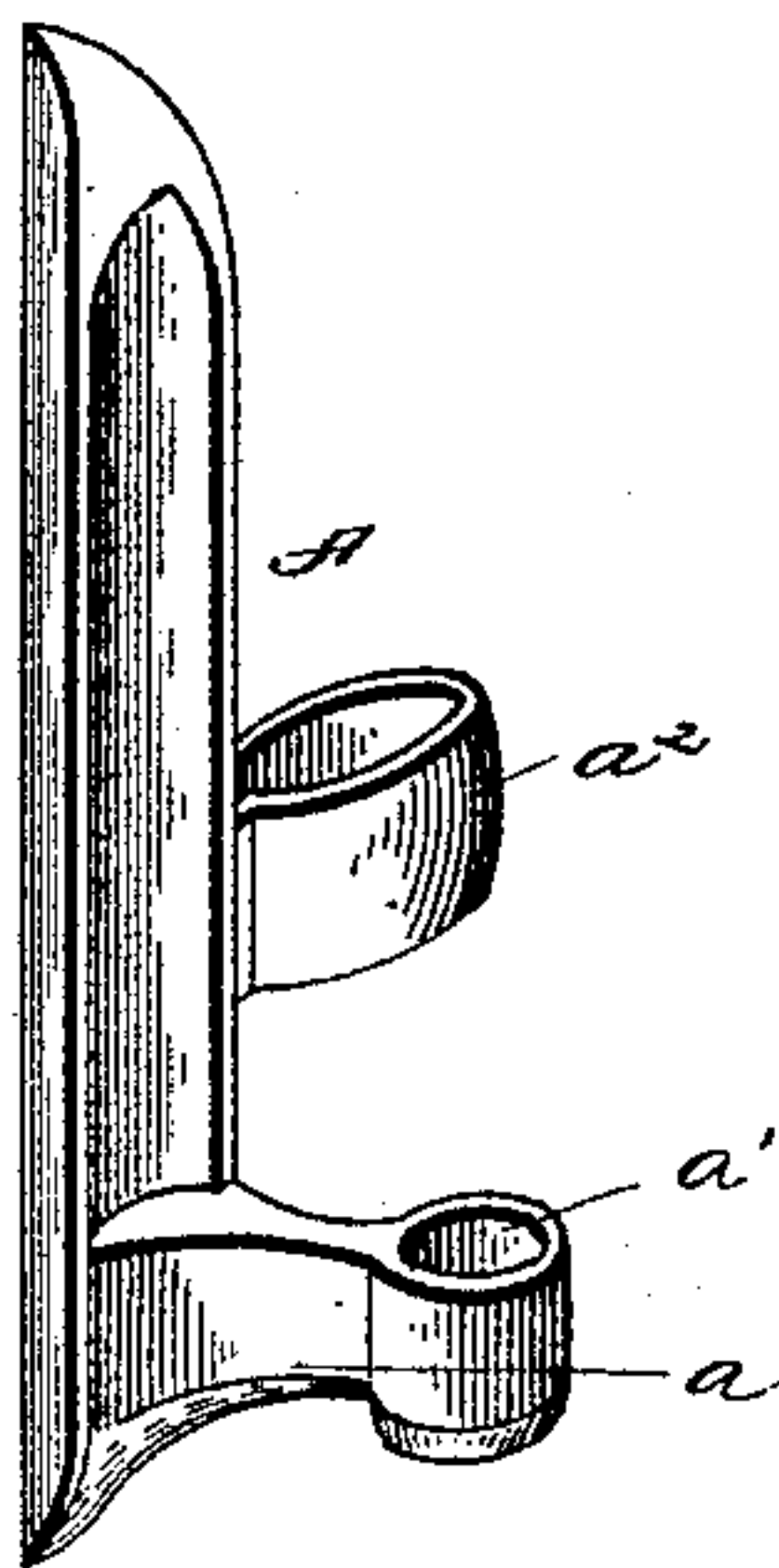
Patented Feb. 25, 1890.



