(No Model.)

W. BEINE.

REIN HOLDER.

No. 547,238. Patented Oct. 1, 1895.

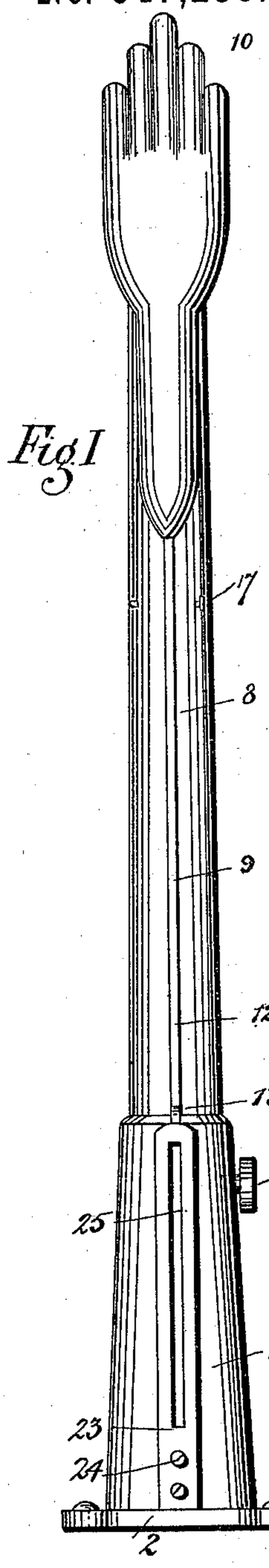

Fig. I

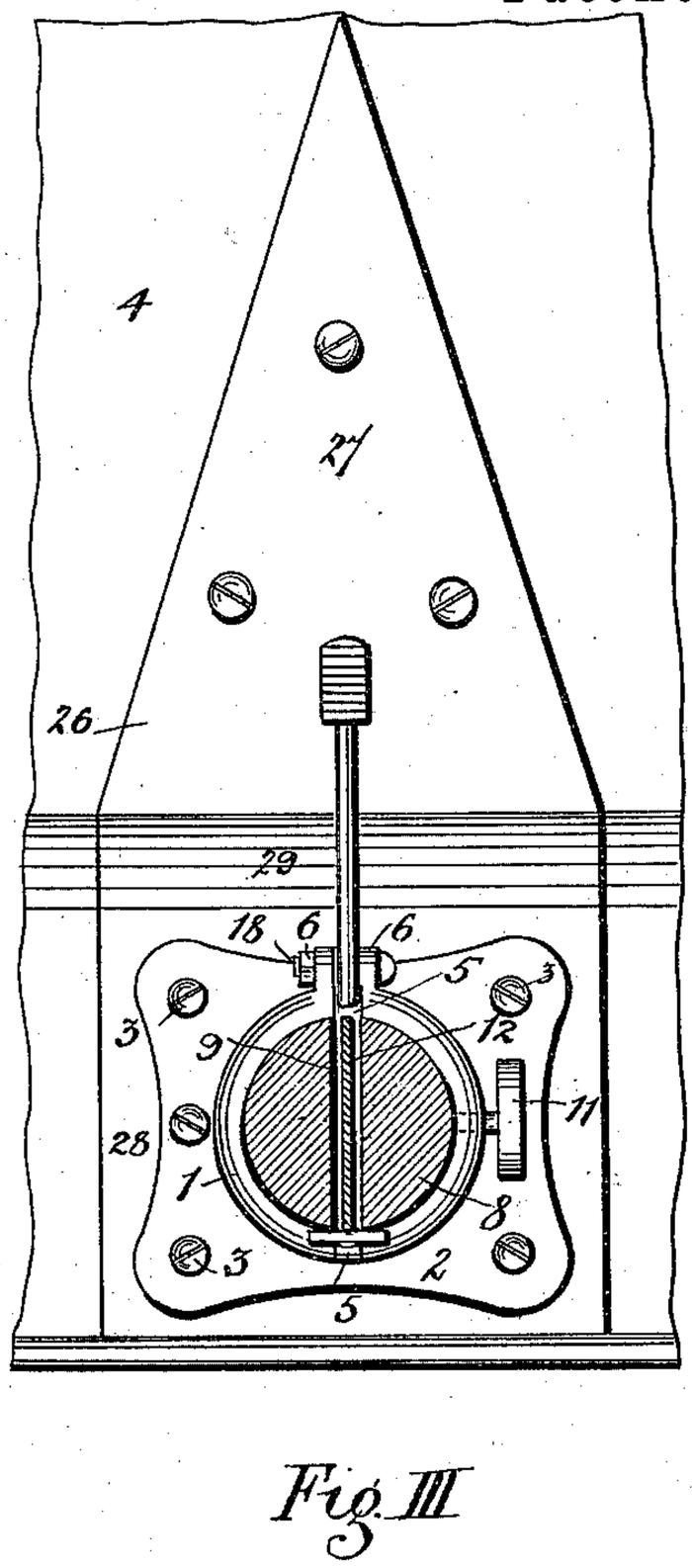

Fig. III

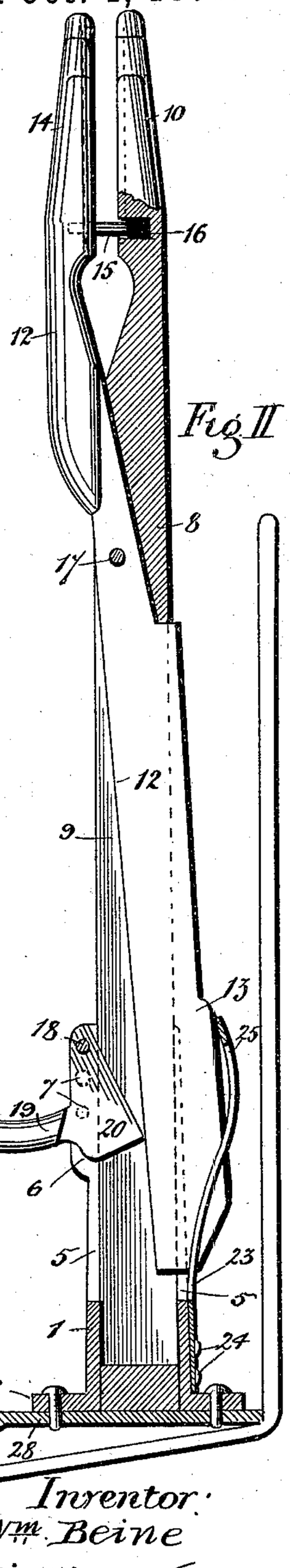

Fig. II

Witnesses.
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UNITED STATES PATENT OFFICE.

WILLIAM BEINE, OF OVERBROOK, KANSAS.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 547,238, dated October 1, 1895.

Application filed July 29, 1895. Serial No. 557,541. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BEINE, of Overbrook, Osage county, Kansas, have invented certain new and useful Improvements in Rein-Holders, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part thereof.

My invention relates to rein-holders for vehicles; and my object is to provide a device of this character for attachment to any style of vehicle wherein the reins may be quickly and easily placed by the driver, which will hold the reins secure from accidental displacement, and which is ornamental in appearance and simple, strong, durable, and inexpensive of construction.

To this end the invention consists in certain novel and peculiar features of construction and combinations of parts, as will be hereinafter described and claimed.

In order that the invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, wherein—

Figure I represents a side elevation of a rein-holder embodying my invention. Fig. II represents a vertical longitudinal section of the same, taken in a plane at right angles to said figure. Fig. III represents a horizontal section taken just above the stand or socket-piece.

