

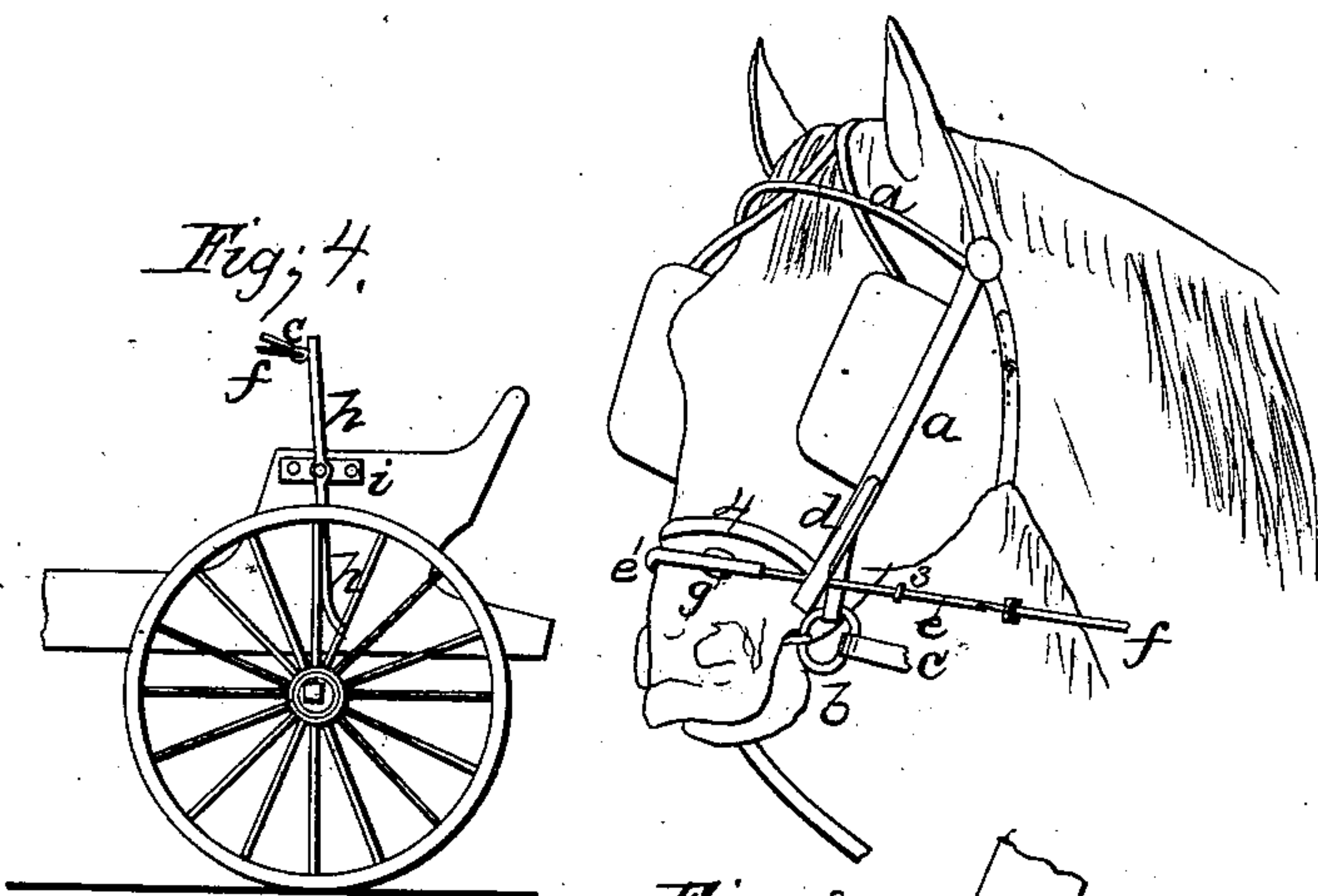
N. Fountain,

Bridle.

