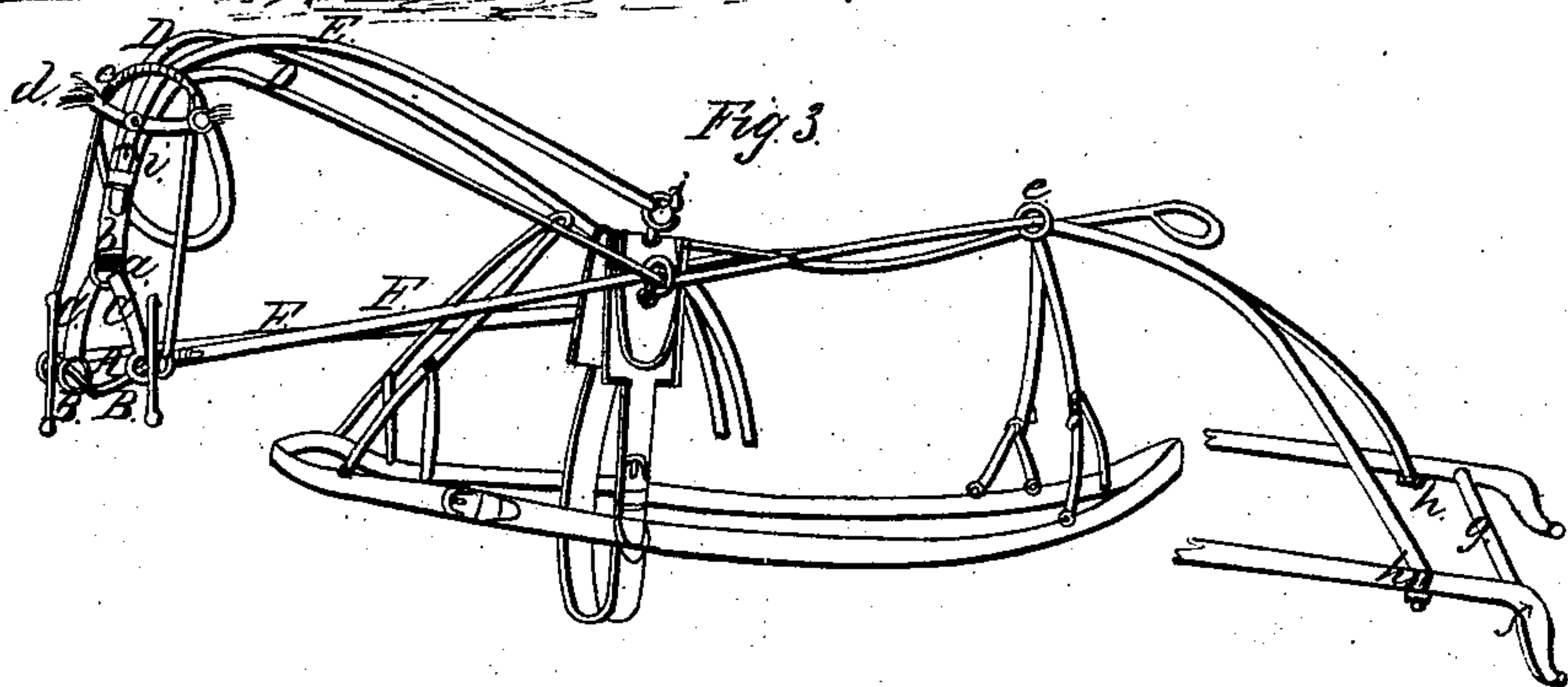
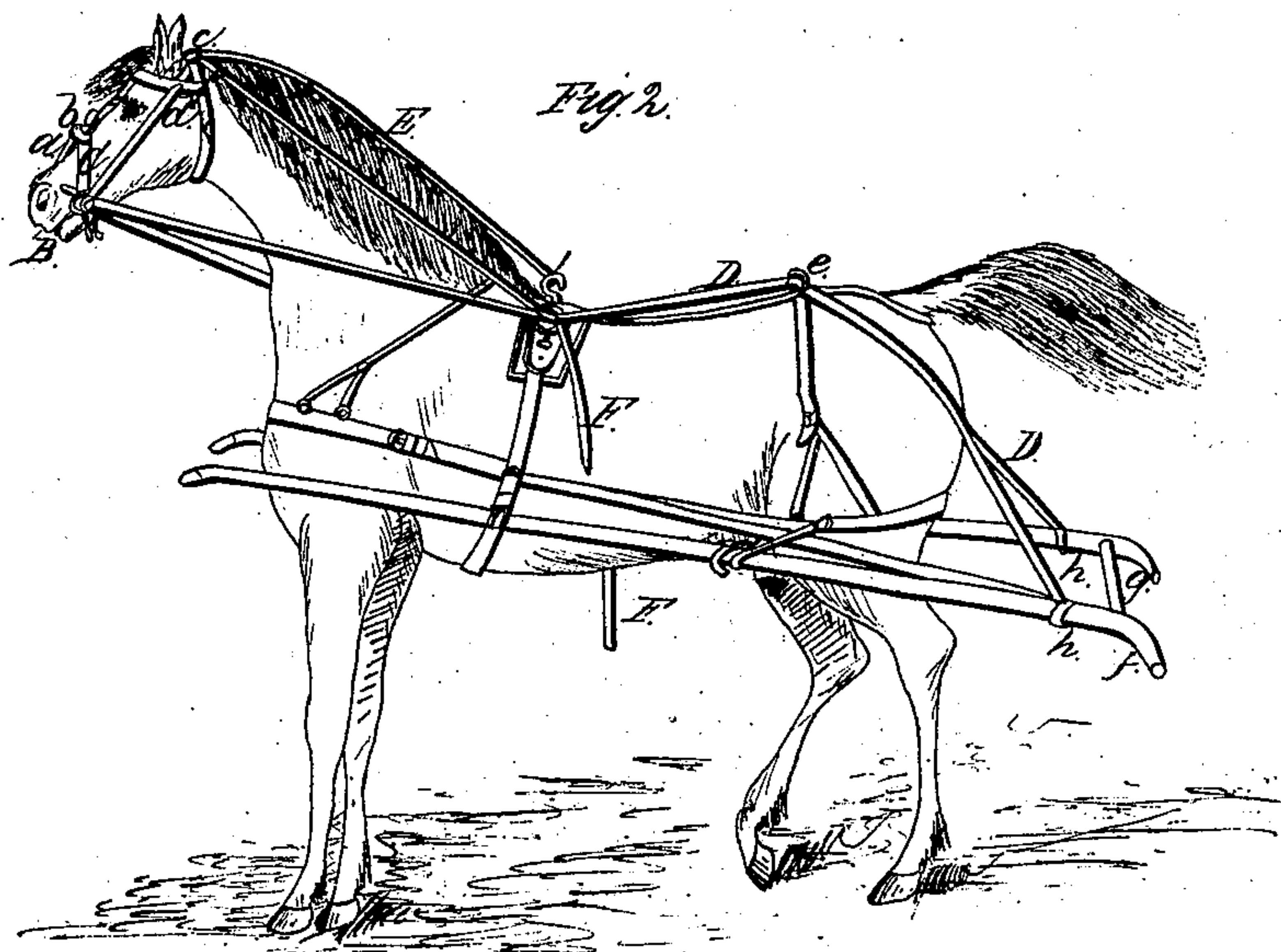
