No. 628,501. Patented July 11, 1899.

J. TRANTOM.

REIN HOLDER.

(Application filed Dec. 6, 1897.)

(No Model.)

Fig. 2.

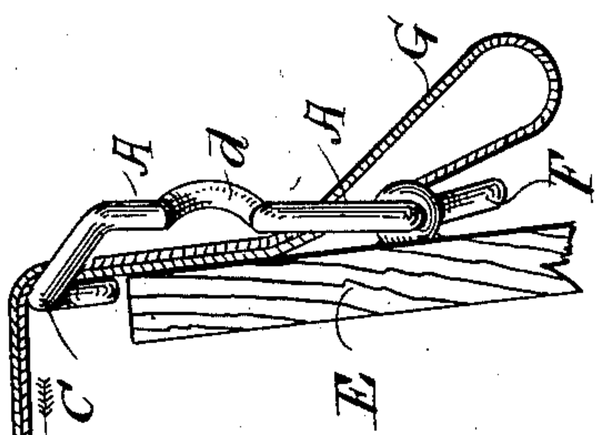


Fig. 4.

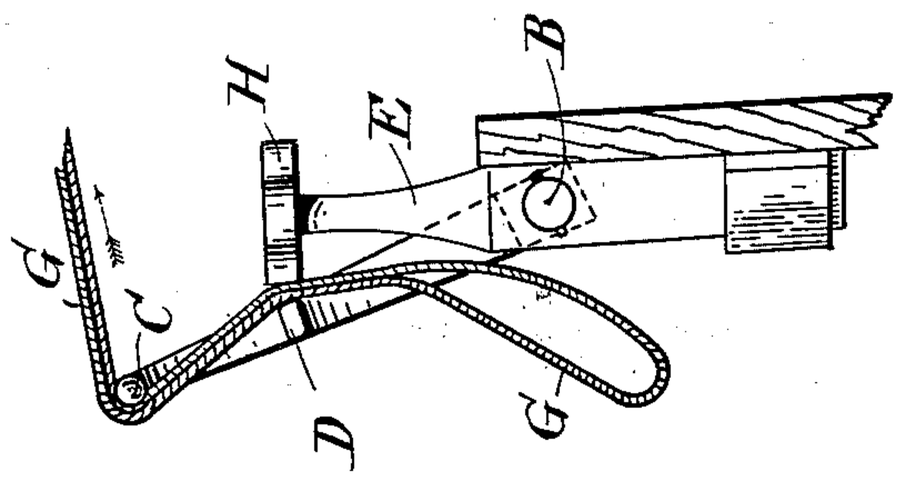


Fig. 1

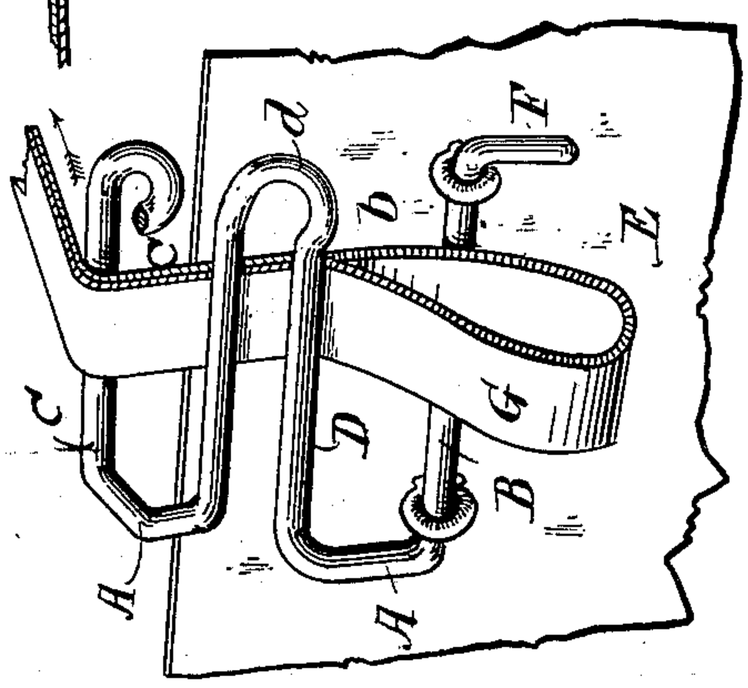
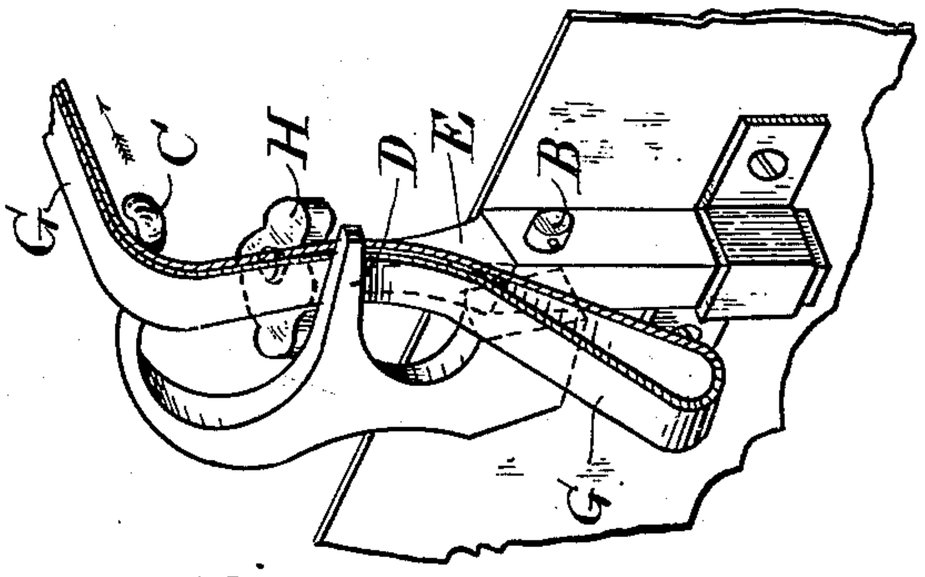


