C. M. JENSEN.

REIN HOLDER.

APPLICATION FILED DEC. 2, 1909.

959,143. Patented May 24, 1910.

Fig. 1.

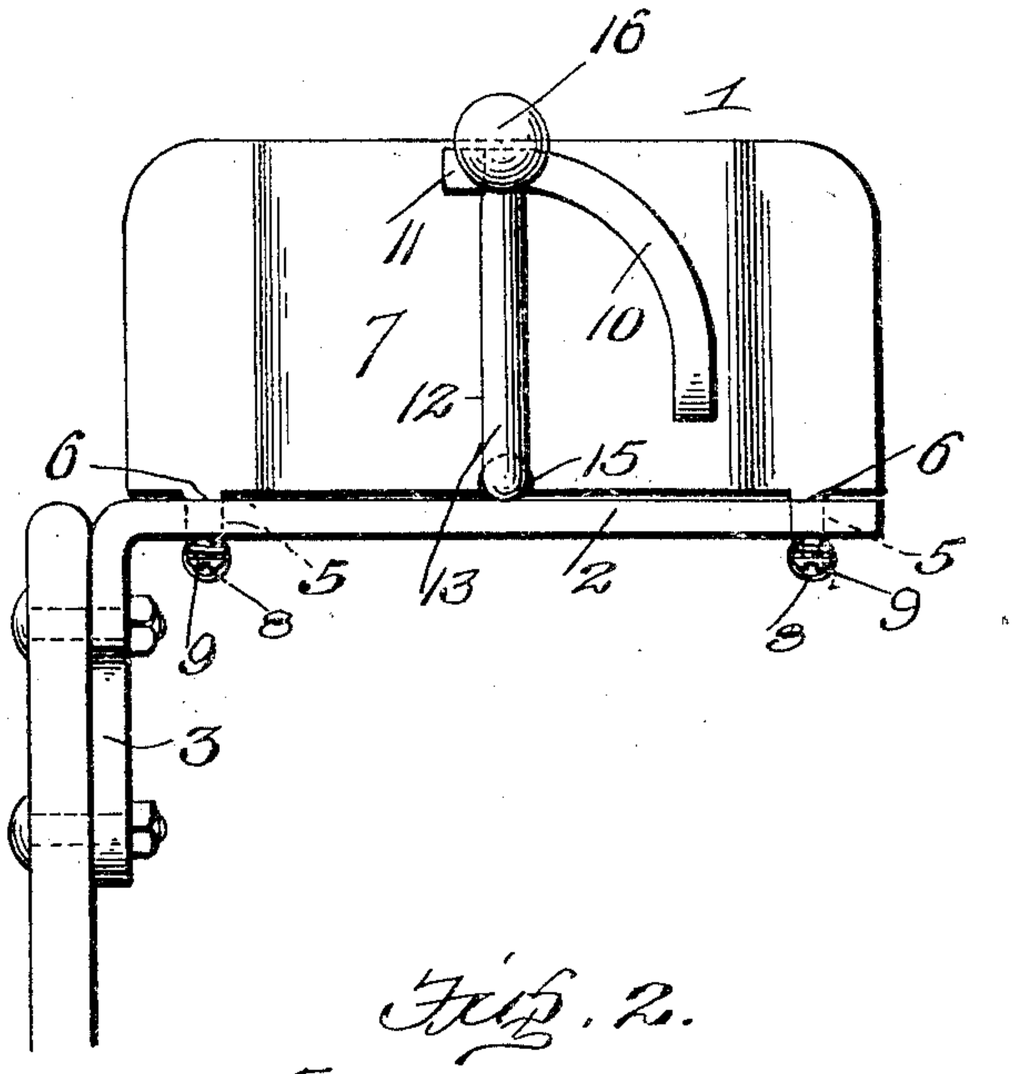
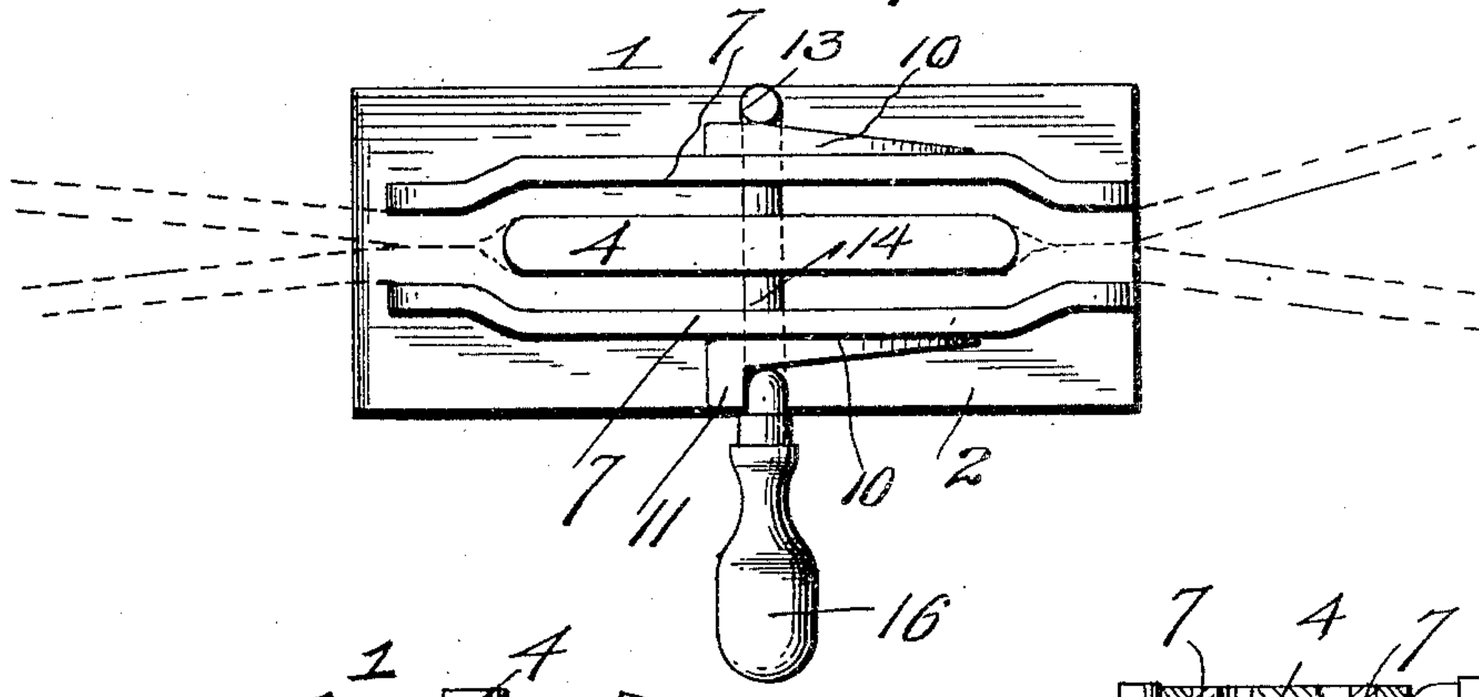


