

C. T. OWENS.
 REIN HOLDER.
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1,034,823.

Patented Aug. 6, 1912.

FIG. 1.

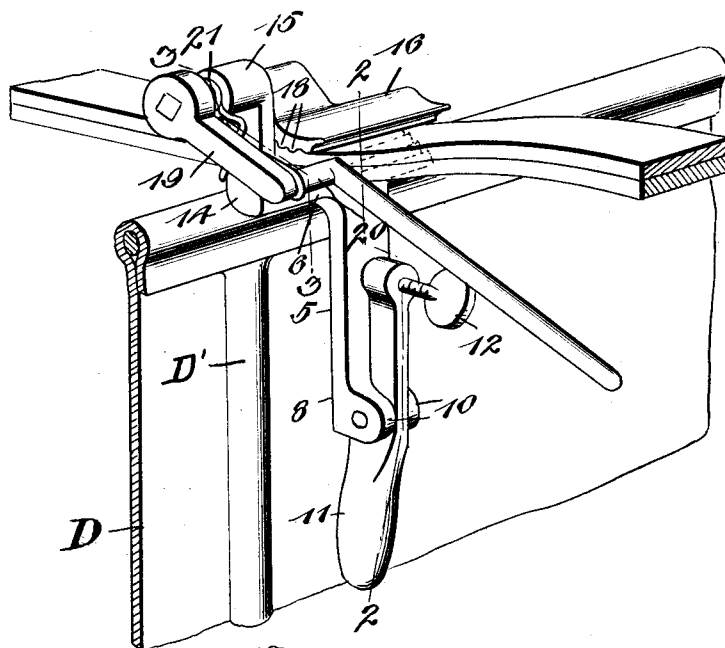


FIG. 2.

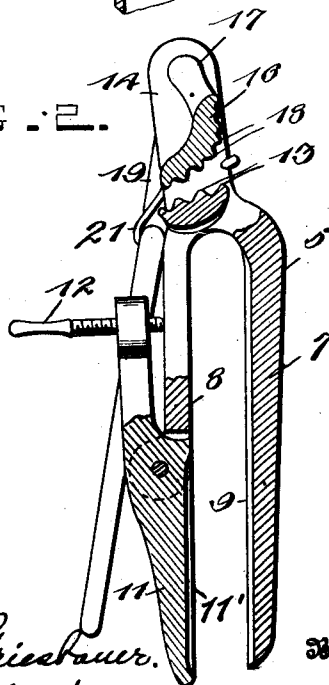
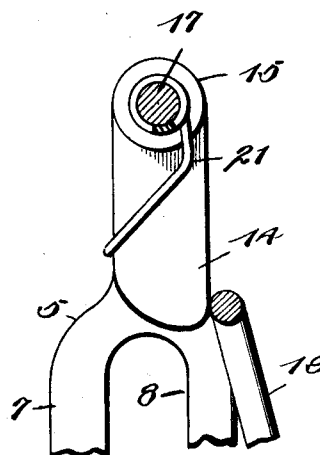


FIG. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

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REIN-HOLDER.

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To all whom it may concern:

Be it known that I, CHARLES T. OWENS, a citizen of the United States, residing at Ardmore, in the county of Carter and State of Oklahoma, have invented certain new and useful Improvements in Rein-Holders, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to improvements in rein holders and has for its object to provide a simple, practical and efficient device of this character which may be detachably arranged upon the dashboard or other stationary part of a vehicle body to securely clamp the reins and support the same against liability of falling to the ground beneath the animal's feet during the absence of the driver.

20 Another and more specific object of the invention resides in the provision of a body member provided with clamping means whereby the same may be detachably secured to the vehicle dash-board, said body member including a plate having a ribbed surface; and a spring controlled clamping plate pivotally mounted upon said body member and also provided with a ribbed surface which together with the opposed surface of the body plate is adapted to engage the reins and securely clamp them in position.

Another object of the invention is to provide a device for the above purpose which is strong and durable in construction, may be easily and quickly operated to receive the reins and permit of their removal and is very reliable and of great convenience in practical use.

40 With the above and other objects in view, the invention consists of the novel features of construction, combination and arrangement of parts hereinafter fully described and claimed, and illustrated in the accompanying drawings, in which—

45 Figure 1 is a perspective view showing my improved rein holder attached to the dash-board of a vehicle; Fig. 2 is an enlarged section taken on the line 2—2 of Fig. 1, the reins being removed; and Fig. 3 is a section taken on the line 3—3 of Fig. 1.

Referring in detail to the drawing 5 designates generally a body member which consists of a horizontally disposed plate 6. This plate is integrally formed upon the upper ends of the spaced parallel arms 7

and 8, the arm 7 being of greater length than the arm 8 and preferably grooved upon its inner face for its entire length as indicated at 9. The end of the shorter arm 8 is provided with spaced ears 10 between which a clamping foot 11 is fulcrumed intermediate of its ends. The lower end of this clamping foot is of increased width so that the same has a comparatively extensive bearing surface for engagement with the dash-board or other permanent support indicated at D. The other end of this clamping foot has a set screw 12 threaded therein. This screw is adapted to bind against the shorter arm 8 of the body member to force the foot into clamping engagement with the dash-board. The inner face of the clamping foot 11 is also preferably provided with a longitudinal groove or channel 11'.

