

(No Model.)

W. P. TEED.

REIN HOLDER.

No. 348,176.

Patented Aug. 24, 1886.

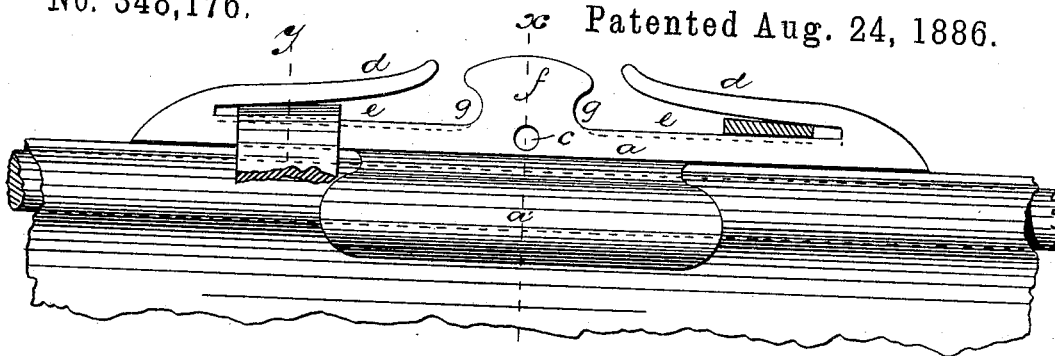


Fig. 1.

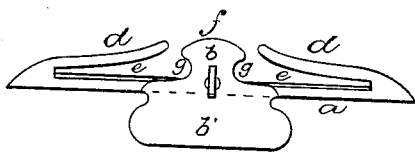


Fig. 4.

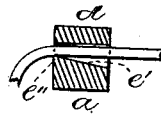


Fig. 3.

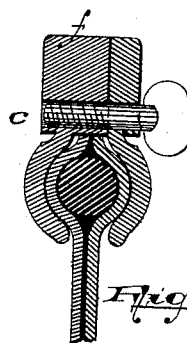


Fig. 2.

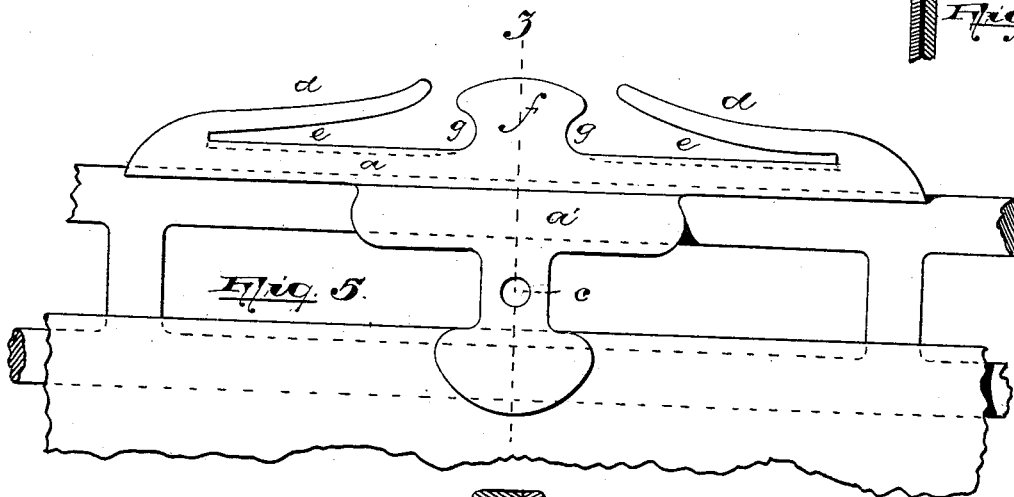


Fig. 5.

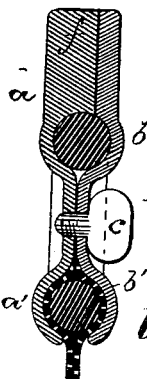


Fig. 6.

WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM P. TEED, OF LIVINGSTON, ASSIGNOR OF ONE-HALF TO CHARLES I. HEDDEN, OF NEWARK, NEW JERSEY.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 348,176, dated August 24, 1886.

