No. 649,872. Patented May 15, 1900.

J. MOORE.

REIN GUIDE.

(Application filed Oct. 11, 1899.)

(No Model.)

Fig. 1.

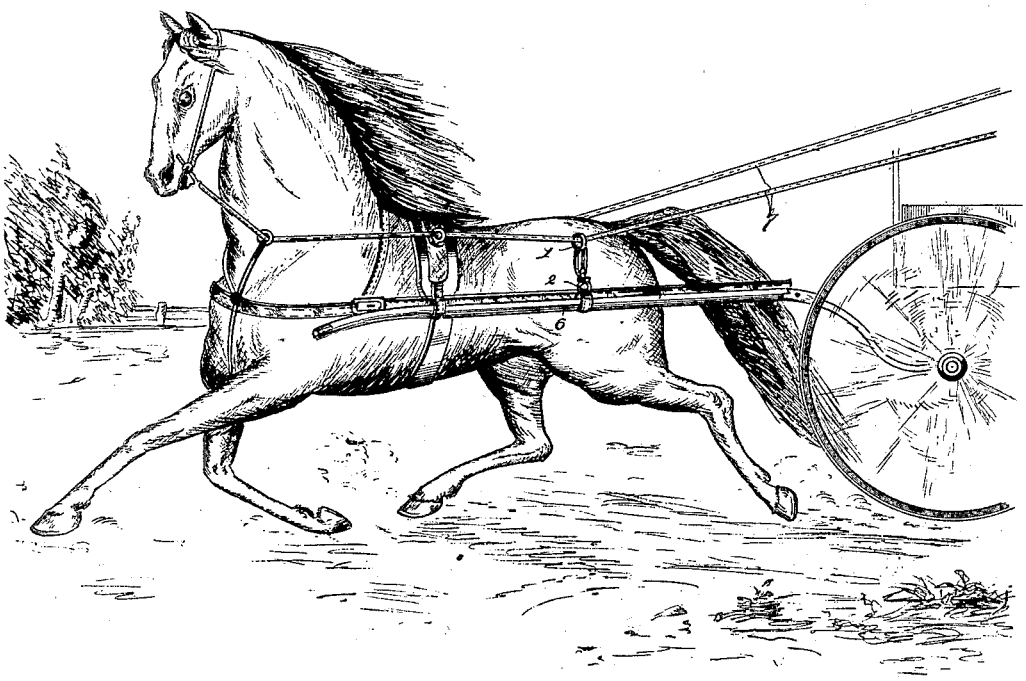


Fig. 2.

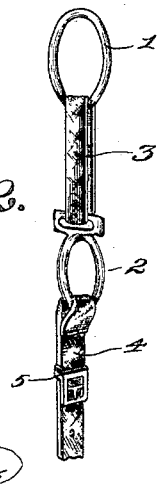
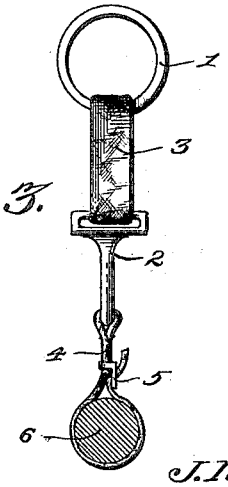


Fig. 3.



Witnesses

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JOSEPH MOORE, OF BEDFORD, INDIANA.

REIN-GUIDE.

SPECIFICATION forming part of Letters Patent No. 649,872, dated May 15, 1900.

Application filed October 11, 1899. Serial No. 733,336. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH MOORE, a citizen of the United States, residing at Bedford, in the county of Lawrence and State of Indiana, have invented a new and useful Rein-Guide, of which the following is a specification.

It is a well-known fact that driving-reins frequently become caught beneath the tail of a horse, and in endeavoring to free the reins from the tail the driver places a strain upon the bit which causes the horse to back and turn quickly, and often results in the vehicle being upset, to the danger of the occupants thereof. In view of this difficulty the present invention has for its object to provide an improved rein-holder which is especially designed to prevent the reins from being accidentally engaged beneath the tail of a horse, and also to maintain the reins in their proper position for manipulation by the driver. It is furthermore designed to provide a simple and durable device of this character which may be applied to the thills or tongue of any character of vehicle without changing or altering the latter, so as to receive the reins and support the same away from the tail of the horse and at the same time to permit of the reins being readily and conveniently operated in the usual manner.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claim, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claim without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a perspective view illustrating the application and operation of the improved rein-holder. Fig. 2 is a detail perspective view of one of the holders. Fig. 3 is a sectional view taken transversely through one of the thills to show the connection of the holder therewith.

Corresponding parts in the several figures of the drawings are designated by like characters of reference.

Referring to the accompanying drawings, it will be seen that the present rein-holder comprises a pair of upper and lower rings 1 and 2, respectively, which are yieldingly connected by means of an elastic web or strap 3. Pendent from the lower ring is a flexible strap 4, which is provided intermediate of its ends with a buckle 5, with which the free extremity of the strap is designed to be engaged to form a loop for engagement with the thills or a tongue of a vehicle.

In the application of the device, as exhibited in Figs. 1 and 3, the strap 4 is buckled around one of the thills 6 at a point adjacent to the hips of the horse, and the adjacent portion of the reins 7 is passed rearwardly through the upper rein-embracing ring 1, so as to slide loosely therethrough to the driver. It will be understood that duplicate devices are placed upon each thill at opposite sides of the horse, so as to receive the respective portions of the reins, whereby the latter are effectually held apart and prevented from becoming engaged beneath the tail of the animal, as the reins do not pass over the back of the horse, but are located at opposite sides thereof, and thus the horse cannot switch his tail over the reins. Should the reins become slack when not in use, the animal may switch his tail over such slack portions; but when the reins are gathered up by the driver the reins will be drawn from beneath the tail without exerting a strain upon the bit, as will be readily understood.

From the foregoing description it will be apparent that the respective rein-holders are loosely or pivotally connected to the thills, so as to give to every motion, and the elastic connection between the strap and the upper guide-ring permits of the device yielding vertically to any pull upon the reins, so as to prevent the latter from binding in the ring; also, the strap 4 forms an adjustable connection for the device, so that it is applicable to thills and tongues of different diameters. It will be noted that the device does not require any change in the thills or harness and is therefore applicable to any character of vehicle. Moreover, it does not interfere in any manner whatsoever with the usual operation

of the reins, and it does not require any skill or experience to apply the device or to drive with the same applied to the reins.

Having thus described the invention, I claim—

A rein-guide, comprising a pair of rings, an elastic web or connection between the two rings, and a strap connected to one of the rings, and having a buckle to receive the free end of the strap.

JOSEPH MOORE.

Witnesses:
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