As shown in Fig. 1, when the body member is arranged in position the plate 6 is slightly inclined transversely and the upper surface of this plate is corrugated longitudinally whereby a plurality of ribs 13 are formed thereon. Upon one end of this plate an angularly disposed arm 14 is integrally formed and is provided with a bearing 15 on its end. In this bearing a rod 17 formed upon one edge of the clamping plate 16 is rotatably mounted. This clamping plate is transversely curved throughout its length and is provided upon its convex surface which is opposed to the body plate 6 with the longitudinal ribs 18. Upon the end of the rod 17 and in spaced relation to the bearing 15 one end of a cranked lever 19 is rigidly secured, the cranked portion 20 of said lever being extended inwardly in parallel relation to the body plate 6 and adapted to engage therewith to limit the movement of said lever in one direction and dispose the same in its normal position. A coiled spring 21 is arranged upon the rod 17 of the clamping plate 16 between the bearing 15 and the end of the crank lever 19. One end of this coiled spring is extended and engaged at its extremity over the edge of the arm 14 while the other end of said spring is extended in an opposite direction and engaged around the cranked portion 20 of the lever 19.

In the use of my improved rein holder, the same is mounted upon the upper edge of the dash-board of the vehicle body or any

other suitable stationary support by adjusting the set screw 12 to force the clamping foot 11 into engagement with the support which is disposed between the spaced arms 7 and 8 of the body member. In Fig. 1 the device is shown positioned upon the dashboard of the vehicle but not clamped thereon. When secured in position, the longitudinally grooved faces 9 and 11' of the arm 7 and the foot 11 respectively are adapted to engage with the vertical rib D' of the dash-board. The foot 11 is now forced into clamping engagement with said rib by means of the adjusting screw 12 so that the device is rigidly secured in position and held against lateral movement upon the dash-board. In order to position the reins between the body plate and the clamping plate 16, the operator grasps the lever 19 and lifts the same, thereby swinging the plate 16 away from the body plate to dispose the same in spaced relation thereto. The reins are now positioned upon the ribbed surface of the body plate and the lever 19 is released whereupon the spring 21 forces the clamping plate against the reins so that the ribbed surfaces of the body plate and clamping plate bite into the comparatively yielding leather and effectually serve to hold said reins against movement therebetween. The reins are disposed upon each other before being inserted between the clamping plate and body plate as clearly shown in Fig. 1.

From the above it will be seen that I have devised a rein holder of very simple construction which may be easily and quickly attached to or detached from the dashboard or other permanent support so that the device can be transferred from one vehicle to another, thus rendering it unnecessary to provide a rein holder for each vehicle in the possession of the owner. The reins will be at all times securely held in position during the driver's absence so that the same will not fall to the ground and become entangled in the feet of the horse. The device also serves the purpose of a hitch, the pull upon the reins drawing the same taut between the holder and the animal's head so that there is no pull upon the shaft tugs. In this manner, the use of the ordinary hitching post strap and weight

is eliminated. As the invention consists of but few elements, it will be obvious that the same is extremely strong and durable in construction, efficient and reliable in operation and may be manufactured at small cost.

While I have shown and described the preferred construction and arrangement of the various parts, it will be understood that the invention is susceptible of considerable modification without departing from the essential feature or sacrificing any of the advantages thereof.

Having thus described the invention what is claimed is:—

1. A rein holder comprising a body plate having spaced arms integrally formed therewith for engagement upon a support, a clamping plate pivotally mounted upon one of said arms, a set screw carried by the foot to bind against said arm and force the plate into engagement with the support to rigidly clamp the arms thereto, a clamping plate having a rod formed on one end, a bearing on the body plate in which said rod is rotatably mounted, a spring on said rod to hold the plate in clamping engagement with the reins, and a lever fixed to said rod and having a cranked portion adapted to contact with the body plate and limit the movement of the clamping plate in one direction.

2. A rein holder comprising a body plate, means carried by said plate to clamp the same upon a support, said plate having longitudinal ribs on one surface and an angularly disposed arm formed on one end thereof, a clamping plate having a rod formed on one end rotatably mounted in said arm, said clamping plate having a convex ribbed face opposed to the ribbed face of the body plate, a coiled spring arranged on said rod to hold said clamping plate in engagement with the reins, and a cranked lever fixed at one end upon said rod, the cranked portion of the lever being adapted for engagement with the body plate to limit the movement of the clamping plate in one direction.

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

CHARLES T. OWENS.

Witnesses:

F. C. FRENSLEY,
E. A. FLYNT.