

(No Model.)

C. E. FORD.
REIN SUPPORT.

No. 531,173.

Patented Dec. 18, 1894.

File 1

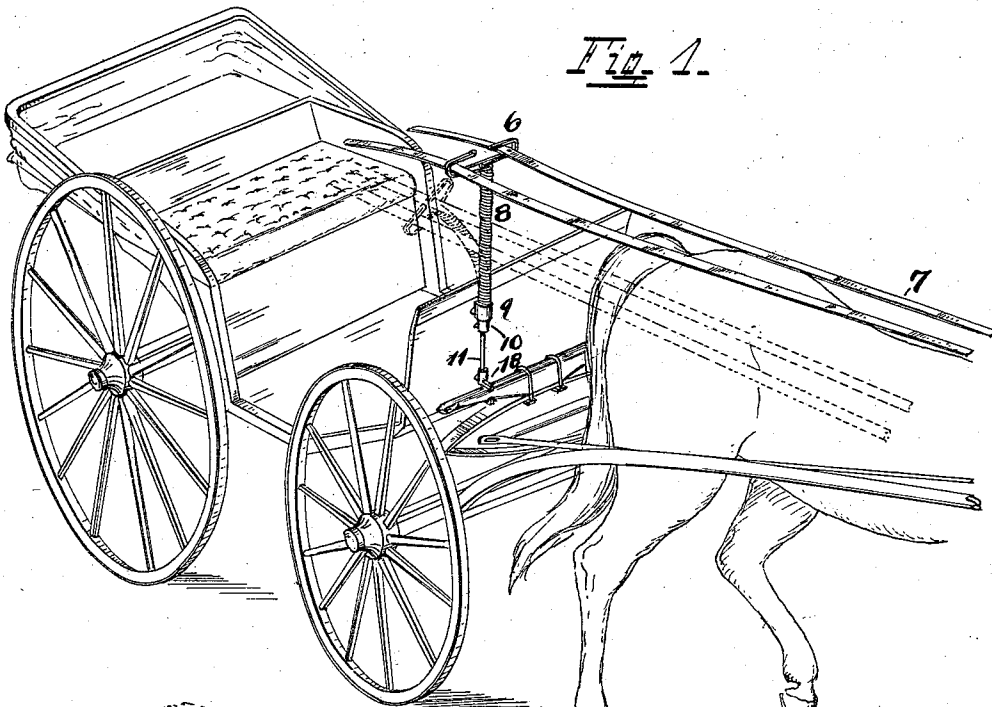


Fig. 2.

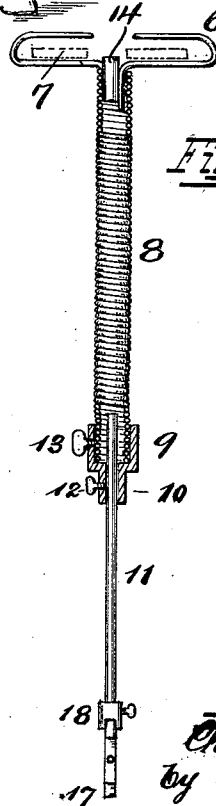
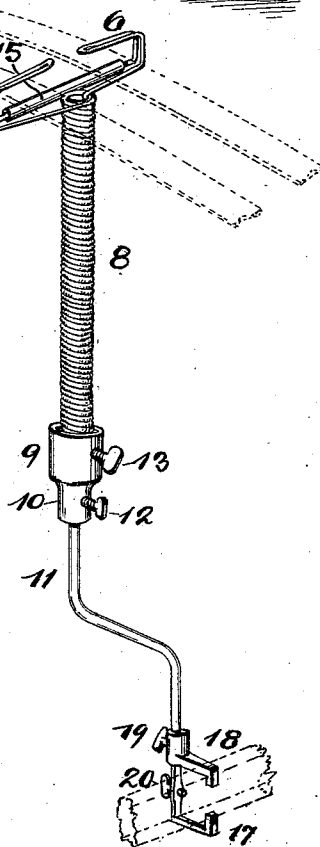


Fig 3.



Attest
S. J. Speer.
Wm. Kramer.

Inventor
Charles E. Ford
by C. Spengel Atty

UNITED STATES PATENT OFFICE.

CHARLES E. FORD, OF CINCINNATI, OHIO.

REIN-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 531,173, dated December 18, 1894.

Application filed July 7, 1894. Serial No. 516,797. (No model)

To all whom it may concern:

Be it known that I, CHARLES E. FORD, a citizen of the United States, and a resident of Cincinnati, Hamilton county, State of Ohio, have invented new and useful Improvements in Adjustable Rein-Supports; 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, attention being called to the accompanying drawings, with the reference-numerals marked thereon, which form a part of this specification.

