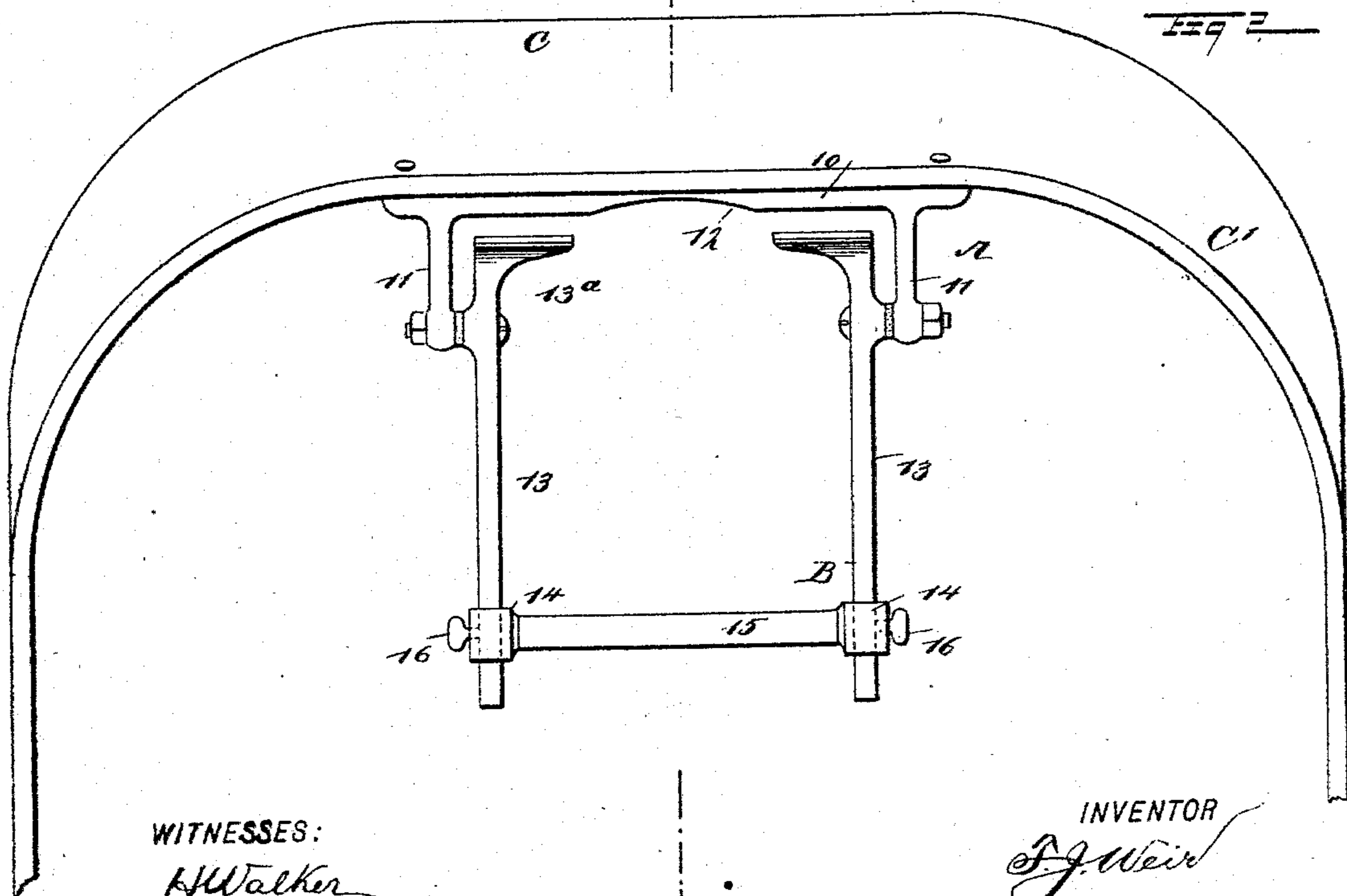