Application filed March 1, 1886. Serial No. 193,638. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. TEED, a citizen of the United States, residing at Livingston, in the county of Essex and State of New Jersey, 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to facilitate the process or operation of securing the reins of harness to the dash-board of a carriage or vehicle, to prevent said reins from becoming twisted or intertwined, and to secure them more effectually and quickly, and to provide a device which will be less objectionable in appearance upon the vehicle, and one that will not present objectionable shoulders or projections upon which the reins may catch in driving, or the garments of the driver or occupant of the vehicle in getting in or out thereof.

The invention consists in the arrangements and combinations of parts, substantially as will be hereinafter set forth, and finally embodied in the clauses of the claims.

Referring to the accompanying drawings, in which like letters indicate corresponding parts in each of the several figures, Figure 1 is a front elevation of the holder attached to a portion of the dash-board. Fig. 2 is a section of the same through line *x*. Fig. 3 is a section of the holder through line *y*. Fig. 4 is an elevation showing the rear of the plate or the face opposite that toward the driver. Fig. 5 is an elevation illustrating a slightly-modified construction, and Fig. 6 is a section of the same through line *z*.

In said drawings, *a* is a bed or base plate having a downwardly-extending and slightly-concaved flange or clamping-jaw, *a'*, adapted to engage the rail or edge of the dash-board; and *b* is a plate having a corresponding flange, *b'*, which co-operates with that on the base-plate *a* to hold the rein-holder upon the dash-board. The two jaws or flanges are held in

clamping relation by a set or clamping screw or equivalent device, *c*. The base-plate extends longitudinally along the dash-board and presents a long seat or bearing thereto, so that the clamping-jaws have greater control over the holder, to hold the same in position. The side of the plate *a* is preferably recessed on the side thereof to receive the upper portion of the plate *b*, and prevent the latter, when a single clamping-screw is employed, from moving pivotally thereon, and thus allowing a disarrangement of the holder. Upon the upper portion of the base-plate are formed arms *d d'*, preferably having their bases at the opposite extremities of the base-plate and extending inwardly or toward one another, to form independent slot-like receptacles *ee* for each of the reins. Said arms extend from the base at an incline, so that they form at each side of the holder an obtuse angle with the upper edge of the dash-board, so that a rein being drawn laterally along the edge of the said dash-board will not catch at the holder, but will be directed upwardly over said holder. The inner extremities of the arms are devoid of heads formed by enlarging said extremities or turning the metal on itself, as in certain similar devices heretofore in use, and extend into close proximity to the head, the upper surfaces of said arms and the head being approximately in line, so that the horizontally-disposed rein will slide directly over the holder without catching beneath the arms, so that when the reins are in ordinary use in driving there is little liability of the said reins catching at any point on the upper face of the holder or at the angles formed by the ends of the holder and the upper edges of the dash-board. Either or both of the upper and lower walls of the receptacles or slots *ee* are beveled, as at *e'* in Fig. 3, to form on or at the inner face of the holder, or that facing the driver, a sharp-holding edge, *e''*, adapted to bite into the rein sufficiently to prevent the horse from drawing the said rein. The inclines at the outer side of said edge, however, enables the driver to draw the rein toward him without difficulty. The slots are gradually contracted in width as they approach the bases of the arms, to enable the catching-surfaces to hold reins of various thick-

nesses. I prefer to form between the inner ends of the arms a dividing-projection, *f*, to guide the reins when they are being placed simultaneously into their respective slots. Said dividing-projection is preferably recessed at the opposite sides thereof, as at *g g*, to form a head on which the united reins may catch should they slip from their positions in the slots. The arms *d d* are integral with the base and one of the clamping-jaws to secure greater strength, and enable the two arms to be held firmly by a single set-screw or clamping device.

I am aware of the peculiar constructions shown in Patents Nos. 177,756 and 198,380, and do not wish to be understood as claiming anything shown therein.

What I claim as new is—

1. The improved rein-holder, combining therein the base, the oppositely-inclined arms forming independent slots, contracted toward their inner ends and having beveled walls

forming a sharp holding-edge and an intermediate head, the upper surfaces of the ends of said arms and said head being approximately in a line, substantially as herein set forth.

2. As an article of manufacture, the improved rein-holder, combining therein the integral metallic piece having or forming a base, *a*, oppositely-extending inclined arms *d*, an intermediate head extending to a point between the ends of said arms, and a concaved flange extending down from said base, a plate, *b*, providing a co-operating flange and a set-screw, all said parts being arranged and combined substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 24th day of February, 1886.

WM. P. TEED.

Witnesses:

CHARLES H. PELL,
CHAS. I. HEDDEN.