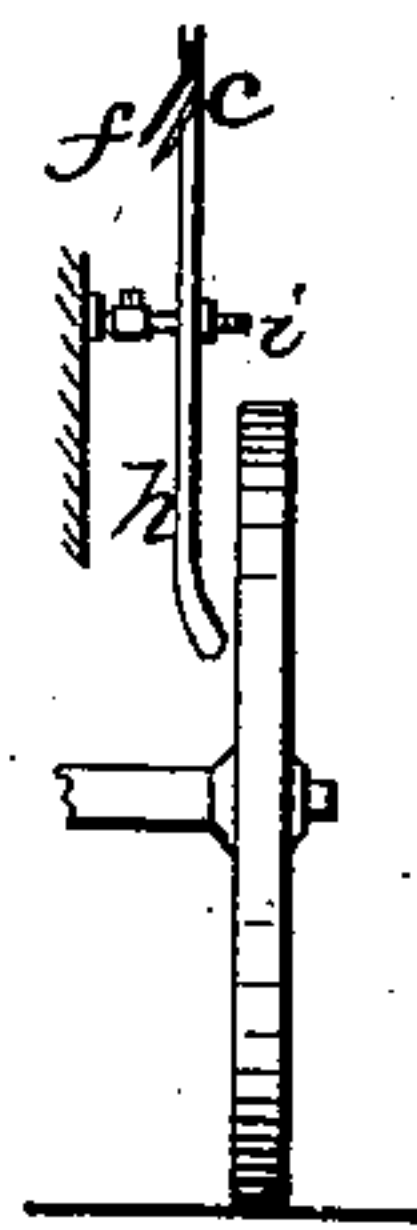
N<sup>o</sup> 8,157.

Patented Aug. 18, 1868.

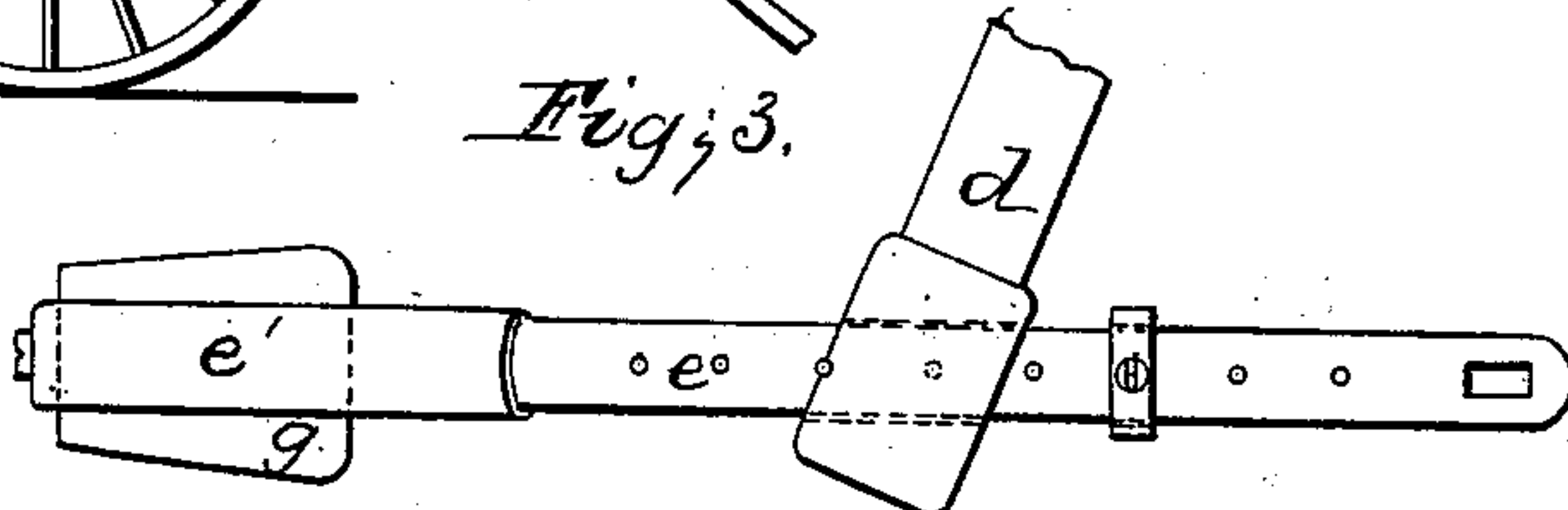
Fig; 1.