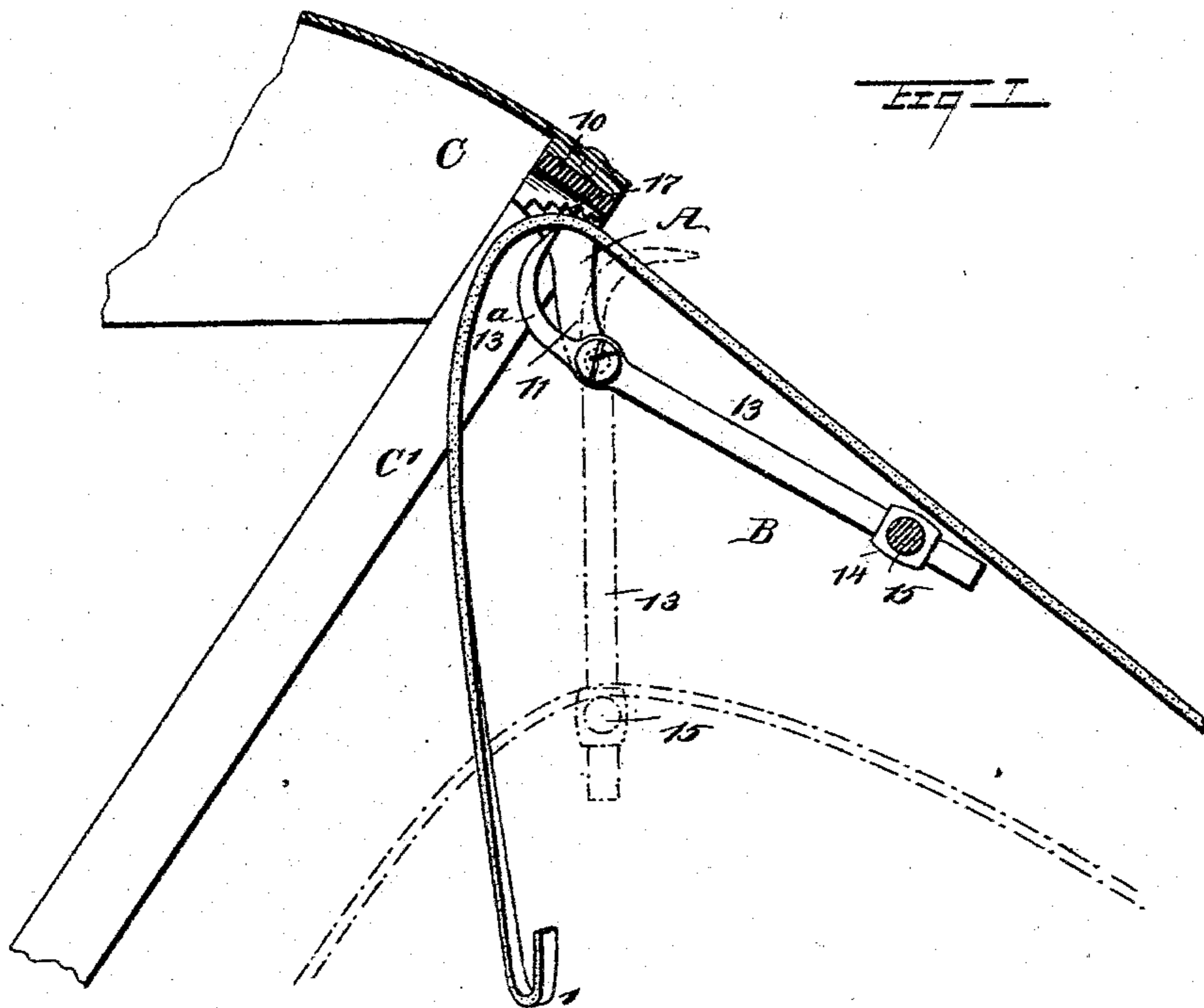