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH TRANTOM, OF LIVERPOOL, ENGLAND.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 628,501, dated July 11, 1899.

Application filed December 6, 1897. Serial No. 660,898. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH TRANTOM, a subject of the Queen of Great Britain, residing at Liverpool, in the county of Lancaster, England, have invented certain new and useful Improvements in Rein-Holding Devices, of which the following is a specification.

The object of this invention is to provide an apparatus or device for holding reins and the wheels of road-vehicles.

The device for holding reins will be understood from the following description, reference being had to the accompanying drawings, in which—

Figure 1 is a front view of the rein-holder in use; Fig. 2, an end view thereof with the dashboard in section; Fig. 3, a rein-holder suited for holding other-shaped reins as well as flat; Fig. 4, an end view thereof.

In all the cases I form the rein-holder in such a manner that the reins will be pinched or gripped between a lever and a stationary abutment, the gripping action being by leverage automatically and proportionately increased as the reins are pulled forward, while by manipulating the reins or the holder the former will be at once loosened.

In Figs. 1 and 2 my improved rein-holder comprises a lever A, hinged at B, and an abutment E. The opposite end of the lever is formed with a transverse arm C, and intermediate between the arm C and the hinge B and by preference parallel thereto is the main body D, which grips the reins in position against the stationary abutment E, which in this case is the dashboard of the vehicle or a plate thereon. Between the main body D and the parts B and C are the hiatuses *b* and *c*, and as both the parts C and D project laterally in the same direction the entrances to these hiatuses are on the same side of the lever, and thus enable the reins to be inserted and slipped under the body D and through the hiatuses *b* and *c* from the one side. F is a short arm which by striking against the dashboard or plate E limits the movement of the lever A. The body-piece D is curved outward slightly at *d* to facilitate the reins being easily passed between D and E.

Now it will be seen that if a pair of flat leather reins G are laid together and passed laterally into position between the main body D and the abutment E they will be held in position, and any tension applied in the direction of the arrow on the reins G will exert a corresponding pull on the arm C of the lever A, with the result that the reins are squeezed by the force of tension multiplied by the leverage employed between the body-piece D and the abutment E, thus firmly gripping and holding them.

The removal of the reins G can be instantaneously effected by a lateral movement toward *d*.

In Figs. 3 and 4 the lever is of the same class as in Figs. 1 and 2, the body-piece D being intermediate between the arm C and the hinge or pivot B. E is the stationary abutment, which in this case is provided with a movable face H, mounted on a more or less vertical pivot or hinge secured behind the dashboard or in any other suitable position. The movement of the face H on its pivot or hinge provides that equal gripping pressure is exerted upon each pair of reins irrespectively of any difference there may be in their thickness, and, furthermore, this design of rein-holder is specially suited for holding other than flat reins, such as those which are circular in cross-section. It may be used equally well for holding a single pair or two or more pairs of reins.

It is obvious that the details already given of my invention may be modified without impairing the efficiency thereof. For example, I may prefer to attach a movable face to the body-piece D instead of to the abutment E, as shown in Figs. 3 and 4, or I may use this device as an addition to the gripping-surface of D in the form of my invention shown in Figs. 1 and 2.

I declare that what I claim is—

1. In a rein-holder, the combination with a stationary abutment, of a lever pivoted at one end thereto, an arm, over which the rein passes, extending laterally from said lever at its opposite end and an intermediate laterally-extending arm or body portion, beneath which the rein passes and by which it is clamped against said abutment, said laterally-extending arms being free at their outer ends; whereby, unobstructed spaces for the admission of the reins are left between them, substantially as described.

2. In a rein-holder, the combination with a stationary abutment, of a lever pivoted thereto, a laterally-extending arm over which the rein passes and a lateral body portion beneath which the rein passes, said body portion being bent at its outer end away from the abutment to admit of the free passage of the reins between them, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEPH TRANTOM.

Witnesses:
G. C. DYMOND,
W. H. BEESTON.