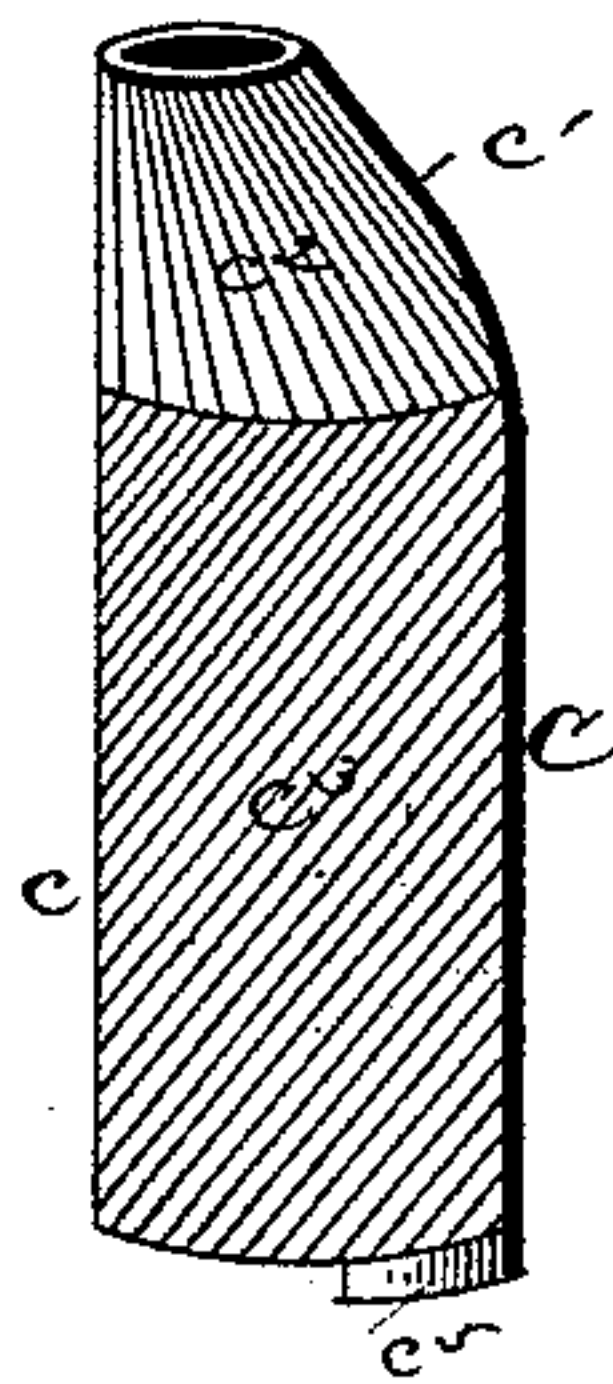
*Fig. 2.*



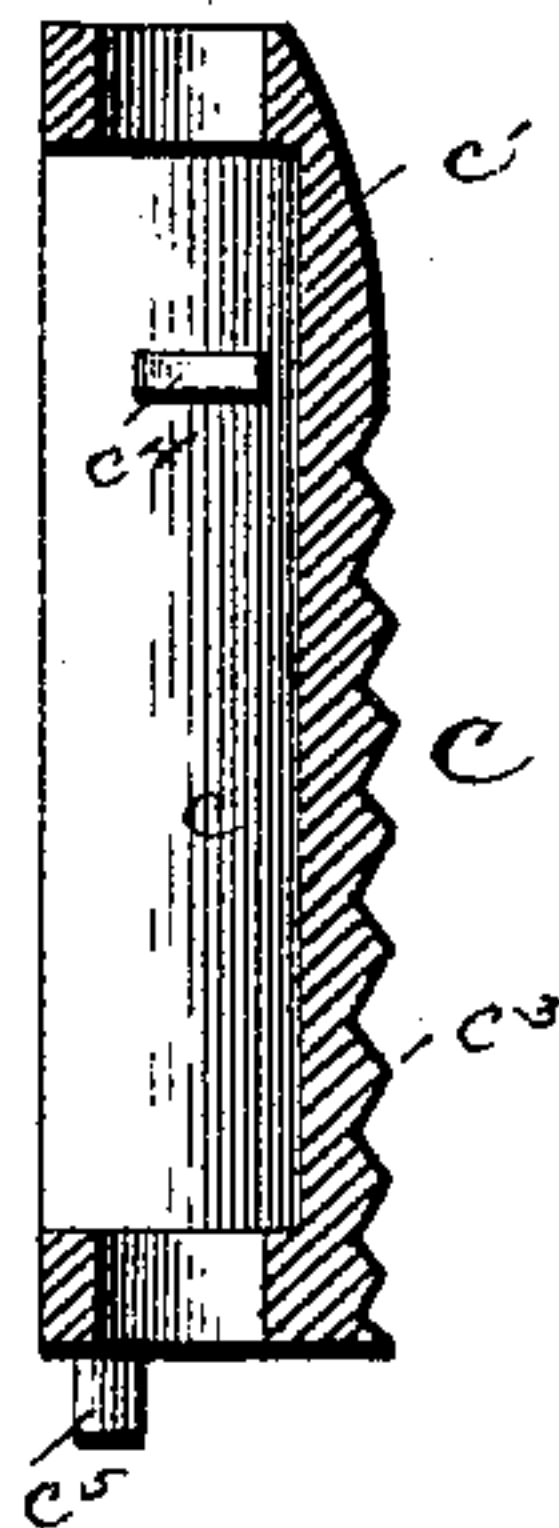
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



WITNESSES:

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A. L. Merrill.

INVENTOR:

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Attorneys.



# UNITED STATES PATENT OFFICE.

LOUIS PUTNAM COOK, OF CLARENDON, NEW YORK.

## REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 422,294, dated February 25, 1890.

Application filed November 5, 1889. Serial No. 329,280. (No model.)

*To all whom it may concern:*

Be it known that I, LOUIS PUTNAM COOK, a citizen of the United States, and a resident of Clarendon, in the county of Orleans and State of New York, have invented certain new and useful Improvements in Rein-Holders; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in rein-holders.

Heretofore in devices of this character it has been found difficult to provide a construction whereby the reins may be readily and effectually secured and at the same time as readily and conveniently removed.

It is the object of my invention to provide a construction possessing the advantages which, as above pointed out, inventions of a similar character have lacked; and with this primary object in view my improvement consists in the details of construction and combination of parts, as hereinafter more fully pointed out and described.

