

(No Model.)

VAN N. ZEVELY.

REIN HOLDER.

No. 343,098.

Patented June 1, 1886.

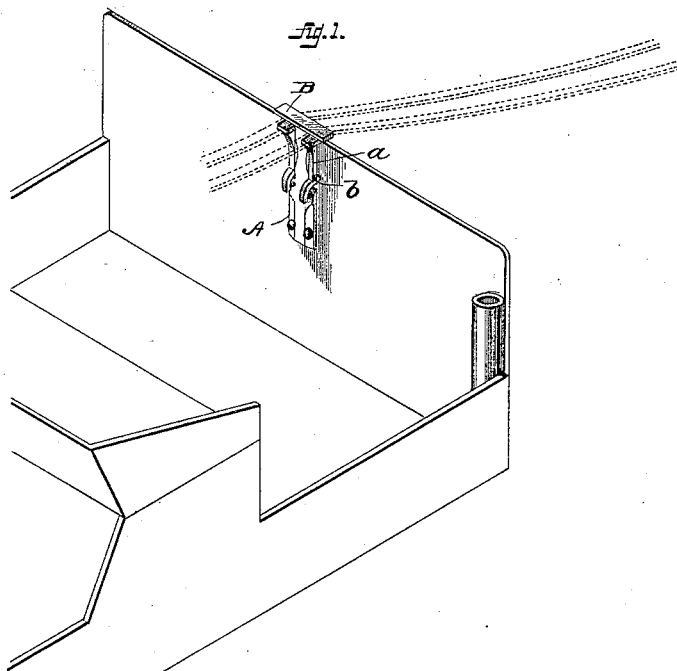


Fig. 2.

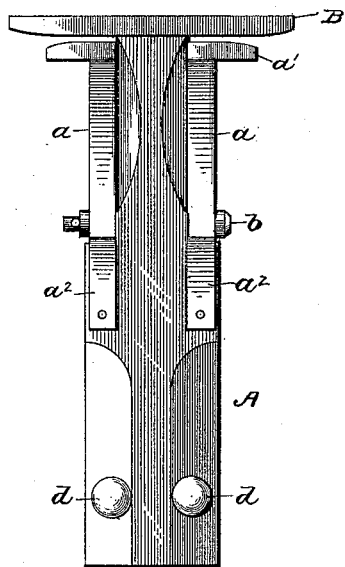
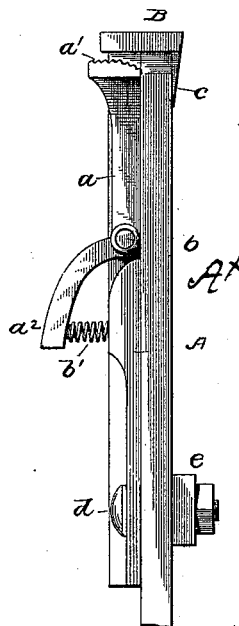


Fig. 3.



WITNESSES

W. N. Corliss
James M. Sweet

INVENTOR

Van N. Zevely,
by F. L. Browne

Attorney

UNITED STATES PATENT OFFICE.

VAN NEIMEN ZEVELY, OF NEAR ELGIN, TEXAS.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 343,098, dated June 1, 1886.

Application filed November 3, 1885. Serial No. 181,712. (No model.)

To all whom it may concern:

Be it known that I, VAN NEIMEN ZEVELY, a citizen of the United States, residing near Elgin, in the county of Bastrop and State of Texas, have invented certain new and useful Improvements in Rein-Holders; and I do hereby 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.

The object of my invention is to produce a rein-holder which will be of simple and durable construction, easily applied, and certain in its operation.

The invention consists, broadly stated, in so constructing the rein-holder as that when the device is applied to the dash-board of a vehicle, said dash-board will serve as a stop for the pivoted clamping-arm.

The invention also consists in certain other details of construction to be hereinafter more particularly stated.