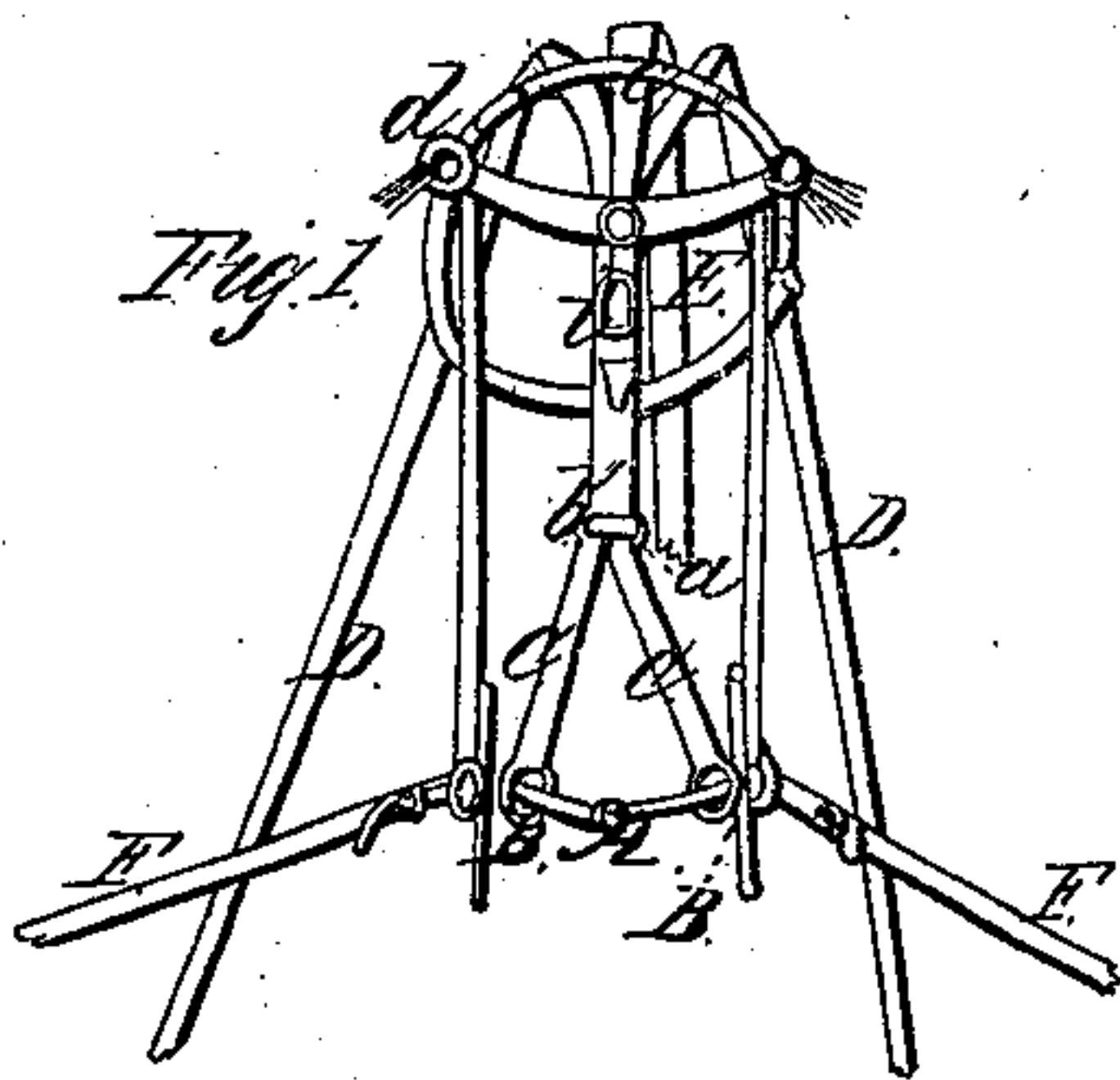