(No Model.)

T. J. WEIR.  
REIN HOLDER.

No. 515,634.

Patented Feb. 27, 1894.



**WITNESSES:**

H. Walker  
to Bodzowiek

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# UNITED STATES PATENT OFFICE.

THOMAS J. WEIR, OF CINCINNATI, OHIO.

## REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 515,634, dated February 27, 1894.

Application filed June 28, 1893. Serial No. 479,042. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS J. WEIR, of Cincinnati, in the county of Hamilton and State of Ohio, have invented a new and Improved Rein-Holder, of which the following is a full, clear, and exact description.

My invention relates to an improvement in rein holders adapted for attachment to any vehicle, and the object of the invention is to provide a device through the medium of which the reins will be held at such an elevation that they will clear the horse's tail while driving, and whereby also whenever it is desirable the reins may be clamped to the hood or other portion of the vehicle to which the attachment is applied, the clamping of the reins being effected in an exceedingly simple and expeditious manner.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth and pointed out in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in both the views.

Figure 1 is a central vertical section through the rein holder and the canopy of a vehicle to which the holder is applied, the section being taken on the line 1—1 of Fig. 2; and Fig. 2 is a partial front elevation of the canopy and a front elevation of the holder.

In carrying out the invention the rein holder may be said to consist of a fixed section A and a swinging section B. The fixed section A, is essentially U-shaped in general contour, comprising a body 10, adapted to be horizontally located, and arms 11, pendent from the under portions of the body, but if in practice it is found desirable the fixed section of the device instead of being made in one piece as illustrated in the drawings may be made in sections, as for example it may be divided in its center, and will thereby form two angle brackets; but when made in one piece the body 10 is usually provided with a cavity 12 in its under surface at the center.

The fixed section A is secured to any overhead support, and when applied to the canopy C of a vehicle it is secured to the under

surface of the front bow C' of said canopy, as illustrated in the drawings.

The swinging section B, comprises two bars 13, which are pivoted between their centers and upper ends to the pendent arms 11 of the body or fixed section of the device. The pivotal connection may be effected in any suitable or approved manner, but preferably the bars 13, are connected with the inner faces of the arms at their lower ends instead of at their outer faces. The upper ends of the bars 13, are more or less hook-shaped, said upper extremities being designated as 13<sup>a</sup>, and the hooked extremities are curved from the fulcrum of the bars in an upwardly and forwardly direction. Ordinarily and preferably the upper ends of the hooked members 13<sup>a</sup> of the bars are made quite wide, as shown in Fig. 2; and the upper edges of the said hooked sections of the bars are rendered substantially sharp as illustrated in Fig. 1. Below their fulcrum the bars 13, are usually made straight, and while they may be of any cross sectional shape preferably the lower portions of the bars are circular; and the lower extremities of the said bars 13, are passed through sleeves 14, said sleeves being attached at or near the extremities of a cross bar 15, and the cross bar 15, is vertically adjustable upon the swinging bars 13 through the medium of set screws 16 or their equivalents passed through the sleeves as shown in Fig. 2. The cross bar 15, is adapted to serve as a support or rest for the reins when driving, and will hold the said reins above the horse's back at the rear, and consequently out of reach of the horse's tail, as shown in dotted lines in Fig. 1. Normally the swinging section of the rein holder assumes a vertical position, as shown in Fig. 1 in dotted lines, but when the device is to be used to hold the reins in a locked position, the lower end of the swinging section is swung outward, or in the direction of the horse, and the reins are passed between one of the hooked members 13<sup>a</sup> of the swinging section and the under face of the member 10 of the fixed or body section of the device, as shown in positive lines, Fig. 1; therefore, the weight at the outer end of the swinging section will cause the hooked members of the swinging section to clamp the rein firmly to the body or fixed sec-

tion; and in order that this clamping engagement may be rendered perfect the under face of the horizontal member 10 of the fixed or body section is provided with teeth 17, as shown in Fig. 1, immediately above the extremities of the hook members of the swinging section.

As the swinging section has free swinging movement upon the body or fixed section, when the reins are carried over the cross bar 15 in driving, a taut rein upon the horse may be preserved at all times, since the swinging section, by reason of its motion, serves as a lever and will enable the driver to check any sudden start of the horse.

The clamping surface of the device may be made straight or be otherwise formed than curved. The object attained in using the hook-shaped clamp, is the outward and upward elevation of the lower part of the holder when the reins are locked, thus offering no obstacle to a person getting in or out of the vehicle.

It is evident that the device will not interfere with the person or with persons entering or making an exit from the vehicle, since the swinging section may be lifted up out of the way when persons are leaving or are entering the vehicle; and in fact the device will serve as a handle by means of which persons may steady themselves in entering or leaving the vehicle.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. In a rein-holder, the combination, with a body section and a pivoted clamping section having on one side of its pivot members which engage said body section, and, on the other

side extended members which project forward and are connected at their outer ends whereby they are adapted to raise and support the reins when clamped by the holder, as shown and described.

2. A rein holder, the same consisting of a body section adapted to be secured to a vehicle, and a swinging section connected with the body section at one side of its center, the said swinging section being provided with an upper clamping surface and an adjustable rein support at its lower end, as and for the purpose set forth.

3. A rein holder, the same consisting of a body section adapted for attachment to a vehicle top, a swinging section having pivotal connection between its center and upper end with the body section, said swinging section being provided with clamping surfaces above its pivot point, and a rein-supporting bar below its pivot point, as and for the purpose specified.

4. A rein holder, the same consisting of a body section adapted for attachment to a vehicle top, and a swinging section comprising two side bars pivoted between their centers and upper ends to the fixed section, a rein-support connecting the lower ends of the bars of the said swinging section, and clamps located at the upper ends of the swinging bar, the clamps being normally held out of engagement with the body, yet capable of being carried to an engagement therewith, as and for the purpose specified.

THOMAS J. WEIR.

Witnesses:

FRANK M. GROPLEY,  
JOHN J. GROPLEY.