In the accompanying drawings, in which similar letters of reference indicate like parts, Figure 1 is a perspective view of a rein-holder constructed in accordance with my improvements. Fig. 2 is a view in front elevation. Fig. 3 is a side elevation.

The letter A designates an upright post or plate provided at its top with a cross-piece, B. The plate A is cut out on each side at its upper portion to receive the clamping-arms *a*, which are pivoted in place, as shown, by means of a pin or bolt, *b*, passing transversely through both arms and the plate A and secured thereto by any suitable means—as, for example, a washer and pin, as shown. The arms *a* are provided at their upper ends with suitable corrugated or roughened friction-heads *a'*. The lower end of each arm *a* may be provided with a curved extension, *a''*, and a spring, *b'*, interposed between said extension and the plate A. This spring will tend normally to hold the upper portion, *a*, against the dash-board or cause the clamping-head to bind the rein interposed between it and the cross-piece B against said piece. The outer edge of the cross-piece B may be provided with a downward projection, *c*, which will serve to retain the device securely in place at its upper end. The arms *a* lie along the side

of plate or part A, where it is cut away to receive them, and the curved portion *a''* of the arm *a* extends over a curved extension, *A''*, of plate A. These features of construction give a side bearing for the side of arm *a* against the cut-away sides of plate A, and a backward stop for curved end portion, *a''*, which prevents a too great pressure upon spring *b'*. At the same time the spring *b'* finds a pocket or rest in the plate A in a right line with the clamping-head, and while the portion *A''* of plate A serves as a back-stop for the inward movement of arm *a* the dash-board serves as a limit or stop to the outward movement, while not preventing the necessary compression upon the rein to insure its being held. The lower end may be secured to the dash-board by means of screw-bolts *d*, passing through the plate A and the dash-board, and fitted at their outer ends with a suitable washer-plate and nuts *e*. It is obvious, however, that the manner of fastening my rein-holder to the dash-board may be variously modified, so long as the parts are in such position as that the dash-board will act as a stop for the clamping-arms.

It will be seen that a rein placed between the clamping-head and cross-piece B will be firmly held therein, and to remove the same it will be only necessary to draw it slightly backward and sidewise.

When parts of my rein-holder are broken or damaged others may be readily substituted.

Should the rein be drawn outwardly with too great a force the dash-board will serve as a stop to prevent the further movement of the clamping-arm.

I am aware that rein-holders have heretofore been devised comprising a fastening-plate, a cross-piece, and pivoted clamping-blocks, pieces or cams acting in conjunction with the cross-piece to clamp and hold reins; but in all the instances to me known the clamping-blocks, pieces, or cams were pivoted above the cross-piece and the upper edge of the dash-board; hence, the dash-board could not serve as a stop to limit the outward movement of said clamping devices. With the devices as heretofore constructed the reins were frequently held so tightly between the clamping parts by the forcible jerking or drawing of the horse upon the reins that they

were with difficulty removed from the holder. With my device the reins cannot be clamped too tightly, as the dash-board will prevent so great an outward movement of the clamping devices as will cause them to be thus clamped; but in view of the devices heretofore constructed I do not make any broad claim to rein-holders.

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

1. In a rein-holder, the combination of the plate or part A, secured upon the dash-board, the T-head B thereon extending a proper distance above the dash-board, and the spring-actuated arm *a*, pivoted to the side of part A at a suitable distance down its length and having the clamping-head *a'*, to act in conjunction with head B in holding the rein, said

arm *a* having a bearing upon the dash-board in its forward movement, and a stop, as described, to limit its backward movement.

2. In a rein-holder, the combination of the part or plate A, having the curved or inclined extension A^x on its side, and a cross-head, B, on top, in combination with the arm *a*, pivoted to the part A, provided with a head, *a'*, on one end, working under head B, and a curved or inclined extension, a^2 , on its lower end, projecting over the extension A^x , and the spring b' , secured in part A, in right line with the clamping-head, as set forth.

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

VAN NEIMEN ZEVELY.

Witnesses:

H. R. DINKINS,
A. HIRSCH.