

No. 669,073.

Patented Mar. 5, 1901.

J. W. CAMPBELL.

REIN HOLDER.

(Application filed June 22, 1900.)

(No Model.)

Fig. 1.

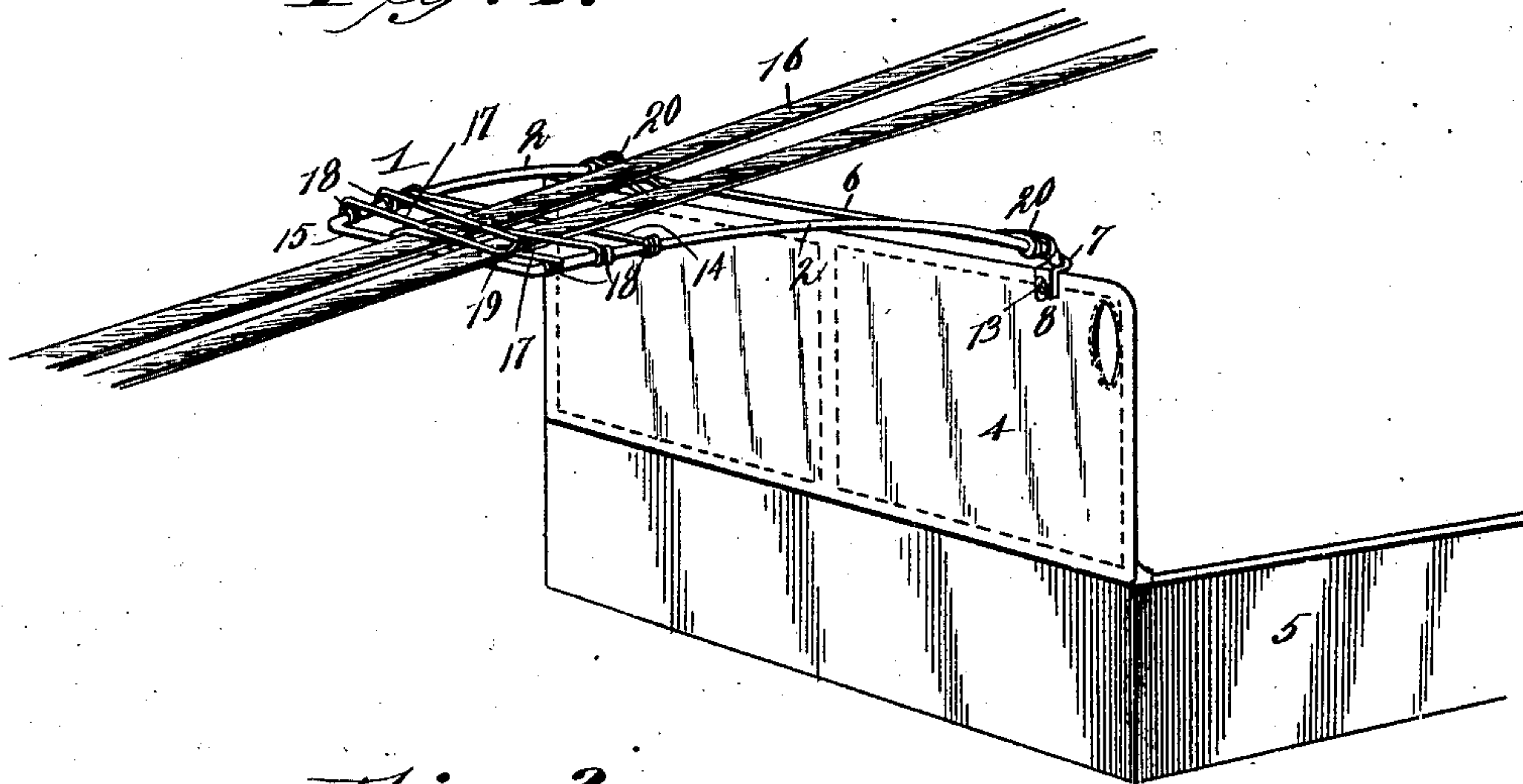


Fig. 2.

