

J. LOWTH.
Rein-Holders.

No.154,877.

Patented Sept. 8, 1874.

Fig. 1.

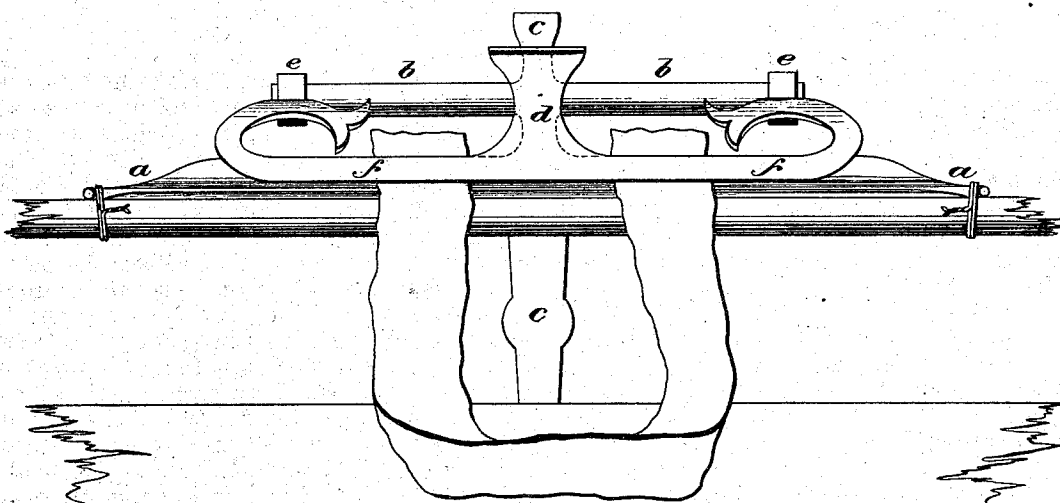
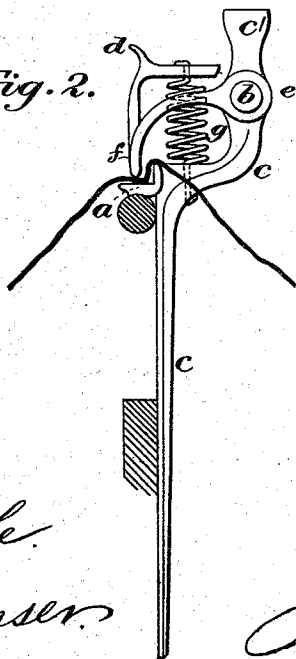


Fig. 2.



Witnesses.

C. A. Dibble.
John Fraser.

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JAMES LOWTH, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN REIN-HOLDERS.

Specification forming part of Letters Patent No. **154,877**, dated September 8, 1874; application filed March 7, 1874.

To all whom it may concern:

Be it known that I, JAMES LOWTH, of the city of Chicago, county of Cook and State of Illinois, have invented a new Rein-Clasp; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The invention is an improvement in the class of devices in which the reins are held by a spring-clamp. The improvement consists in the construction and arrangement of parts, whereby a movable clamping-bar is pivoted and supported centrally, and the reins may be respectively drawn in opposite directions under and from beneath said bar. It also consists in the relative construction and arrangement of the movable and fixed clamping bars, which permit the reins to be drawn through or between them in one direction only, as hereinafter described.

In the drawing, Figure 1 is a front view, and Fig. 2 a sectional elevation, of my improved holder.

The shaft *b*, on which the clamping-bar *f* is pivoted by means of bearings *e*, is supported horizontally at its center in the upper end of a bar, *c*, which is attached vertically to the dash-board of the vehicle. The bar *c* has an offset or angle immediately below the shaft *b*, thus forming a support or bearing for the spiral spring *g*, which acts on a right-angled arm, *d*, formed in one piece with the clamping-bar *f*, causing the latter to press firmly into the groove or angle of the fixed or lower clamping-bar *a*, as shown in Fig. 2. The angle-bar *a* is formed in one piece with, or else securely

attached to, the bar *c*, just below the offset or shoulder, and is so reduced and so shaped at its ends as to adapt it for attachment to the top or edge of the dash-board. The bar *f* is curved at its ends, as clearly shown in Fig. 1, so that the reins may be drawn laterally under it, on each side, without hinderance or delay. In other holders of this class the movable clamping-bar is pivoted on the horizontal arm of an L-shaped bracket or support, and thus, while the reins must be drawn under the clamp on one side only, there is always a lack of strength and force in the holder. The bar *f* clamps the reins firmly in the angle of bar *a*, and thus prevents them being drawn in one direction, *i. e.*, toward the horse, while allowing them to be drawn in the opposite one, or toward the seat of the vehicle.

I do not claim the combination, in a rein-holder, of a pivoted spring clamping-bar with a fixed bar; but

I claim—

1. The shaft *b*, supported centrally in the vertical bar *c*, the clamping-bar *f*, curved at its ends, which connect with said shaft, and having the angle-bar *d*, the spring *g*, and horizontal stationary bar *a*, all combined as shown and described.

2. The combination, with the stationary bar *a*, having a right-angled groove, of the pivoted clamping-bar *f*, adapted to press into said groove, as shown and described.

JAMES LOWTH.

Witnesses:

CHARLES A. DIBBLE,
JOHN FRASER.