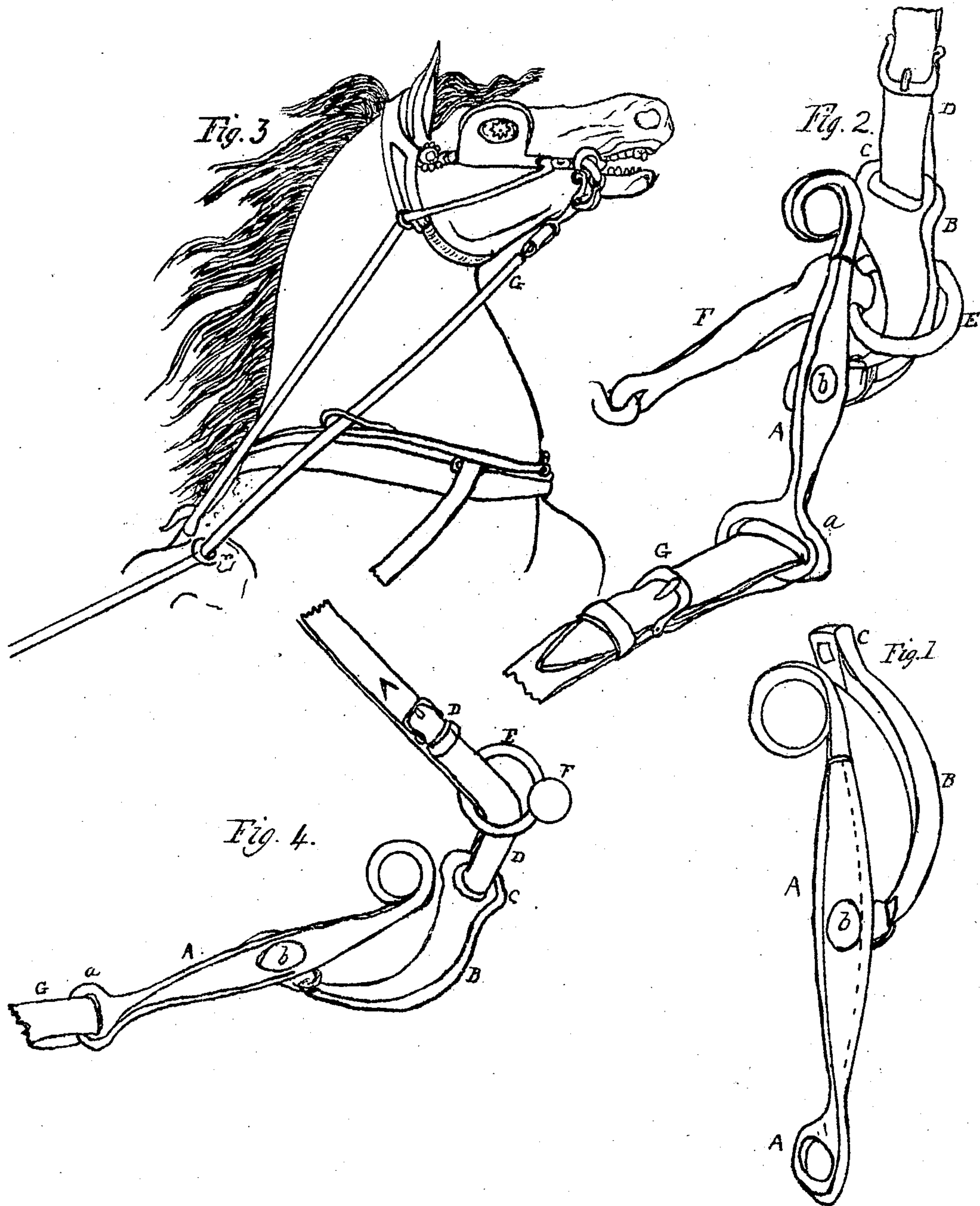


R. Fink.

Attachment for Safety-Bridles.

N^o 72729

Patented Dec. 31, 1867.



Witnesses:

W. B. Nley
Jacob Stauffer

Inventor:

R. Fink

United States Patent Office.

REUBEN FINK, OF LANCASTER, PENNSYLVANIA.

Letters Patent No. 72,729, dated December 31, 1867.

IMPROVED ATTACHMENT FOR SAFETY-BRIDLES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, REUBEN FINK, of Lancaster, in the county of Lancaster, and State of Pennsylvania, have invented a new and improved Attachment for Safety-Bridles; and I do hereby declare that the following is a full and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 shows the combination of the parts.

Figure 2 the same, holding the ring on the bit of the bridle, in the curved portion B.

Figure 4, an enlarged view of its operation, as shown in its application on the horse, in figure 3.

The nature of my invention consists in providing a check-lever, in combination with a shifting bearing hinged to it, to guard against the undue action of the bit on safety-bridles, in ordinary driving, or for guiding the horse.

To enable others to make and use my invention, I will describe its construction, as follows:

The lever A has an eye, *a*, on its lower end, to which the rein or line G is attached. Centrally, there is connected to it, by a rivet, *b*, a curved ring-supporter, B, having free motion on the pivot *b*. This curved bearing, B, has an eye, C, in its loose end, somewhat turned up, by which a strap, D, connects it with the head-stall of the bridle, said strap being first slipped through the ring E of the bit F, as shown by fig. 2, where the ring E of the bit rests upon the curved bearing of the hinged piece B, and is retained in its place by the lever A, the upper end of which rests also against the upper portion of the curved bearing, so that the ring of the bit will not be acted upon by a moderate pull on the lines or reins for guiding the horse, and, under ordinary circumstances, greatly to the relief of the horse, as well as to that of the driver. But when it becomes necessary to bring its action to bear by a stronger pull on the lines, it will draw the lower end of the lever A in the direction of the force applied, and cause the bit in the horse's mouth to slip up out of the bearings B, for the rings E of the bit, the straps D being connected with the head-stall on both sides, and there being no yielding point but that of the horse's mouth, it necessarily acts on the same principle as numerous other devices employed to embody this principle; among others, such as Patent No. 56,213, where the driving-rein is connected directly with a shifting bearing, without the intervention of a counter-check or lever, and its action too sudden, and when not wanted in the ordinary mode of driving.

I therefore do not claim an independent shifting bearing, terminated by a ring for connecting the lines thereto, for such, I know, is patented. But my additional check-lever, to which the lines are connected, and not to the bearing, has several advantages, besides supporting the bit in the horse's mouth when the lines are detached, which is not the case in the arrangement and operation of the simple bearing, as also the relief to the horse, under ordinary circumstances, makes a substantial difference in the arrangement and operation of this device to that referred to.

What I claim as my invention, and desire to secure by Letters Patent, is—

The lever A, with its eye, *a*, and central pivot, *b*, on which is hinged a curved bearing, B, all combined and arranged in the manner and for the purpose specified and shown.

REUBEN FINK.

Witnesses:

WM. B. WILEY,
JACOB STAUFFER.