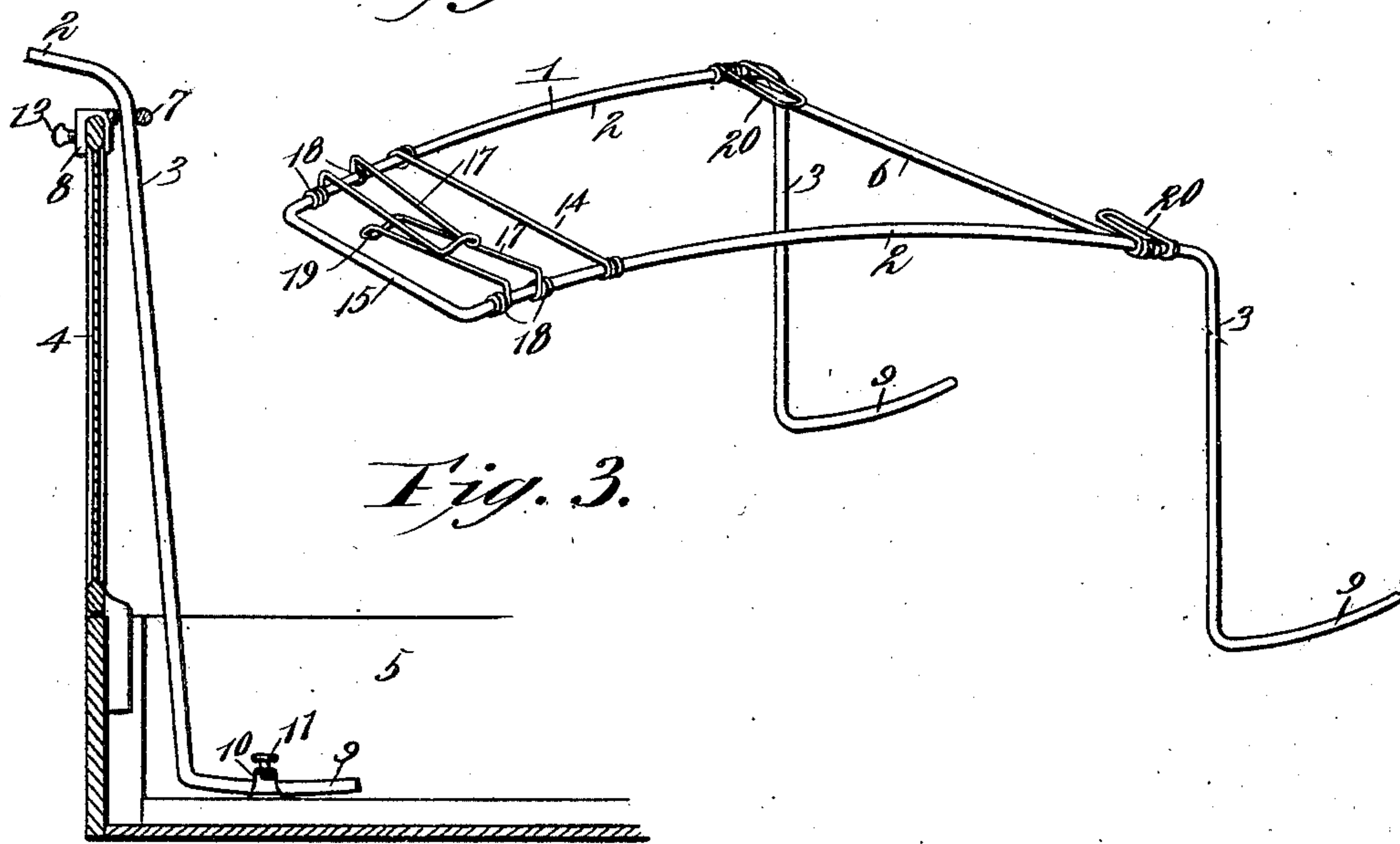


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JAMES W. CAMPBELL, OF PARIS, TEXAS.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 669,073, dated March 5, 1901.

Application filed June 22, 1900 Serial No. 21,225. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. CAMPBELL, a citizen of the United States, residing at Paris, in the county of Lamar and State of Texas, have invented a new and useful Rein-Holder, of which the following is a specification.

The invention relates to improvements in rein-holders.

One object of the present invention is to improve the construction of rein-holders and to provide a simple, inexpensive, and efficient one adapted to be readily applied to a vehicle and capable of ready adjustment to arrange it to suit the height of a horse and of supporting the lines and of preventing them from coming in contact with the tail of the animal.

Another object of the invention is to provide a service of this character which while being adapted to support the lines while driving will be capable of gripping the reins when the vehicle is not in motion.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a rein-holder constructed in accordance with this invention and shown applied to the body of a vehicle. Fig. 2 is a detail perspective view of the device. Fig. 3 is a longitudinal sectional view of a portion of the rein-holder, illustrating the manner of securing the same to the body of a vehicle.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates an adjustable frame, preferably constructed of a single piece of material and composed of an approximately rectangular top 2 and depending L-shaped sides 3, extending downward from the rear ends of the sides of the top and designed to be arranged at the inner or rear face of the dashboard 4 of a vehicle-body 5, as clearly illustrated in Fig. 3 of the accompanying drawings. The sides of the top portion 2 are preferably connected by a transverse rod 6, and the depending L-shaped portions 3 are fulcrumed at their upper ends in openings or eyes 7 of clamps 8, secured to the upper edge of the dashboard. The lower arms 9 of the depending L-shaped

