C. A. MONTGOMERY.

REIN HOLDER.

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1,050,374. Patented Jan. 14, 1913.

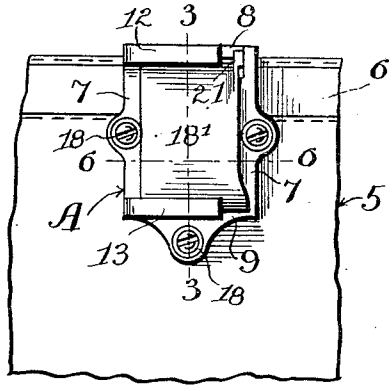

Fig. 1.

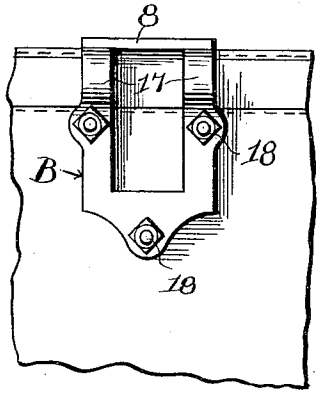

Fig. 2.

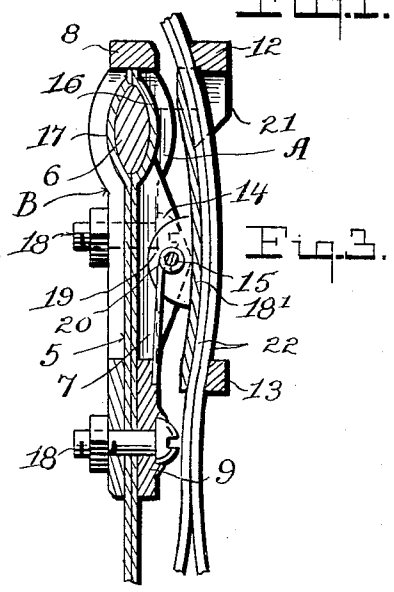

Fig. 3.

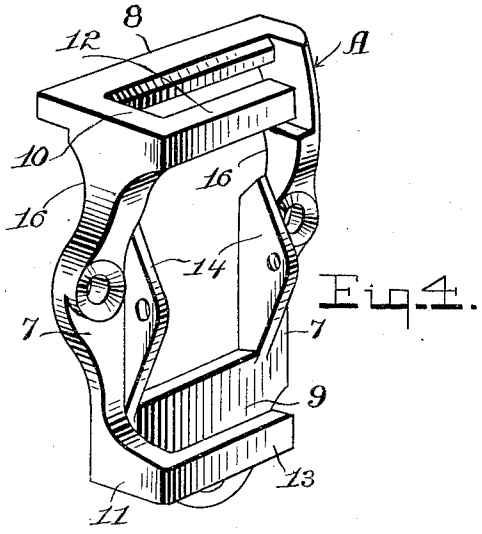

Fig. 4.

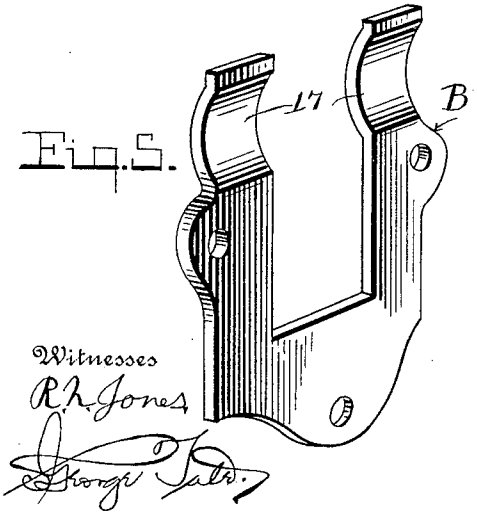

Fig. 5.

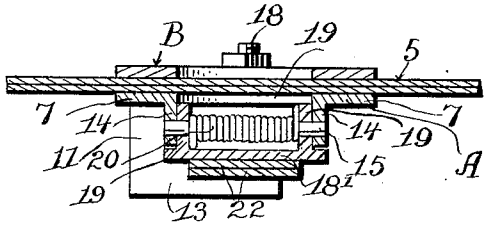

Fig. 6.

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 A. MONTGOMERY, a citizen of the United States, residing at Council Grove, in the county of Morris, State of Kansas, 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.

This invention relates to improvements in rein holders.

The principal object of the invention is to provide a holder which may be readily attached to or detached from the dash-board of a vehicle, and which, when in the former position, will constitute an effective means for retaining the reins in any adjusted position, thereby permitting the speed of the draft animals to be readily controlled.

Another object of the invention is to provide a rein holder by means of which the reins may be quickly secured in place or removed therefrom as may be desired.

