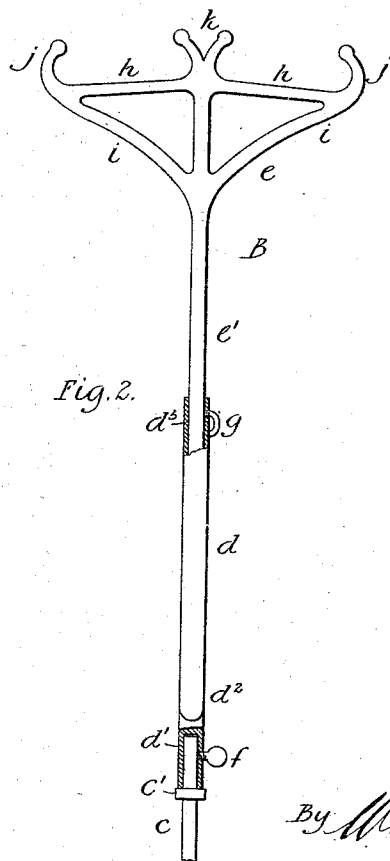
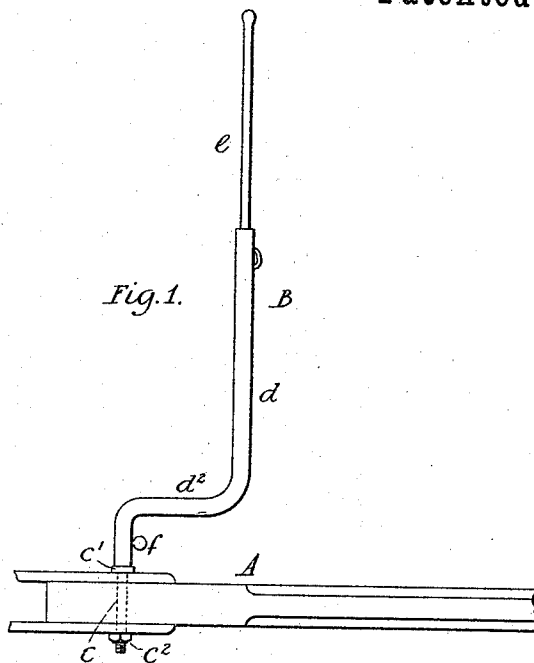


(No Model.)

J. F. EVINS.
REIN SUPPORT.

No. 537,341.

Patented Apr. 9, 1895.



Witnesses

W. J. Norton
W. W. L. L. L.

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UNITED STATES PATENT OFFICE,

JAMES FRANKLIN EVINS, OF BLODGETT, MISSOURI.

REIN-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 537,341, dated April 9, 1895.

Application filed November 22, 1894. Serial No. 529,608. (No model.)

To all whom it may concern:

Be it known that I, JAMES FRANKLIN EVINS, a citizen of the United States, residing at Blodgett, in the county of Scott and State of Missouri, have invented certain new and useful Improvements in 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention is directed to devices for supporting harness reins, and has for its object the production of a simply constructed support which is adapted for use in connection with all types or kinds of harness, and which possesses advantages over existing supports in point of efficiency, in that the reins, while in the act of driving or while idle, are effectually prevented by the use of my improved support, from contact and entanglement, with the tail of the animal or with other parts of the harness, thereby precluding loss of control of the reins and resulting runaways or other accidents.

My invention consists in the construction, relative arrangement, and operation of the parts which form my improved rein support, all of which will fully and clearly appear from a reading of the following description when taken in connection with the accompanying drawings which form a part of this specification, and in which—

Figure 1 is a side elevation of enough of a carriage or wagon with my improved rein support attached, to show its construction and application; and Fig. 2 is a front elevation of the rein support detached.

Referring to the said drawings by letter, A denotes the double-tree or tongue of a carriage or other vehicle which is commonly secured by means of a bolt of the usual construction, but which in the application of my invention is secured by a pin which forms a part of my improved support.

B is the support which consists of the pin *c* above mentioned, the post *d* and the rest *e*. The pin is provided with a shoulder *c'* which abuts against the top of the double tree or

tongue, and the lower end is threaded to receive a nut *c*². The post, which may be a tube, is provided with a socket *d'* which receives the upper end of the pin and which rests on the shoulder and this connection is maintained by a set screw *f* which is passed through the post and bears on the pin. Above this connection the post is offset at *d*² in order to permit of a change of location of the rein rest, inasmuch as by turning the post on the pin and tightening the set screw, the rest can be moved and secured in any position in the arc which the post describes. The offset brings the rein rest close to the animal, and the driver can by moving the rest, drive from the center or either side of the seat, the reins being supported in any of these positions. The upper end of the post is provided with a socket *d*³ to receive the stem *e'* of the rein rest *e*. By means of a set screw *g* the stem of the rest may be secured at any point within the socket *d*³, thus providing a vertical adjustment for the rest to accommodate for different heights of animals.

The rein rest comprises two arms *h, h*, extending at or about right angles from the stem, and *i, i*, are braces which support the arms and serve also as ornamentations. The arms terminate at their ends in return bends *j, j* and at the center is a double headed lug *k* by which the reins may be supported separately, or if desired both reins may be supported at either side dependent upon the position of the driver.

The rein rest being vertically adjustable may be raised or lowered to suit the height of the animal and the adjustment maintained by the set screws. The location of the rest is such that all interference with the tail of the animal, and other parts of the harness is entirely avoided. The driver moreover may easily and quickly disengage the lines from the rest, and may, if desired, employ the reins instead of the whip in urging the gait of the animal. The proximity of the rest to the animal prevents the reins from sagging down as would be the case if the rest were secured to the dash board, and by my invention also the rest is applicable to all types and sizes of vehicles. The reins moreover, whether during driving or at rest, remain in proper place

inasmuch as the weight of the reins, if dropped in the vehicle, will draw that portion of the lines over the animal taut.

5 The device as a whole is simple in construction, cheap to manufacture, and may be easily applied and adjusted, and having few parts is not liable to disorder.

I claim as my invention—

10 A rein support comprising a shouldered pin for connection with a part of the running gear of the carriage, a post recessed at its lower end to engage said pin and rest on the shoul-

der and provided with a set screw, an offset in the post, and a rein rest having a stem adjustable vertically in a recess in the upper end 15 of the post, and a set screw passed through the post and engaging the stem, all as set forth.

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

JAMES FRANKLIN EVINS.

Witnesses:

JOSEPH H. STUBBS,

C. W. HAWKINS.