

(No Model.)

E. E. BROWN.
SAFETY REIN FASTENER.

No. 382,796.

Patented May 15, 1888.

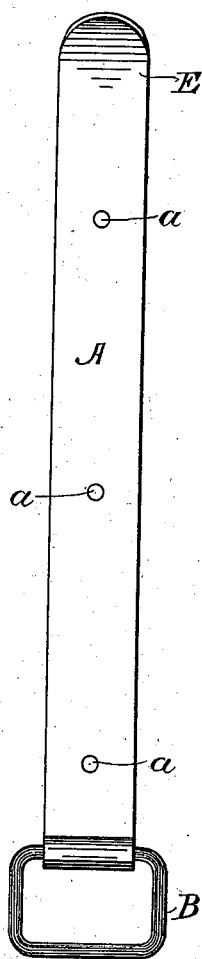


Fig. 3.

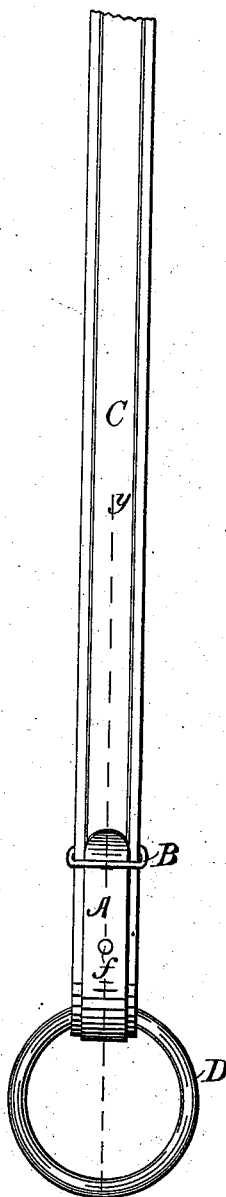


Fig. 1.

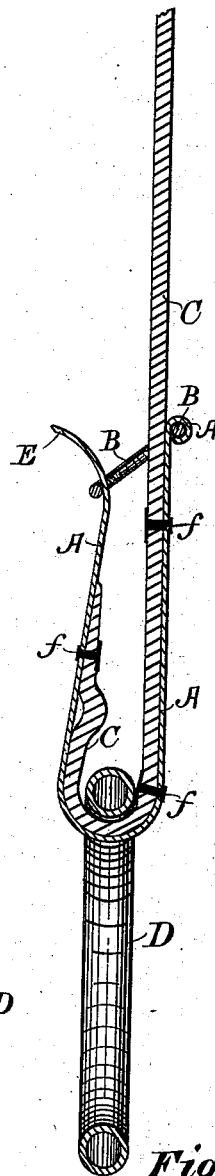


Fig. 2.

Witnesses,
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Inventor,
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UNITED STATES PATENT OFFICE.

ELMER E. BROWN, OF PORTLAND, MAINE, ASSIGNOR OF ONE-HALF TO
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SAFETY REIN-FASTENER.

SPECIFICATION forming part of Letters Patent No. 382,796, dated May 15, 1888.

Application filed December 30, 1887. Serial No. 259,392. (No model.)

To all whom it may concern:

Be it known that I, ELMER E. BROWN, a citizen of the United States, residing at Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Safety Rein-Fasteners; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to
10 which it appertains to make and use the same.

The method hitherto in use of attaching driving-reins to the bits is both inconvenient and unsafe, the time consumed in buckling or attaching the rein is considerable, and the tendency of the leather to crack or break at the point where it is bent around the ring of the bit is great, requiring for safety constant inspection.

The purpose of my invention is to provide
20 a means or device for connecting the rein to the bit which shall be more easily and quickly used, and at the same time guard against the liability of the rein to part at the point of union.

25 In the drawings, Figure 1 is a side view of the end of the rein with my holding device attached. Fig. 2 is a longitudinal vertical section of the same through the line *yy* of Fig. 1. Fig. 3 is a plan of the holder extended.

30 The device is shown as it appears before it is attached to the rein in Fig. 3. It consists of an elastic piece of metal, A, or hook, bent to the shape shown in Fig. 2, provided with holes *a*, by which it may be united to the end of the
35 rein. At one end there is hinged to it the angular loop B. At the other end it is bent upward to a considerable degree, as shown more fully in Fig. 2. In Figs 1 and 2 it is shown

attached by rivets *f* to the rein C, the rein passing through the loop B, which should be slightly
40 wider than the rein, the plate A being bent to a U shape after being attached.

The method of attaching the rein to the bit is obvious. The loop B being drawn backward and held down upon the rein, the bent
45 end of the rein is hooked upon the ring D, the point E is pressed by the thumb and finger of the other hand until the point lies against the surface of the rein, when the loop B is pushed over the point and the point released.
50

The time consumed in attaching the rein is much shorter than that expended when any of the devices hitherto used are employed, and the danger of parting of the rein at the ring is wholly avoided.
55

What I claim is—

1. The combination of the driving-rein with the U-shaped elastic metal hook having a pivoted loop, substantially as described.

2. A driving-rein provided with the U-
60 shaped elastic hook having a curved point and a pivoted loop located at about equal distances from the bend of the hook, substantially as described.

3. The combination of the rein C, U-shaped
65 elastic plate or hook A, with curved end E and pivoted loop B, and the ring D, substantially as described.

In testimony that I claim the foregoing as my invention I have hereunto set my hand this
70 22d day of December, A. D. 1887.

ELMER E. BROWN.

In presence of—

GEO. E. BIRD.

CHARLES B. HARMON.