

No. 608,940.

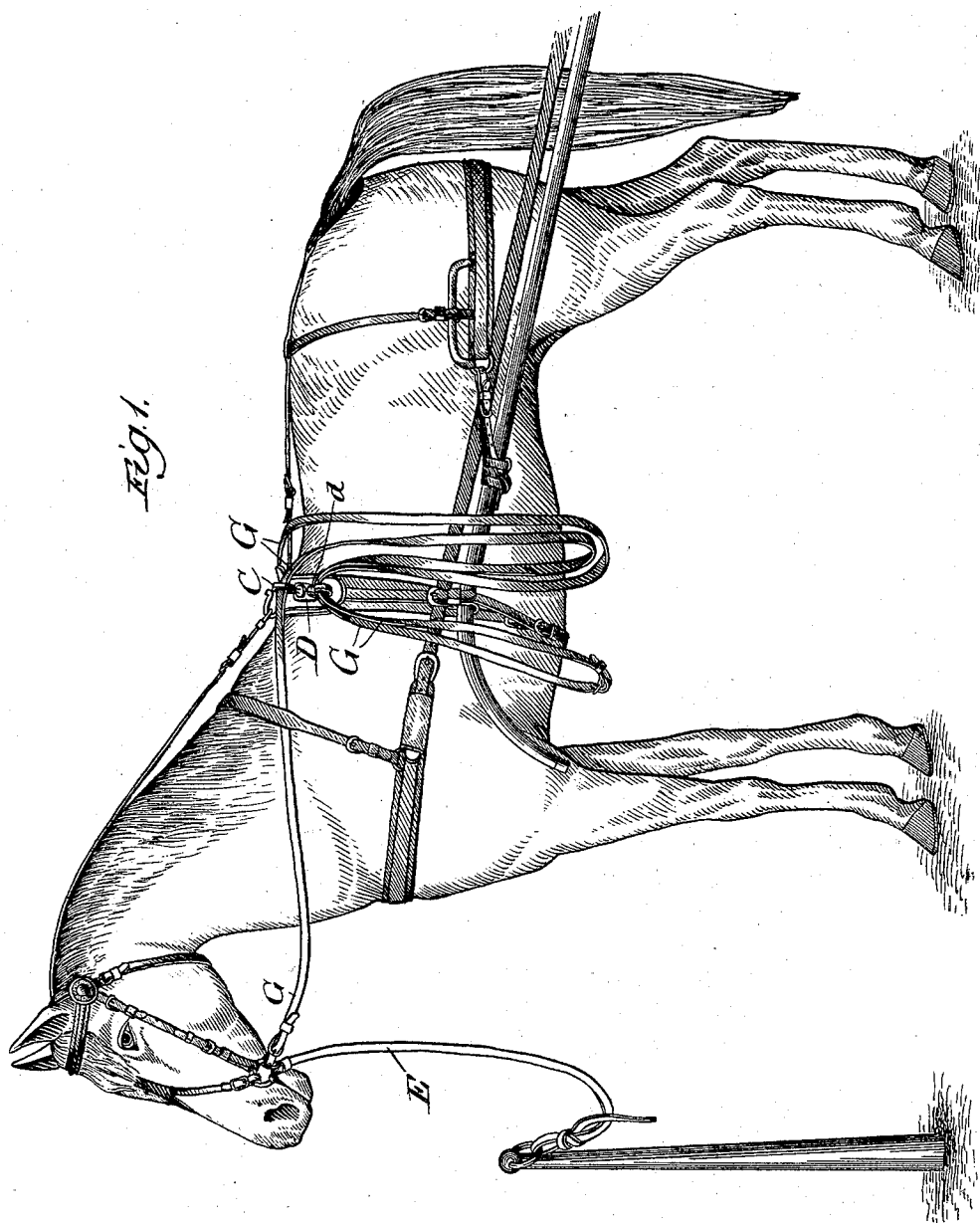
Patented Aug. 9, 1898.

C. S. WATKINS.
REIN CLASP.

(Application filed Nov. 11, 1897.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:
Edw. J. Gaylord,
John D. Allen

Inventor:
Charles S. Watkins,
By Benjamin F. Benjamin, Attorney

No. 608,940.

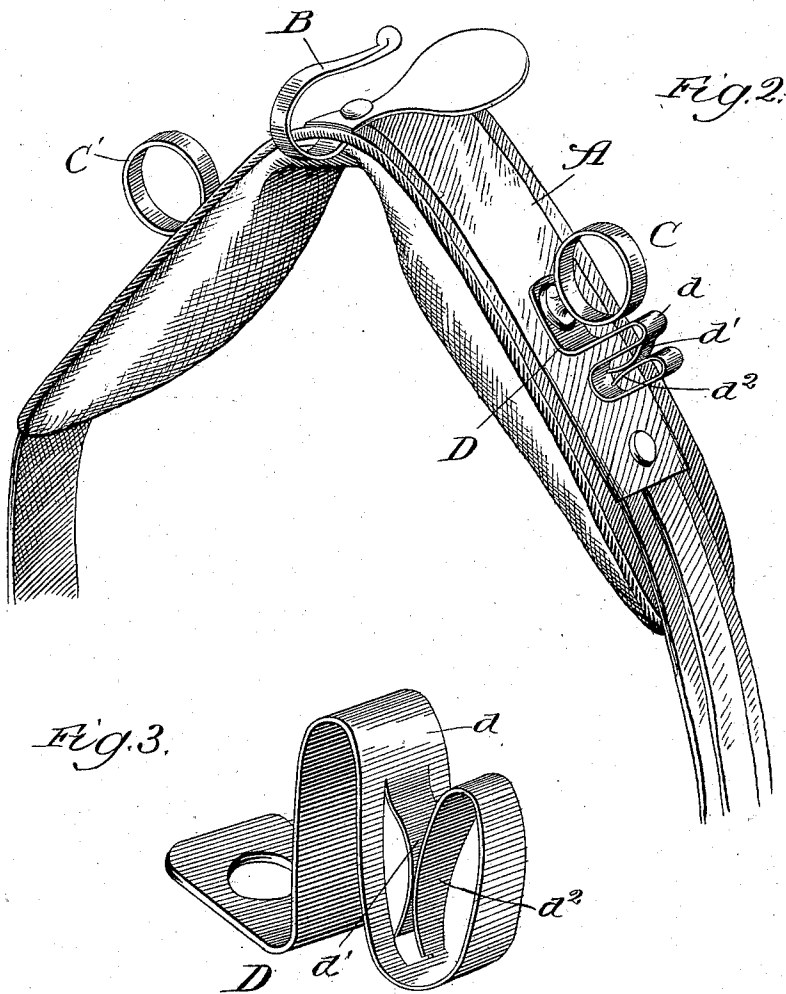
Patented Aug. 9, 1898.

