(No Model.)

J. E. HALL.

REIN HOLDER.

No. 455,324. Patented July 7, 1891.

Fig. 1.

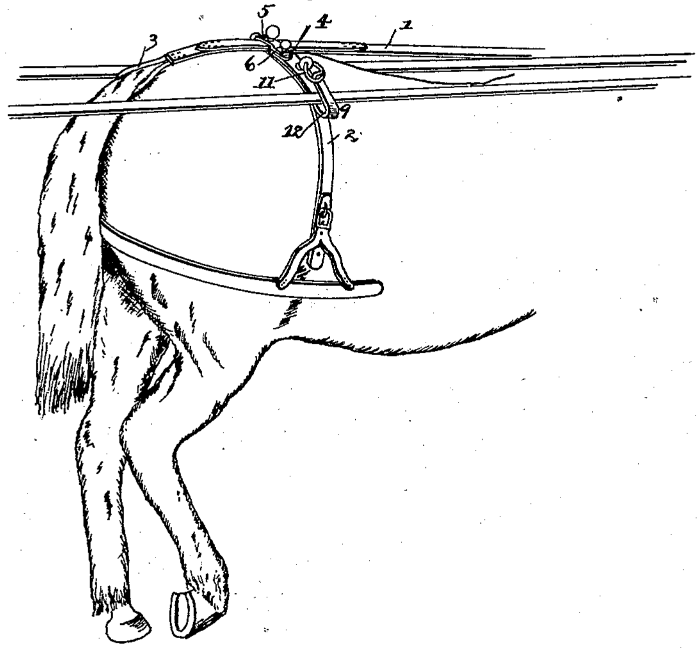


Fig. 2.

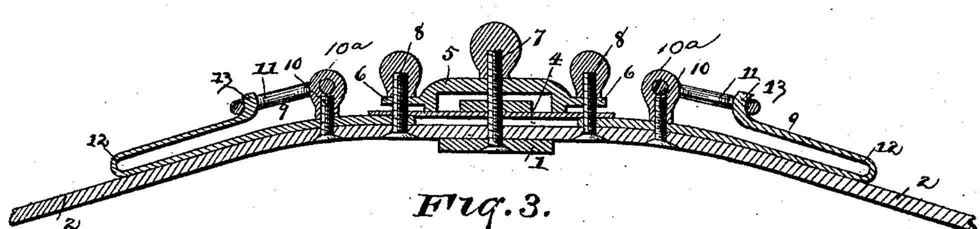
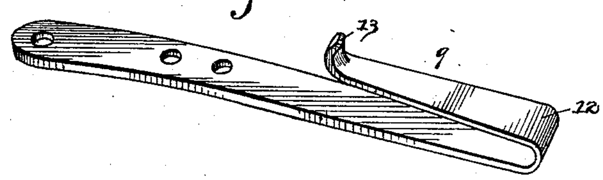


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

JAMES ELLIS HALL, OF BEDFORD CITY, VIRGINIA.

REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 455,324, dated July 7, 1891.

Application filed January 14, 1891. Serial No. 377,691. (No model.)

To all whom it may concern:

Be it known that I, JAMES ELLIS HALL, a citizen of the United States, residing at Bedford City, in the county of Bedford and State of Virginia, have invented a new and useful Rein-Holder, of which the following is a specification.

This invention relates to rein-holders; and the objects in view are to provide a cheap and simple arrangement to be secured to the back-band and hip-straps of a harness, and serve to support the reins in such a manner as to permit them to be freely used and yet prevent them from accidentally engaging with the buffers, loops, &c., of the harness or from being engaged by the horse's tail.

Other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of a rein-holder constructed in accordance with my invention, the same being applied to the back and hip straps of a harness. Fig. 2 is a longitudinal section through the holder. Fig. 3 is a detail in perspective of one of the rein guides or supports.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates the back-strap of a harness, to which is secured and from which depends at opposite sides the hip-straps 2, maintained in position by passing between the crupper-strap 3 and the back-strap, the inner ends of which overlap and are stitched together. A thin metal plate 4 surmounts the hip-strap and passes under the back-strap and is provided at its center and near its ends with perforations.

5 designates a bridge-plate of inverted-U shape, the ends of which rest upon the plate 4 at each side of the back-strap, and consequently the latter is arched over or straddled. The bridge-plate is provided at opposite ends with laterally-extended perforated ears 6, supported above the plate 4 by the terminals of the bridge-plate and having its perforations in alignment with the perforations of the plate 4. A screw 7 passes centrally through the bridge-plate, the back-strap, and metal plate 4 and the crupper-strap, and has its lower end countersunk in the latter strap, and screws 8 pass through the perforated ears of the bridge-plate, the metal plate 4, and the hip-straps, and also through the inner ends of a pair of opposite rein guides or supports 9. These rein guides or supports are further held in place by bolts 10 which at their upper ends are provided with loose rings 11, mounted loosely in the perforations 10^a of the nuts, so that, for a purpose hereinafter apparent, the rings may be partially rotated. The guides or supports are formed of strips of metal suitably curved near one end to form a securing-plate, which is perforated, are continued a short distance along the hip-straps and then bent upon themselves to form a loop or eye 12, which terminates in a bent terminal 13, forming a hook over which the rings 11 may be engaged.

In use the reins lie in the loops or eyes of the guides in which they freely work, and are prevented from any accidental displacement by the loose rings 11, which engagement is effected by depressing the upper terminal of the guide, which is formed of spring metal, and permitting the same to spring into engagement with the rings. While the rings 11 perform important functions—namely, for locking the reins in the guides—it will be evident that without the rings the guides would act as such, though the device would not be as safe and convenient when so arranged.

In instances where two persons occupy the seat and the driver occupies the right hand of the same, and it is therefore desirable to have the reins supported at one side, I may provide a longer guiding device than that shown, leaving the short guide at the left side and substituting the longer guide for the one at the right side.

Having described my invention, what I claim is—

1. The herein-described harness attachment, consisting of an arched plate straddling the back-band and having its terminals resting upon the hip-straps at each side thereof, and above its ends provided with laterally-disposed perforated ears, a screw passed through the center of the arched plate, hip and back straps, a pair of looped securing-plates connected to the arched plate and lying along the hip-straps, and screws passed through the perforated ears of the arched

plate and the looped securing-plates, substantially as specified.

2. As an attachment to the back-band and hip-straps of a harness, an arched plate straddling the back-band and having its terminals resting upon the hip-straps at each side thereof, and above its ends provided with laterally-disposed perforated ears, a screw passing through the center of the arched plate, hip-straps, and back-straps, a pair of rein-guiding loops terminating at their inner ends in perforated securing-plates and at their outer ends in spring-hooks, screws passed through the perforated ears of the arched plate, and bolts passing through the securing-plates of the rein-guides, substantially as specified.

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

JAMES ELLIS HALL.

Witnesses:
P. L. SAUNDERS,
J. WAITES SMITH.