S.V.R. York.

Safety Bridle.

No 85,158.

Patented Dec. 22, 1868.



Witnesses;
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United States Patent Office.

S. V. R. YORK, OF ANTWERP, NEW YORK.

Letters Patent No. 85,158, dated December 22, 1868.

IMPROVED SAFETY-BRIDLE.

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, S. V. R. YORK, of Antwerp, in the county of Jefferson, and State of New York, have invented a new and improved Combined Safety-Bridle and Self-Acting Kicking-Attachment for Horses ; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, in which—

Figure 1 is a front view of my safety-bridle.

Figure 2, a view of my combined safety-bridle and self-acting kicking-attachment as applied to a horse and to the shafts of a vehicle.

Figure 3 is a perspective view of the whole apparatus.

Like letters of reference designate corresponding parts in all the figures.

My invention consists of an apparatus composed of a bridle having a nose-ring, also two other rings around a snaffle-bit, in combination with a check-strap and two long leather straps or lines, so arranged and applied to a horse, as to form a safety-bridle and kicking-attachment, as hereinafter described.

In the drawings—

A is an ordinary snaffle-bit, provided with the usual check-bars.

B B are two one and one-half inch rings welded around the bit, and, when in place, come between the bars of the bit and the horse's mouth.

O C are two leather straps, seven inches each in length, one end of each being attached to rings B B, thence running up each side of the horse's nose to a third one and one-half inch ring, *a*, where they are fastened.

To this ring *a*, a strap, *b*, is stitched, and is brought up to the horse's forehead. It is there split, forming two straps D D.

A short strap, *c*, eight inches in length, is sewed on the top of the crown-piece *d*, at each end, and also stitched at two points in the centre, leaving three loops of sufficient space to allow the straps D D, which are three-quarters of an inch wide, to pass through, one through the right-hand and the other through the left-hand loop.