In the accompanying drawings, Figure 1 is a perspective view of my improved rein-holder as applied to the dash-board of a vehicle. Fig. 2 is a detail view of the device removed from the dash. Fig. 3 is a detail view in perspective of the standard. Fig. 4 is a similar view of the concavo-convex chamber, and Fig. 5 is a longitudinal vertical sectional view of the same.

Similar letters of reference indicate similar parts throughout the several views of the drawings.

Referring to the drawings, the letter A represents the supporting-standard, which is provided with a concave face and a rearwardly-projecting arm *a*, said arm being provided with an end socket *a'*. The standard is also provided with a projecting flexible arm, which is bent or turned over to form a spring-clip *a<sup>2</sup>*, which receives a screw B and serves as a convenient fastening to the dash-board of the vehicle.

The letter C indicates a concavo-convex chamber, formed for the greater portion of its length of a semi-cylindrical shape, as in-

dicated by the letter *c*, and terminating at one end in a semi-conoidal shape *c'*. The outer surface of this end is provided from the apex thereof with slightly-diverging ridges or corrugations *c<sup>2</sup>*, while running obliquely from the diverging ends of these ridges and throughout the length of the semi-cylindrical portion are similar ridges or corrugations *c<sup>3</sup>*. This chamber C is mounted upon a longitudinal shaft D, said shaft having one end bearing in the socket in the rearwardly-extending arm *a*, while its opposite end passes through a perforation in the apex of the conoidal portion of the chamber.