C. S. WATKINS.
REIN CLASP.

(Application filed Nov. 11, 1897.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses:
E. S. Gaylord,
L. D. Allen

Inventor:
Charles S. Watkins,
By Banning P. Banning & Sheridan,
Attys.

UNITED STATES PATENT OFFICE.

CHARLES S. WATKINS, OF BLOOMINGTON, ILLINOIS.

REIN-CLASP.

SPECIFICATION forming part of Letters Patent No. 608,940, dated August 9, 1898.

Application filed November 11, 1897. Serial No. 658,179. (No model.)

To all whom it may concern:

Be it known that I, CHARLES S. WATKINS, a citizen of the United States, residing at Bloomington, in the county of McLean and State of Illinois, have invented certain new and useful Improvements in Harness-Saddles, of which the following is a specification.

The object of my invention is to provide a harness-saddle with a simple, economical, and efficient holder for frictionally holding the lines or hitching-strap of the harness; and the invention consists in the features, combinations, and details of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a horse with harness and harness-saddle fitted with my improvements; Fig. 2, a perspective view of a harness-saddle with my improvements attached thereto, and Fig. 3 a perspective view of the rein-holder.

In the art to which this invention relates it is well known that when the driver is leaving the vehicle the driving-lines are generally secured or tied to some portion of the vehicle, usually the dashboard, and that the hitching-strap is generally tied to the turret-ring. The objections to this arrangement are such that the driver has no hold or control of the horse from the time the lines are tied or otherwise secured to the vehicle until he catches hold of the hitching-strap, and in the event of the horse being a nervous animal or becoming frightened there is great liability of a runaway and consequent accident. Further objection is due to the fact that the driver has to tie and untie the reins four times—first, when the lines are tied to the dashboard or other part of the vehicle; second, when the hitching-strap is untied from the turret-ring; third, when the strap is again tied to the turret-ring, and, fourth, when the lines are again untied. These objections will be readily understood by those skilled in this particular art, and the last-mentioned objections are especially prominent when the horse is used in connection with a delivery-wagon that stops frequently.

My invention is designed principally to obviate these objections and to provide a harness of such construction that the driver at no time lets go or loses control of his horse

and in which the tying and untying are practically dispensed with.

In constructing a harness in accordance with my improvements I make a saddle portion A of the desired size and shape, which is provided with the usual check-hook B and turret-rings C and C', constructed in the ordinary way. This saddle I provide with a spring-holder D, having a U-shaped portion d , and for the better holding of the line I provide one portion of it with a tongue d' and the other portion with a downturned end d'' , arranged in such manner that the lines may be forced down between the same, so that the tongues have a spring action which will firmly grip the same. This construction of holder shows one form in which my invention may be embodied; but I do not desire to be limited to this particular kind of hook or to its particular location in the harness-saddle any further than is pointed out in the claim. I prefer to arrange this holder between the turret-ring and the saddle portion, so that when the turret-ring is fastened in place it not only secures itself but also the spring-hook to the saddle portion.

In use and while driving the hitching-strap E is passed through the jaws of the spring-holder, so as to form what may be termed a "frictional" engagement therewith and be effectually held in position. The driving-lines G are passed through the turret-rings in the usual manner and held by the driver while driving.

When it is desired to stop and hitch the horse, the driver dismounts from the wagon, retains hold of the lines, advances toward the horse, grasps the hitching-strap and takes it out of the spring-holder, then doubles up the lines and inserts them in the spring-holder, as shown in Fig. 1. Retaining hold of the hitching-strap, he then ties it to any desired object, either a weight or hitching-post.

When it is desired to unhitch the horse, the driver unhitches the hitching-strap from the post or other article, advances and takes hold of the lines, removes them from the holder, and inserts the hitching-strap in such spring-holder, and is then prepared to enter the wagon. It will thus be seen that at no time during the progress of hitching or unhitch-

ing the horse does the driver lose control of the animal, so that should the horse become nervous or frightened at any time he is in position to subject the horse to his control. This
5 is especially desirable when the wagon or carriage contains ladies, children, or timid persons.

I claim—

In combination with a harness-saddle, a
10 spring driving-line holder provided with a

perforated attaching portion, and a substantially U-shaped portion having an inwardly and downwardly turned extension on one member and a spring-tongue in the other member between which the lines may be frictionally held, substantially as described. 15

CHARLES S. WATKINS.

Witnesses:

FRED A. WILSON,

DANIEL OSWALD.