In the said drawings, 1 designates a tubular stand or socket-piece, and 2 designates the foot or base plate of the same, which is adapted to be secured by screws 3 or equivalent devices to the foot-board 4 of a vehicle. It will be located, preferably, near the right-hand front corner of the vehicle. Said stand or socket-piece is provided with vertical slots 5, which extend nearly its full length and are arranged at diametrically-opposite points. At opposite margins of one of said slots are formed or secured the parallel flanges or lugs 6, provided with one or more sets of vertically-alinged apertures 7.

8 designates a cylindrical arm, which is slotted from a point near its lower end upwardly about two-thirds of its entire length, as shown at 9, and said arm terminates at its upper end in a gripping-surface 10, which preferably approximates a hand in outline. Said cylindrical arm fits in the tubular stand or socket-piece 1 and is vertically adjustable therein by means of the set-screw 11, which impinges upon said arm, and 12 designates a second arm, which is flattened and fits snugly in the slot 9 of the arm 8 and is provided at its lower end and at one side with a shoulder or offset 13, and terminates at its upper end in the gripping-surface or hand 14, which opposes the hand 10, and is provided with a guide-pin 15, operating in a guide-socket 16 of the hand 10. Said arm 12, near the upper end of the slot 9, is pivotally mounted upon the pin 17, carried by the arm 8. Pivoted upon a bolt 18, engaging one or another of the apertures 7 and operating between the guide-lugs 6, is a lever 19, which comprises the approximately vertical arm 20 and the approximately horizontal arm 21, which terminates at its outer end in the corrugated or roughened foot-plate 22.