These straps or lines D D are now taken thence down each side of the horse's neck, and through the terrets on the back-pad or saddle of the horse.

A one and one-half inch iron ring, *e*, is sewed fast to the back strap on the hips of the horse, about the point where the hip-straps of the breeching pass through.

These two straps or reins D D now both pass through this ring *e*, and are brought down over the small of the horse's hips, one on the near and the other on the off side respectively, to the shafts of the vehicle.

On the under side of the shafts, and just forward of the mortise *f*, that holds the cross-bar *g* of the shafts, a one and one-half inch square iron staple, *h*, is made fast.

The straps or reins D D are now brought inside the shafts, passed through the staples, and brought to the

outside, and are there buckled and made fast, bringing the reins just straight.

E is a centre check-strap, arranged and fastened as follows :

A half-inch buckle, *i*, is sewed fast to the strap *b* on the forehead, about three inches above the nose-ring *a*. One end of this centre-check E is buckled into said buckle *i*, carried through the centre loop on the top of the crown-piece *d*, thence runs down the horse's neck, and is fastened to the check-hook *j* attached to the saddle, checking the horse up, as is required in ordinary driving.

F F are ordinary driving-reins.

The operation of my invention is as follows :

When a horse attempts to kick, the consequent elevation of his hind quarters produces a sudden and powerful strain on the two reins D D, which pass from the shafts over the hips, through the ring *e* and terret-rings, and over the head to the bit, throwing his head violently into the air; the rings B B around the bit, and sliding thereon, at the same time squeezing the animal's mouth together in a very disconcerting and uncomfortable manner, so much so as to effectually prevent a repetition of his kicking.

It is impossible for a horse to kick, without lowering his head at the same time that he raises his quarters.

After a few attempts, the horse will be effectually broken of this dangerous habit.

The two reins D D are intended for use with a very vicious animal. In ordinary cases, the check-strap, operating on the animal's mouth, will prevent a horse's kicking.

In case the horse attempts to run, the driver, by pulling on the driving-reins F F, draws the two one and one-half inch rings B B forcibly together, by the horse's head being pulled towards his neck, which tightens the check-strap E, and produces the same effect on the horse's mouth as when he attempts to kick. The snaffle-bit bending inside the horse's mouth, allows the rings B B to draw towards each other, throwing the animal's mouth wide open, and producing a very painful sensation, causing him to yield at the touch of the rein in a moment.

When the driver eases up on the reins, the rings hang loose on the bit, relieving the horse of the pain, and never producing soreness or injuring the mouth.

This operation makes it a "safety-bridle," and also effectually cures a horse that is a "side-reiner," or one that lugs upon the reins, or attempts to bolt or plunge.

The arrangement of the check-strap E, either with or without the kicking-attachment, has the same effect on the animal's mouth, as above described. The same will also effectually break a horse of the habit of carrying his tongue over the bit or out of his mouth.

It may be asked, "How will this bridle break a bad kicker in double harness?"

It is done as follows : The "evener" should be bolted

fast to the pole, so that it cannot raise at either-end, or swing back and forward.

The inside strap that passes over the hip of the kicking-horse is made fast to the pole, just forward of the evener.

On the outside of the horse I apply a false shaft, one end passing through the tug-strap of the harness, the same as in a single harness. The other end of this shaft is bent so as to carry it under the outer end of the "evener," to which it is bolted and made fast.

The strap that is brought over the outer hip of the horse, is carried down on the inside of said shaft, through a staple on the under side, and brought up around the outside and made fast.

It will be readily seen that my apparatus can be as effectually applied to a double team as when the horse is driven single.

The whole harness can be made neatly, so as to hardly attract attention to it as being anything uncommon for a horse to wear.

To recapitulate: It is self-acting, to correct kicking and other bad habits; it prevents a horse from running away, lugging on the reins, carrying his tongue over the bit, or hanging out of his mouth, or being a side-reiner.

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

1. The straps D D and check-straps E, branching from the nose-piece *b*, and all acting on the sliding rings B, and combined and operating together for the purpose and in the manner as described.

2. The combination of the check-strap E and connection *i* with the straps *b* C C, and loose rings B B, substantially as herein set forth.

In witness whereof, I have hereunto signed my name, in the presence of two subscribing witnesses.

S. V. R. YORK.

Witnesses:

J. R. DRAKE,

GEO. W. MIATT.