This invention relates to improvements in devices used for the purpose of supporting the reins whereby horses while pulling vehicles, are managed and guided. Such support is desirable for the purpose of holding up the lines to prevent entanglement with the horse's tail which is the source of many accidents.

The object of this invention is to have such a support constructed and held in position in a manner that it in no way interferes with the management of the reins permitting always a pull in a straight line by adjusting itself to the position of the reins.

In the following specification and particularly pointed out in the claims, is found a full description of my invention, its operation, parts and construction, the latter being illustrated in the accompanying drawings, in which—

Figure 1, shows in a perspective view the device as it appears when attached in position to a vehicle. Fig. 2, is a detached, enlarged elevation of the same partly in section. Fig. 3, is a detached, enlarged perspective view showing a modified construction.

6, is the rein-holder proper, consisting substantially of a loop through which the reins pass and which is carried by standard 8, resting in a socket 9. This loop is partly open in its upper part, to permit quick and convenient insertion or removal of the reins. From the lower end of the socket 9 depends a sleeve 10, through which a post 11, passes on which by means of a set-screw 12, socket 9 is adjustably held and whereby the height of loop 6 may be regulated so as to be at a proper distance above the body of the horse. Standard 8 is held within socket 9 by a set-

screw 13. In order to facilitate the management of the reins as much as possible, this standard should be capable of yielding laterally in all directions, so that for instance in turning, loop 6 is capable to follow the reins sidewise and permits them to still pass in a direct line to the horse, instead of assuming a broken line by reason of being deflected by a rigid rein-support. Such lateral yield is provided by making standard 8 elastic and such elasticity may be obtained either by the selection of the proper material, or by constructive means, or by a combination of both. Thus for instance either steel-wire or rubber, or a combination of both may be used. The form I prefer however is wire in shape of a coil spring, as shown, of sufficient size to support the weight of the reins and by reason of its construction yielding in every conceivable direction which may occur. In this case the loop is formed out of the material of the standard and the wire is bent out to one side first, to form one half of the loop and then it is returned and bent out to the other side to form the other half of the loop. The end of the wire is turned into the upper end of the coil where it is held by a plug 14. When desirable an anti-friction roller 15, upon which the reins rest, may be inserted before the loop is completed, being supported on that part of the wire which passes from one end of the loop to the other and in the lower part thereof as shown in Fig. 3.

The lower end of post 11, forms one part 17 of a clamp, the other part 18, sliding on the post, whereby the whole device is fixedly held in position on a suitable place at the vehicle gear. Part 18 is adjusted to the proper height and held in place by a set-screw 19. 20 is an additional set-screw to assist the retention of the device. These means may be modified to meet the shape of the parts to which the device is to be attached, as well as post 11, the lower end of which may be bent in either direction to meet parts of the vehicle either in front, or below and rearwardly of the dash-board to secure the device to.

As will be readily seen the reins are always held above the body of the horse while by reason of the elastic standard the rein-holder continually adjusts itself to their position to permit them to be kept taut always passing

in a straight direction from the driver to the head of the horse.

Having described my invention, I claim as new—

- 5 1. In a rein-support, the combination of the open loop 6, adapted to receive and retain the reins, an upright coil-spring which supports the same and a socket within which the lower end of the coil-spring rests and which is
10 adapted to be rigidly secured to the vehicle.
2. In an adjustable rein-support, the combination of the open loop 6, adapted to receive and retain the reins, a resilient standard which carries the loop, a socket 9 in
15 which the standard rests, a post 11 to which socket 9 is adjustably secured and means whereby post 11 is rigidly held in position on the vehicle.
3. In a rein-support, the combination of the
20 open loop 6, adapted to receive and retain the reins, an upright coil-spring which supports the loop and a post which carries the coil-spring and which is adapted to be rigidly secured to the vehicle.
- 25 4. In an adjustable rein-support, the combination of the open loop 6, a coil-spring which carries it, a socket 9, in which the latter rests, a post 11, to which socket 9 is ad-

justably secured and means whereby post 11 is held in position on the vehicle. 30

5. In an adjustable rein-support, the combination of an open wire-loop 6, a standard for it formed by a coil-spring, a plug 14, in the upper end of the coil-spring, to secure the free end of the wire of the loop and means 35 whereby the standard is supported on the vehicle.

6. In an adjustable rein-support, the combination of the open loop 6, an anti-friction roller 15, carried by it in the lower part of 40 the same, a resilient standard which carries the loop and means whereby the standard is secured to the vehicle.

7. In a rein-support the combination of a standard consisting of coil-spring, an open 45 loop 6, at the upper end thereof, an anti-friction roller 15, at the lower part of the loop and means whereby the lower end of the spring standard is secured to the vehicle.

In testimony whereof I affix my signature in 50 presence of two witnesses.

CHARLES E. FORD.

Witnesses:

C. SPENGLER,
WM. KRAMER.