portions of the frame extend through clamps 10, mounted within the vehicle-body at opposite sides thereof and provided with set-screws 11 for engaging the said horizontal arms 9. By moving the arms 9 backward and forward the top portion of the frame is raised and lowered, and the said clamps 10 are provided with openings to receive the arms 9. The upper clamps 8 are provided with depending jaws to receive the dashboard, and they have clamping-screws 13 for engaging the same. The top portion of the frame is also connected near its front or outer end by transverse rods 14, arranged approximately parallel with the front transverse portion 15 and cooperating with the same to form a support for the lines 16, which are retained upon the supports by inwardly-extending resilient jaws or loops 17. The jaws or loops 17, which are approximately U-shaped, have the outer terminals of their sides coiled around and secured to the sides of the top portion of the frame, as clearly shown in Fig. 2. The coils 18 provide means for connecting the jaws or loops with the frame and also form springs for swinging the loops or jaws downward. The inner portions of the loops or jaws overlap, and their inner ends 19 are bent at an angle to form flared portions to facilitate the introduction and removal of the lines.

The front portion of the frame supports the reins while driving, as clearly shown in Fig. 1, and when it is desired to leave the vehicle the reins are engaged with resilient clamps 20, mounted on the sides of the frame at the ends of the rear transverse bar 6. Each clamp is constructed of a single piece of spring-wire or other suitable material, which is bent into U shape, and the terminals of the wire are coiled around the sides of the frame and are connected with the cross-bar 6. The resilient clamps extend inward, and the reins are adapted to be readily engaged under them.

The top of the frame may be provided with a suitable covering or shield to exclude from view the rear of the animal and to provide a guard to prevent persons from falling between a buggy and a horse.

It will be seen that the rein-holder is exceedingly simple and inexpensive in construction, that it is adapted to be readily applied to and is capable of adjustment on a vehicle

to arrange it to suit the height of the animal, and that it will effectually prevent the lines from coming in contact with its tail. It will also be apparent that the lines are adapted to
 5 play freely through the front portion of the rein-holder and that they are balanced thereon to prevent them from bagging or sagging. The rein-holder is also adapted to prevent the
 10 lines from falling to the ground and becoming soiled, and instead of mounting it on a vehicle, with its upper portion extending forwardly from the dashboard, as illustrated in Fig. 1, it can be disposed on the thills, with its top portion projecting rearward.

15 What I claim is—

1. In a device of the class described, the combination with a vehicle, of a frame composed of a top portion, and a depending rear portion and fulcrumed on the vehicle and
 20 capable of oscillation to raise and lower the top portion, means for engaging the depending rear portion of the frame for holding the top portion at the desired adjustment, and jaws mounted on the frame and having over-
 25 lapped inner portions and adapted to receive the lines, substantially as described.

2. In a device of the class described, the combination with a vehicle, of a frame having an approximately horizontal portion and
 30 provided with a depending portion, said frame being fulcrumed at the angle formed by the said portions at the top of the dashboard and adapted to be oscillated to swing its horizontal portion upward and downward, adjusting
 35 devices located within the vehicle and engaging the depending portion of the frame to hold the horizontal portion in the desired position, and rein-engaging devices carried by the horizontal portion of the frame, substantially as
 40 described.

3. In a device of the class described, the combination with a vehicle, of a frame fulcrumed thereon and composed of an approximately rectangular top portion and depend-
 45 ing approximately L-shaped rear portions,

rein-engaging devices arranged at the top portion of the frame, and clamping devices engaging the lower arms of the rear portions of the frame, substantially as described.

4. A rein-holder comprising an approxi- 50
 mately rectangular top portion having opposite sides, and provided with a front transverse rod, and the jaws extending inward from the opposite sides of the top portion and overlapping each other at the center and hav- 55
 ing flared ends extended in opposite directions, said jaws being adapted to hold the lines against the frame, substantially as described.

5. A rein-holder comprising a frame provided with front and rear transverse rods, 60
 the inwardly-extending overlapping jaws arranged between the front of the frame and the front transverse rod, and the resilient clamps mounted on the frame at the ends of the rear transverse rod, substantially as de- 65
 scribed.

6. In a device of the class described, the combination with a vehicle, of upper clamps mounted thereon and provided with eyes, a frame having sides extending through the 70
 eyes and fulcrumed on the upper clamps, rein-receiving devices mounted on the frame and means for securing the frame at the desired adjustment, substantially as described.

7. A rein-holder comprising a frame con- 75
 sisting of an approximately rectangular top portion disposed horizontally and the depending approximately L-shaped portions adapted to be secured to a vehicle, jaws mounted on the top portion of the frame and loosely re- 80
 ceiving the reins, and clamps adapted to hold the reins, substantially as described.

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

JAMES W. CAMPBELL.

Witnesses:

J. N. RIGGS,
 ELI MCCLAIN.