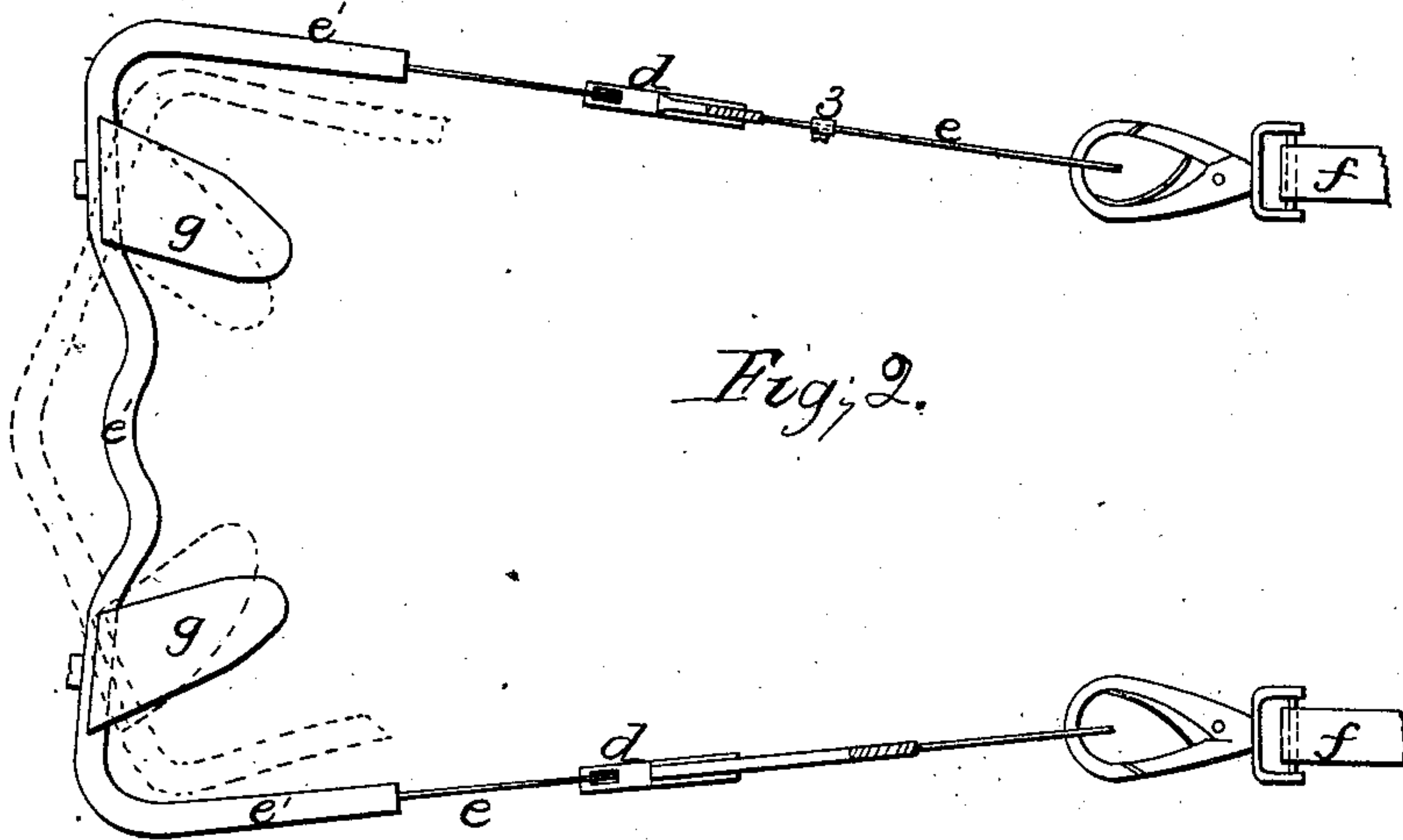
Fig; 5.



Fig; 3.



Fig; 2.



Witnesses  
Geo. S. Wacker  
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# United States Patent Office.

NORMAN FOUNTAIN, OF NEW YORK, N. Y.

Letters Patent No. 81,157, dated August 18, 1868.