23 designates a spring, which is secured by screws 24 or equivalent devices to the tubular stand or socket-piece, and said spring at its upper end bears against the opposing edge of the shoulder 13 to hold the lower end of the arm 12 normally in the position shown in dotted lines, Fig. II, with the hand 14 in its closed position, and said spring is also provided with a longitudinal slot 25 to permit the lower end of said shoulder to project through the same when the hand 14 is moved away from the hand 10, as shown in full lines, Fig. II. The foot or base plate 2 is usually screwed down upon the horizontal foot-platform of the vehicle. In case, however, the foot-board is inclined, as shown at Fig. II, I employ a bracket 26, which comprises the horizontal portion 27 for attachment to the foot-board of the vehicle, and the horizontal portion 28, upon which the foot or base plate 2 will be screwed or bolted, and the inclined portion 29 for connecting said horizontal portions and for raising the portion 28 above the inclined part of the foot-board, so that the rein-holder may have a horizontal and at the same time a solid and substantial foundation and may be located at a proper or desirable point in a vehicle irrespective of the foot-board formation. It will also be observed that the device is applicable to vehicles having dashboards of varying heights, owing to

the fact that it may be lengthened or shortened, as occasion may demand.

When the driver stops his vehicle for any purpose, he simply places his foot upon the lever 19 and pulls the hand 14 away from the hand 10 against the resistance of the spring 23. He then loops the reins or one strand of them between said hands and removes his foot from the lever. The spring 23 then forces the hands 14 quickly and tightly against and clamps the reins firmly in position, so that they cannot be displaced by the movement of the horses' heads or otherwise accidentally.

From the above description it will be apparent that I have produced a rein-holder which is positive and reliable, and simple, strong, durable, and inexpensive of construction.

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

1. A rein-holder, comprising a vertical arm fixed relatively to the dash-board of a vehicle and terminating at its upper end in a hand, a second arm pivoted thereto and also terminating at its upper end in an opposing hand, a spring holding said hands together, and a lever bearing against the pivoted arm, whereby it may be operated, substantially as and for the purpose set forth.

2. A rein-holder, comprising a socket-piece fixed relatively to a part of the vehicle, a vertical arm longitudinally adjustable in said socket-piece, and terminating at its upper end in a hand and provided below the same with a longitudinal slot, a second arm pivoted in said slot and provided at its upper end with an opposing hand, a spring secured to the socket-piece, and a foot-lever pivoted to the socket-piece and bearing against the opposite side of said pivoted arm, substantially as and for the purpose set forth.

3. A rein-holder, comprising a tubular socket-piece fixed relatively to a part of the vehicle, a slotted arm terminating at its upper end in a hand, engaging said socket-piece, a set-screw impinging upon said arm and carried by said socket-piece, a second arm pivoted in the slot of the first-named arm and terminating also at its upper end in a hand, a slotted spring bearing against one side of the first-named arm, and a pivoted lever bearing against the opposite side of said arm, substantially as set forth.

4. A rein-holder, comprising a tubular socket-piece fixed relatively to a part of the vehicle, a slotted arm terminating at its upper end in a hand, engaging said socket-piece, a set-screw impinging upon said arm and carried by the socket-piece, a second arm pivoted in the slot of the first-named arm and terminating also at its upper end in a hand, a slotted spring bearing against one side of the first-named arm, a pivoted lever bearing against the opposite side of said arm, and a pin projecting from the hand of the pivoted arm and engaging a socket in the hand of the first-named or fixed arm, substantially as set forth.

5. A rein-holder, comprising a socket-piece fixed relatively to a part of the vehicle, a vertical arm longitudinally adjustable in said socket-piece, and terminating at its upper end in a hand and provided below the same with a longitudinal slot, a second arm pivoted in said slot and provided at its upper end with an opposing hand, a spring secured to the socket-piece and bearing against the pivoted arm to hold its hand in its closed position, a foot-lever pivoted to the socket-piece and bearing against the opposite side of the said pivoted arm, and a bracket, comprising a pair of horizontal portions, one of which is secured to the foot-board of the vehicle and the other to the foot or base plate of the socket-piece, and an inclined portion connecting said horizontal portions, substantially as set forth.

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

WILLIAM BEINE.

Witnesses:
JOHN HEFNER,
CHARLES BEINE.