Fig. 2.



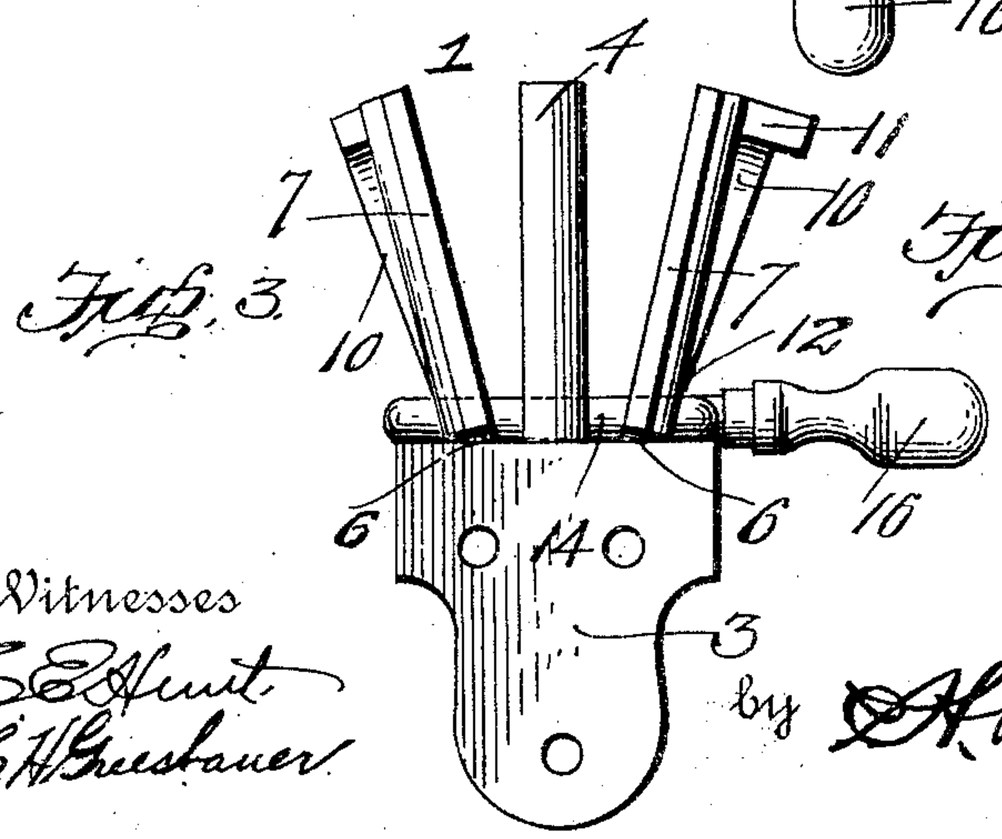


Fig. 3.

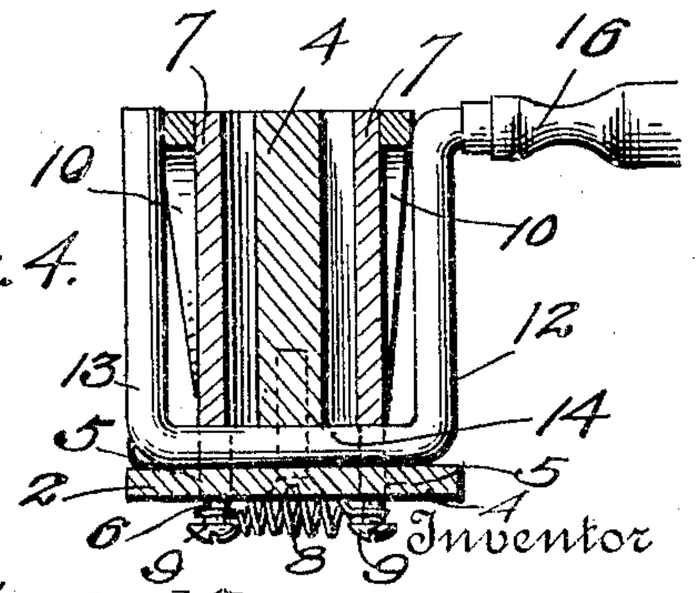


Fig. 4.

Witnesses

C. E. Hunt.

C. H. Graubauer.

Inventor

Carl M. Jensen

by H. R. Williamson & Co

Attorneys

UNITED STATES PATENT OFFICE.

CARL M. JENSEN, OF DENVER, COLORADO.

REIN-HOLDER.

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To all whom it may concern:

Be it known that I, CARL M. JENSEN, a citizen of the United States, residing at Denver, in the county of Denver and State of Colorado, have invented certain new and useful Improvements in Rein-Holders; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in rein holders.

The object of the invention is to provide a simple and reliable device of this character which may be readily attached to any suitable part of a vehicle whereby the reins may be securely fastened or held when not in use.

With the foregoing and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side view of my improved rein holder, showing the same attached to a dash board; Fig. 2 is a plan view of the holder showing the rein clamping plates in closed or operative position; Fig. 3 is an end view showing the plates in open or inoperative position; Fig. 4 is a central vertical cross sectional view with the clamping plates in closed position.

