

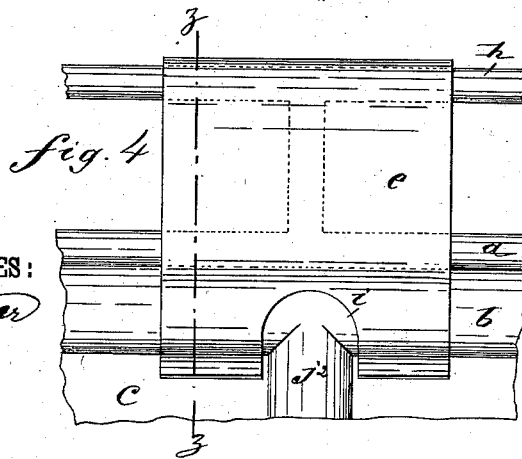
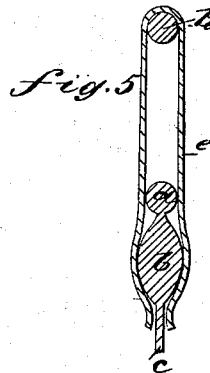
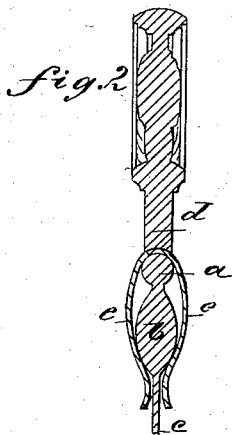
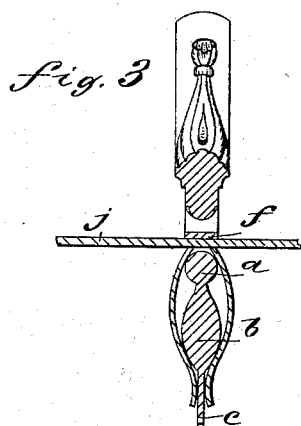
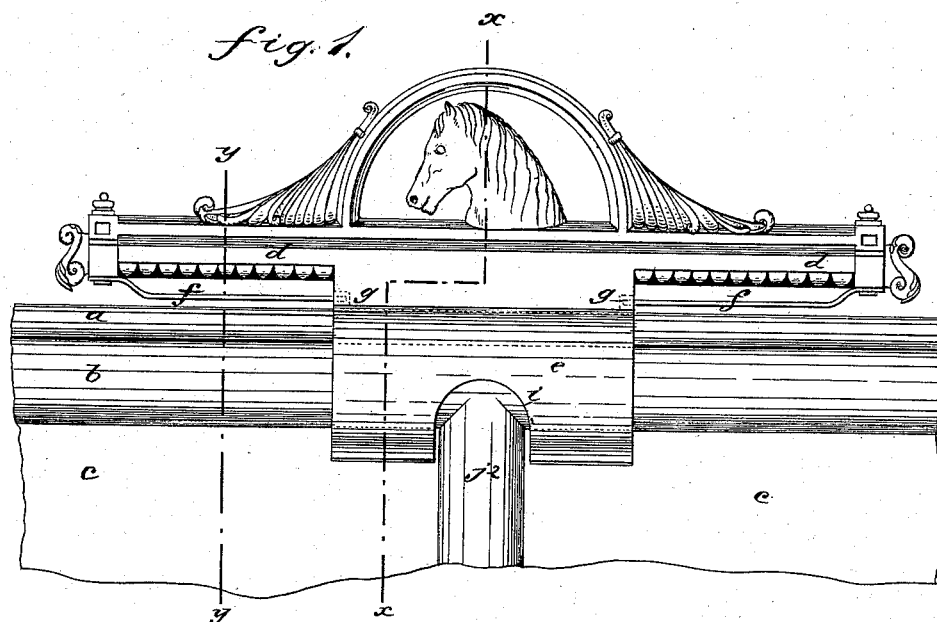
(No Model.)

C. M. HOWELL & C. W. BURDICK.

REIN HOLDER.

No. 263,908.

Patented Sept. 5, 1882.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CARSON M. HOWELL AND CHESTER W. BURDICK, OF LANSING, MICHIGAN.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 263,908, dated September 5, 1882.

Application filed July 6, 1882. (No model.)

To all whom it may concern:

Be it known that we, CARSON M. HOWELL and CHESTER W. BURDICK, of Lansing, in the county of Ingham and State of Michigan, have invented a new and Improved Rein-Holder for Buggies and other Carriages, of which the following is a full, clear, and exact description.

Our invention consists of a clip-spring differing in form according to the form of the dash-board to which it is to be attached, but adapted to attach to the dash-board by clipping onto the top, the said spring having a bar of suitable form attached to it so as to be supported a little above the top of the dash-board, and extending each way along the dash-board a suitable distance from the attaching-spring, to which bar other springs are attached and supported over and along the top of the dash-board, so as to pinch and hold the reins between them and the dash-board at any time it may be desired to slip them under the springs, and the arrangement being such that the reins may be slipped in and out of the holder in the most ready manner, and the contrivance is at the same time ornamented, as hereinafter fully described.

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

Figure 1 is a front elevation of a portion of a dash-board with our improved rein-holder attached. Fig. 2 is a section of Fig. 1 on line *x x*. Fig. 3 is a section of Fig. 1 on line *y y*. Fig. 4 is a front elevation of a portion of a dash-board of different form, showing a modification of the clip-spring for adaptation thereto, and Fig. 5 is a section of Fig. 4 on the line *z z*.

In Figs. 1, 2, and 3, *a* represents the top rib or rail of the dash-board; *b*, a larger rib below, and *c* a web of leather stretched between the rails, to which we attach the bar *d*, of any approved plain or ornamental form, by the clip-spring *e*, as shown, said bar being for

about one-third of its length attached to the top of the spring and extending each way along over rib *a* beyond the spring a suitable distance for the support of a rein-holding spring, *f*, between which and the rib *a* the reins *j* are to be slipped in from the ends of bar *d*, to be pressed on rib *a* and thereby held by the springs, the reins being at the same time turned over the projecting ends of the bar and again slipped under the springs or otherwise made fast, in addition to the grip of the springs, if necessary. The springs *f* are attached to bar *d* at the outer ends, or thereabout, and at the other ends project into notches or slots *g* in the shoulders of the part of bar *d* attached to the top of the spring *e*, by which they are prevented from being displaced by the reins, and in which slots the springs are free to rise and fall as required to act on the reins.

In the case of a dash-board having a rod, *h*, above the top rib, *a*, as in Figs. 4 and 5, the spring *e* will be suitably extended to embrace that also, and it will be otherwise properly modified, as may be required by the different forms of the dash-boards. The spring *e* is also notched at *i* to embrace the vertical rib *j* of the dash-board, by which the holder is effectually prevented from shifting out of position by the shocks and jars of the carriage. It will be seen that by the grip of the spring under the ribs *b* the holder will be effectually attached to the dash-board.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

The combination, with a dash-board having ribs *a b* and web *c*, of the slotted bar *d*, notched clip-spring *e*, and rein-holding springs *f*, secured to said bar *d* at the outer ends, as shown and described.

CARSON MOTT HOWELL.
CHESTER WILLARD BURDICK.

Witnesses:

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