## IMPROVED MEANS FOR STOPPING HORSES.

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, NORMAN FOUNTAIN, of the city and State of New York, have invented and made a certain new and useful Improvement in Means for Stopping Horses; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawing, making part of this specification, wherein—

Figure 1 is an elevation of the horse's head, with the apparatus applied thereto.

Figure 2 is a plan of the spring and compressing-apparatus for the horse's nose.

Figure 3 is a side view of the same, and

Figure 4 is an elevation of the rein-lever that is employed at the side of the driver, between the body of the vehicle and the wheel.

Similar marks of reference denote the same parts.

Previous to my invention, a compress or pad has been applied to the nose of a horse, to press upon the nostrils and partially close the same, and make the horse open his mouth to breathe, and thereby loose the hold of the bit with his teeth; or else so far overpower the animal, by excluding the air from his lungs, as to render him docile and obedient to the rein.

The devices heretofore employed have, however, been very cumbersome, and disfigured the horse's head.

The nature of my said invention consists in a relieving-spring that carries the compress or pads, and simply requires to be pulled upon by a rein to apply the compress or pads to the nostrils by the bending of the spring, and when the rein is released, the spring, recovering its normal shape, releases the horse's nose from the compressing action of the pad.

In the drawing, *a* represents the headstall, of any usual or desired construction, *b* the bit and ring, and *c* the guiding-reins.

Into the headstall, at the sides above the bit, the metallic slides *d* are introduced and secured to the straps near their upper ends. The lower ends are formed as mortises or loops, through which passes the spring *e*, that is bent into about the shape shown in fig. 2, and to the back ends of this spring the stopping-reins *f* are attached.

*3 3* are stops, to prevent the spring sliding too far forward.

The middle portion of the spring *e*, that passes in front of the horse's nose, is padded or covered with an India-rubber tube, as seen at *e'*, to prevent injury to the nose by the thin spring *e*.

*4* is a strap, uniting the slides *d*.

The compress-pads *g g* are formed as seen in figs. 2 and 3, and are attached upon the spring *e*, so that they may somewhat incline towards each other.

When not in use, the centre part *e'* of the spring rests lightly upon the horse's nose, and the pads *g g*, occupying the position shown by black lines in fig. 2, do not in any manner interfere with the breathing of the horse, and there is nothing unsightly about the apparatus.

When the reins *f* are pulled upon, the spring *e e'* is bent over the horse's nose, and the pads or compress *g g* are forced tightly upon the nostrils, to exclude sufficient air to bring the horse under control.

The dotted blue line, in fig. 2, illustrates the position of the parts when the stopping-apparatus is in use.

The rein *f* may be short for horseback-riding, or extend double or single to the driver of the vehicle.

If the reins *f* were kept drawn when the horse was standing still, the result might be injurious to the animal, and if relieved he might run away if left alone; I therefore provide the lever *h*, set upon a fulcrum, *i*, that projects as an arm from the side of the vehicle. This fulcrum may be adjustable in and out.

The lower end of the lever *h* is made as a curve towards the wheel, as seen in fig. 5, and ordinarily the lever hangs vertically and clear of contact with the wheel.

At the upper part of the lever is a hook or clamp for receiving either or both reins, *c f*, so that the driver before leaving his vehicle can connect the reins to the upper part of this lever, which swings that end towards the vehicle by the diagonal pull of the reins, throwing the curved lower end of the lever in between two of the



spokes. In this position the parts will remain, but if the horse starts, the spokes of the wheel act upon said lever *h*, and pull the reins sufficiently to stop the horse.

It will be evident that, in place of the pads *g* to compress the nostrils, the pads may be shaped so as to cover over the end of the nostrils, the relieving action of the spring being the same in both cases.

The stops *3* prevent the spring *e* and pads *g* sliding too far forward when not in use.

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

1. The spring *e*, carrying the pads *g*, and adapted to passing across the horse's nose, in combination with the metallic slides *d*, introduced in the headstall, and with the rein *f*, attached at the back ends of said spring, the parts operating in the manner and for the purposes set forth.

2. The lever *h*, fitted as specified, in combination with the reins, for the purposes set forth.

Dated, March 7, A. D. 1868.

NORMAN FOUNTAIN.

Witnesses:

CHAS. H. SMITH,

GEO. D. WALKER.