The shaft D is encircled by a coiled spring E, one end of said spring being secured to the shaft and the other end to lug or shoulder *c<sup>4</sup>*, projecting from the concaved face of the chamber. It will be thus seen that the chamber C is free to rotate upon the shaft D, the movement thereof being limited by a downwardly-projecting shoulder *c<sup>5</sup>*, which contacts with the rearwardly-extending arm *a* of the supporting-standard.

This being the construction of my device, the manner of its application and the operation of the same are as follows: The device is secured to the dash-board, as shown clearly in Fig. 1, the clip preferably surrounding one of the side irons or rods of the dash and secured by means of a screw or equivalent. It is obvious, however, that it may be secured to other portions of the dash—as, for instance, to the horizontal rod of the same, in which case the holder would occupy a horizontal position; or, furthermore, in those classes of vehicles in which a dash-board is not employed the supporting-standard may simply be provided with a laterally-extending arm adapted to be secured to the vehicle by bolts or equivalents, thus entirely omitting the clip. When it is desired to secure the reins when the driver alights, or for any other reasons, the ends of the same are passed between the concave face of the supporting-standard and the opposed convex face of the chamber. It will be noticed that for the sake of facilitating the insertion of the reins the upper ends of the two pieces of the holder are made slightly beveled, so as to present a flaring end. After the reins are thus passed into the device it



will be found that they are held in a most secure manner, and should the horse start forward it would only serve to more firmly wedge the reins in place. The obliquely-running 5 strips or corrugations also assist in securing the reins and prevent the same from slipping.

In order to release the reins, all that is necessary is simply to pull the same rearwardly or inwardly, which turns the chamber upon 10 its shaft, after which the reins may be withdrawn without difficulty.

It will be seen that my device is not only exceedingly simple in construction and durable in use, but, furthermore, possesses the advantage of providing a construction whereby 15 the reins can be most conveniently attached to and detached from the holder. It is also a most secure fastening, as the reins are held in such a manner as to absolutely preclude 20 the possibility of their working out.

The device, furthermore, presents a most convenient and secure method of fastening to the dash.

Having thus described my invention, what I 25 claim, and desire to secure by Letters Patent, is—

1. In a rein-holder, the combination, with a supporting-standard provided with a concave face and having a flexible projecting arm for 30 securing the same to a vehicle, and also provided with a rearwardly-extending arm having an end socket therein, of a concavo-convex chamber, a shaft upon which said chamber is mounted, said shaft having one end 35 bearing in the socket of the rearwardly-extending arm and the other bearing within a perforation in one end of the chamber, and a coiled spring located within said chamber intermediate of its top and bottom and encircling 40 said shaft, one end thereof being secured to the shaft and the other end secured to a lug projecting from the concave face of the chamber, substantially as described.

2. In a rein-holder, the combination, with a 45 supporting-standard having a concave face

and provided with a projecting arm for securing the same to a vehicle and with a rearwardly-extending arm having an end socket therein, of a concavo-convex chamber provided with a downwardly-extending lug or 50 shoulder constructed to abut against the rearwardly-extending arm and limit the movement of the chamber, and a spring-actuated shaft upon which said chamber is mounted, said shaft having its end bearing in the socket 55 of the rearwardly-extending arm and the other end bearing within a perforation in one end of the chamber, substantially as described.

3. In a rein-holder, the combination, with a supporting-standard having its front face 60 concave and provided with a projecting arm, said arm terminating in a flexible apertured securing-clip, and further provided with a rearwardly-extending arm having an end socket therein, of a concavo-convex chamber, 65 one end thereof being of a semi-conoidal form, the convex face of said chamber being provided with a series of ridges or corrugations, which, after leaving the conoidal portion, are arranged at an oblique angle, said 70 chamber being further provided with a depending stop or shoulder which engages the rearwardly-extending arm, and also with a lug projecting from the concave face, a shaft having one end mounted in the socket of the 75 rearwardly-extending arm and the opposite end bearing in a perforation in the apex of the conoidal portion of the chamber, and a spring encircling said shaft, having one end secured thereto and the opposite end secured 80 to the lug projecting from the concave face of the chamber, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

LOUIS PUTNAM COOK.

Witnesses:

J. W. ROBB,

A. D. COOK.