(No Model.)

W. P. TULLOCK.

REIN HOLDER.

No. 343,092. Patented June 1, 1886.

Fig. 1.

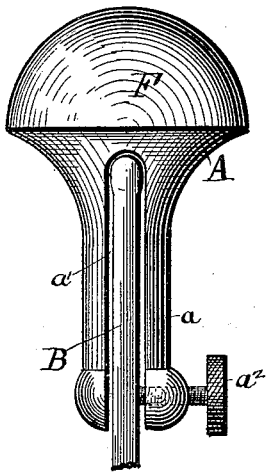


Fig. 2.

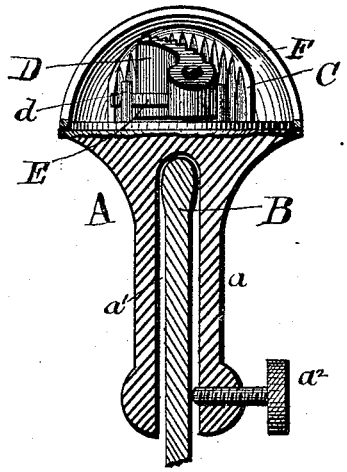


Fig. 3.

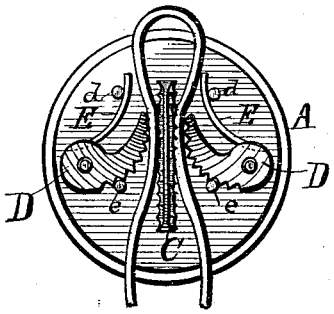


Fig. 4.

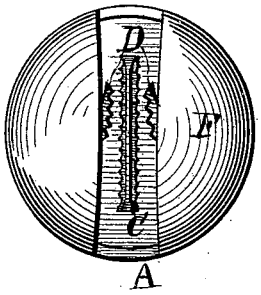


Fig. 5.

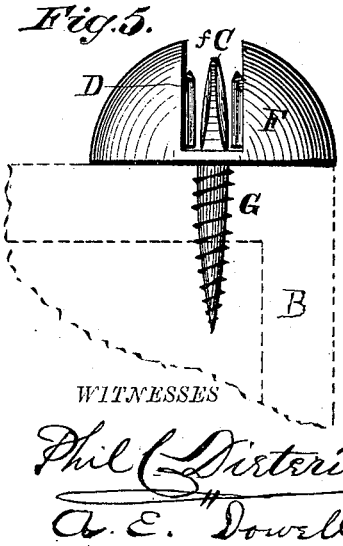
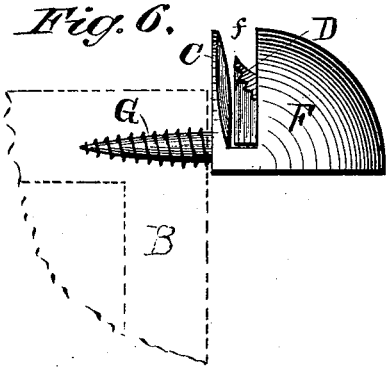


Fig. 6.



WITNESSES

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REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 343,092, dated June 1, 1886.

Application filed April 22, 1886. Serial No. 199,839. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. TULLOCK, of Washington, District of Columbia, have invented certain new and useful Improvements in Rein-Holders; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a side view of my improved rein-holder as applied to the dash-board of a vehicle. Fig. 2 is a vertical section of the same. Fig. 3 is a plan view of the same with the top or cover removed. Fig. 4 is a similar view with the top in place. Fig. 5 is a view showing a modified form of attaching the holder to a dash-board. Fig. 6 shows a modification of the holder.

This invention relates to improvements in rein-holders; and it consists in the novel construction of the same, hereinafter described, and pointed out in the claims.

Referring to the accompanying drawings, A designates the body of the holder having a flat upper surface and a depending portion, *a*, which is slotted at *a'*, as shown, for the purpose of placing it upon the dash-board B of a vehicle. At the lower end of the portion *a*, on one side of the slot *a'*, is a thumb-screw, a^2, by means of which the holder is secured in position.

C is a serrated plate or partition rising vertically from the flat upper surface of the body A, and standing at right angles to the slot *a'* in the lower part thereof. The part C is preferably cast entire with the body A, and is serrated, as shown, for a purpose hereinafter explained.

D D designate similar opposite cam-shaped jaws, which are pivoted, as shown, on the body A on opposite sides of the partition C. The inner faces of these cams are serrated, and are adapted to act with the serrations of partition C to hold the reins when the latter are inserted between the said jaws and partition. To the outer ends of the jaws D are secured the outer ends of flat curved springs E E, the inner ends of which abut and move against stop-lugs *d d*, fixed in the upper flat surface of body A, or cast integral therewith. The springs E E force the cam-jaws D D to turn on their pivots and bear toward the faces of the part C.

e e designate stop-lugs, formed with or secured to the body A on each side of the part C, as shown. These lugs serve to prevent the jaws D D from becoming locked against the plate C by their serrations engaging the serrations of the latter.

F designates a hollow semispherical cap or cover, which is provided with a transverse slot or opening, *f*. This cover F fits over the top of the body A, as shown, (with its slot, *f*, parallel with the plate C,) and is secured thereto by any suitable means. This cover serves both to protect the cam-jaws D D and their attachments from being injured by accidental blows and to retain the jaws in place upon their pivots, the upper edges of the jaws abutting against the under surface of the cover and effecting this result. The cover F, by means of its slot *f*, also serves to direct the reins between the jaws and partition C. The jaws, while admitting the reins to be drawn inward between them and the part C, will effectually prevent their being withdrawn, as is evident.

In Fig. 5 I have shown the lower portion of body A formed into a screw, G, for securing the holder in place, instead of having the slot, as before described. This latter construction is necessary where it is desired to use the holder on draft-wagons and vehicles which have no dash-board, to which the former construction could be applied. By the screw G the holder is also applicable to saddles for holding the bridle-reins.

Fig. 6 shows a modification of the holder. In this construction the depending portion of body A is omitted, and the holder is halved transversely through the partition C, the latter forming the back of the holder, but one jaw and its appurtenances being used. The screw G is set at right angles to the plate, as shown. This construction may be used; but the first described I deem preferable.

I am aware that rein-holders have been made having spring-controlled jaws adapted to act together to hold the reins. Such I do not claim, broadly; but,

Having described my invention, I claim—

1. In a rein-holder, the combination of the body A, having its lower portion provided

with a suitable fastening device for securing it in position, and provided with a serrated partition or plate, C, rising vertically from the upper portion thereof, with the cam-jaws D, having their inner faces serrated, pivoted to the body A on opposite sides of the plate C, and the cover F, provided with slot *f* and secured upon the body A, all substantially as and for the purpose described.

2. As an improved article of manufacture, the within-described rein-holder, consisting of the main body portion A formed with a flat upper surface and a suitable device for securing it in position, and having the central serrated plate or partition C rising vertically from its upper surface, and the cam-jaws D D, serrated on their inner faces, pivoted on the body A, and controlled by springs, and the stop-lugs, by which the action of the jaws is limited, with the cover F, having the directing-slot *f* secured upon the body A over the cam-jaws and retaining them in position, all substantially as and for the purpose described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

WILLIAM P. TULLOCK.

Witnesses:

A. E. DOWELL,

F. T. F. JOHNSON.