A further object of the invention is to provide a rein holder for the purpose described which is composed of a minimum number of parts, is therefore simple in construction, and is cheap to manufacture.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawing and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction within the scope of the claims may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing: Figure 1 is a detail front elevation of a dash board showing the application of a rein holder constructed in accordance with my invention, Fig. 2 is a rear elevation thereof, Fig. 3 is a vertical sectional view taken on the line 3—3 of Fig. 1, the reins being shown in elevation, Fig. 4 is a perspective view of the front clamping element, Fig. 5 is a perspective view of the rear clamping element, and Fig. 6 is a transverse sectional view taken on the line 6—6 of Fig. 1.

Like reference numerals designate corresponding parts in all the figures of the drawing.

Referring to the drawing, 5 designates a dash-board or other suitable support, and this dash-board includes the usual frame iron 6.

My invention comprises a front clamping element A and a rear clamping element B, which are respectively disposed on opposite sides of the dash-board 5. The front clamping element A preferably consists of a rectangular frame comprising side arms 7—7, and upper and lower connecting arms 8 and 9 respectively, the arm 8 projecting rearwardly to form a lateral flange adapted to fit over the top edge of the dash-board 5. Projecting forwardly from one side arm 7 are upper and lower arms 10 and 11, and these arms thence extend laterally over the element to form upper and lower stops 12 and 13. Extending forwardly from the central portion of each side arm 7 is an ear 14, and journaled in these ears is a transverse pivot pin 15. The upper portions of the rear faces of the side arms 7 are recessed to form seats 16—16 for receiving the frame iron 6 of the dash-board 5. The rear clamping element B preferably consists of a U-shaped frame, the upper ends of the legs being bowed to form recesses 17—17 for receiving the frame iron 6 of the dash board 5. These clamping members are secured to the dash-board by means of bolts 18 or other suitable fastening means.

My invention further comprises a clamping plate 18′ which is convexed longitudinally. This plate is disposed between the side walls 7 of the front clamping element A, and extending rearwardly from the center thereof are spaced ears 19—19 which are journaled upon the pivot pin 15. A coil spring 20 is disposed around the pin, and one end of this spring bears against the lower end of the plate 18′ and the other end of said spring bears against the lower end of the front clamping element A. As a result, this spring tends to normally urge the upper end of the plate 18′ against the frame iron 6 of the dash-board 5, and the lower end of the plate against the lower stop 13. Extending forwardly from the upper portion of the edge of the plate 18′ opposite the arm 10 is a guide finger 21 which serves to prevent the reins from becoming accidentally detached.

In operation, the reins 22 are first inserted between the upper end of the plate 18′ and the stop 12. The lower portions of the

reins are then forced under the lower stop 13 and in advance of the lower end of the plate 18′. As a result, the spring 20 will be compressed and this spring will tend to urge the lower end of the plate 18′ outwardly and thereby clamp the reins between the plate and the lower stop 13. In the operative position of the plate 18′ as above described, the guard finger 21 will serve to prevent the reins from becoming accidentally disengaged from the holder, as will be readily understood.

It will thus be observed that the holder may be readily attached to or detached from any suitable support, and that the holder will positively retain the reins against accidental displacement when connected therewith.

What is claimed is:

1. In a rein holder, the combination of an element adapted for attachment to a support, spaced arms extending outwardly from the element and terminating in laterally extending portions constituting stops, a clamping plate disposed between the element and stops and pivoted to the former, and a spring disposed intermediate the element and plate for yieldably urging one end of the latter toward one of the stops.

2. In a rein holder, the combination of an element adapted for attachment to a support, spaced arms extending outwardly from one side of the element, said arms terminating in laterally extending portions arranged in advance of the element and constituting stops, a clamping plate disposed between the element and stops and pivoted to the former, and a spring disposed intermediate the element and plate for yieldably urging one end of the latter toward one of the stops.

3. In a rein holder, the combination of an element adapted for attachment to a support, spaced arms extending outwardly from one side of the element, said arms terminating in laterally extending portions arranged in advance of the element and constituting stops, a clamping plate disposed between the element and stops and pivoted intermediate its ends to the element at a point intermediate the stops, and a spring disposed intermediate the element and plate for yieldably urging one end of the latter toward one of the stops.

4. In a rein holder, the combination of an element adapted for attachment to a support, spaced arms extending outwardly from the element and terminating in laterally extending portions constituting stops, a clamping plate disposed between the element and stops and pivoted to the frame, a spring disposed intermediate the element and plate for yieldably urging one end of the latter toward one of the stops, and a guard-finger extending from the side of the other end of the clamping plate for cooperation with the arms to prevent lateral movement of the reins.

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

CHARLES A. MONTGOMERY.

Witnesses:

EDITH KEEFER,

VAN CORBIN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."