Referring more particularly to the drawings, 1 denotes the holder which consists of a base plate 2 on one end of which is formed a right angular downwardly projecting attaching lug 3 which is preferably provided with screw or bolt holes to receive fastening screws of bolts whereby the holder is secured to the dash board or other suitable part of the vehicle. In the center of the base plate is secured an upwardly projecting, longitudinally disposed rein receiving plate or bar 4 in which the driving reins are engaged, when not in use.

In the base plate, adjacent to each end and on opposite sides of the center line of the plate, are formed slots or apertures 5 with which are loosely engaged downwardly projecting studs or lugs 6 formed on the lower edges of rein clamping plates 7 which are arranged on each side of the rein holding bar or plate 4, and project beyond the opposite ends of the plate, as shown. The studs or lugs 6 project a suitable distance below the under side of the base plate and are connected together by short coiled springs 8, the ends of which are connected to said studs by screws or other suitable fastening devices 9. The opposite ends of the plates 7 are offset or bent inwardly so that the space between the ends of the plates, when the latter are brought together, is less than the space beween the central portions of the plates and the distance between said ends and between the sides of the plates and the adjacent sides of the bar or plate 4 is such that the lines when engaged with said plate or bar will be securely clamped thereto and thus held in position.

On the outer sides of the central portions of the plates 7 are arranged segmental cams 10, one of which is provided with a stop lug 11. Adapted to be engaged with the cams 10 to force the plates 7 together, to an operative position, is a suitable operating device comprising a lever 12 which consists of a substantially U-shaped plate engaging portion 13, the lower cross bar 14 of which is pivotally mounted in a bearing notch 15 formed in the plate or bar 4, adjacent to the base plate. One end of the lever is bent at right angles to the U-shaped portion thereof and is provided with a suitable handle 16 whereby the lever may be turned upwardly or downwardly on the base plate. When the lever 12 is turned upwardly, the opposite ends of the U-shaped portion are brought into engagement with the cam segments on the outer sides of the plates 7, thus forcing said plates together or into engagement with the reins which are arranged between the same and the bar or plate 4, thus clamping or securing the reins against casual disengagement from said plate or bar. As the U-shaped portion of the lever is swung upwardly, one end of the same is brought into engagement with the stop lug 11 thereby limiting the upward movement of the lever, when it has reached the proper position for holding the plates 7 in operative engagement with the reins. The plates 7, when thus brought to an operative position by the lever 12, are moved against the pressure of the springs 8 and when said plates are released by the opposite movement of the lever, the springs will again retract and swing the plates outwardly in opposite directions, thus releasing the reins

and permitting the same to be readily disengaged from the holder.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention, as defined in the appended claims.

Having thus described my invention, what I claim is:

1. In a rein holder, a base plate, a rein receiving plate or bar secured to said base plate, a pair of rein clamping plates having offset ends adapted to be brought into engagement with the reins at the opposite ends of said rein receiving bar, operating lugs formed on said plates and projecting through said base plate, plate retracting springs to connect said lugs whereby the clamping plates are retracted or swung to an open position, a plate closing lever, and means on said plates adapted to be engaged by said lever to force the plates in operative engagement with the reins.

2. In a rein holder, a base plate having formed therein a series of slots, a central longitudinally disposed rein receiving bar, secured to said base plate, a pair of rein clamping plates, lugs formed on one edge of said plates and adapted to project through the slots in said baseplate, coiled retracting springs to connect said lugs together whereby said plates are swung outwardly to an inoperative position, plate closing cams arranged on the outer sides of said plates, a stop formed on one of said cams, a plate clamping lever comprising a substantially U-shaped plate engaging portion pivotally mounted in the bearing notch of said rein receiving bar and adapted to be swung upwardly into engagement with the cams on said clamping plates whereby the latter are brought into operative engagement with the reins to clamp the latter against said bar, and an operating handle arranged on one end of said lever.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CARL M. JENSEN.

Witnesses:
JOHN E. MILLER,
Mrs. M. WHITE.