O. HANKS.

Check-Rein Attachment.

No. 210,524. Patented Dec. 3, 1878.

FIG. 1.

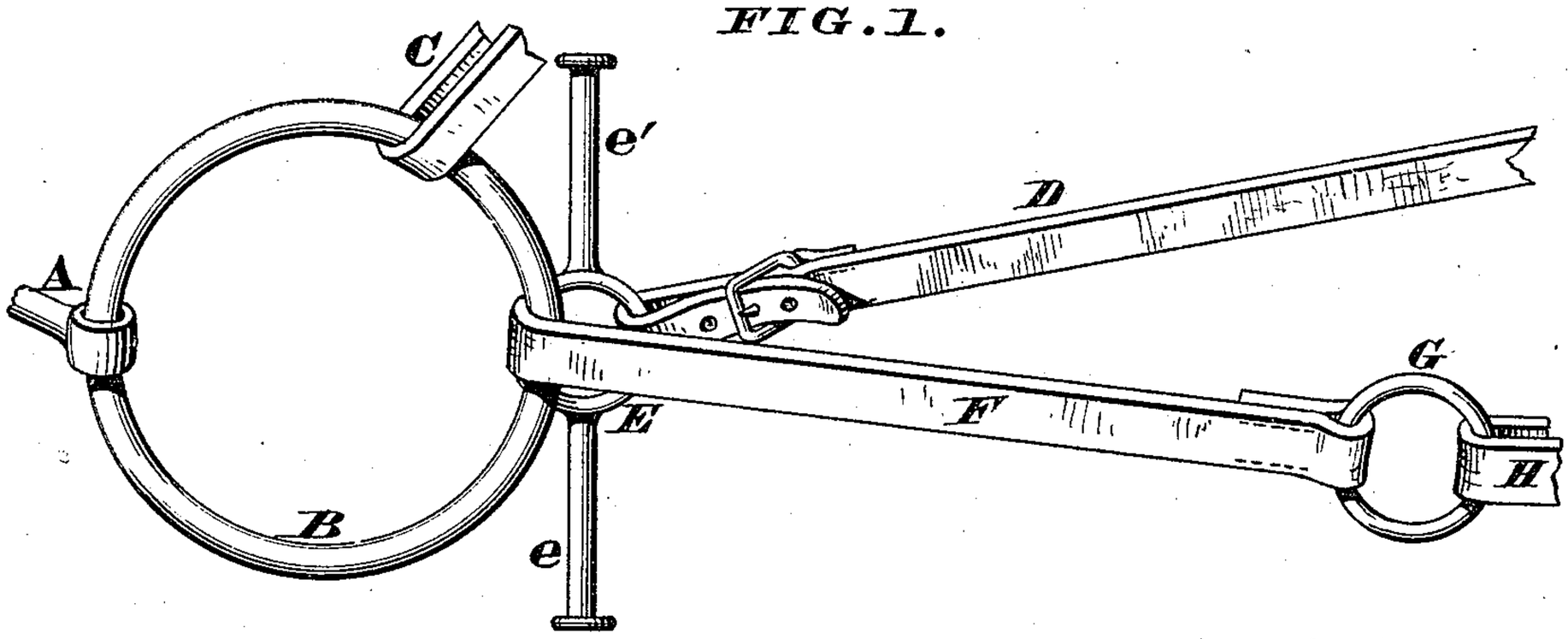


FIG. 2.

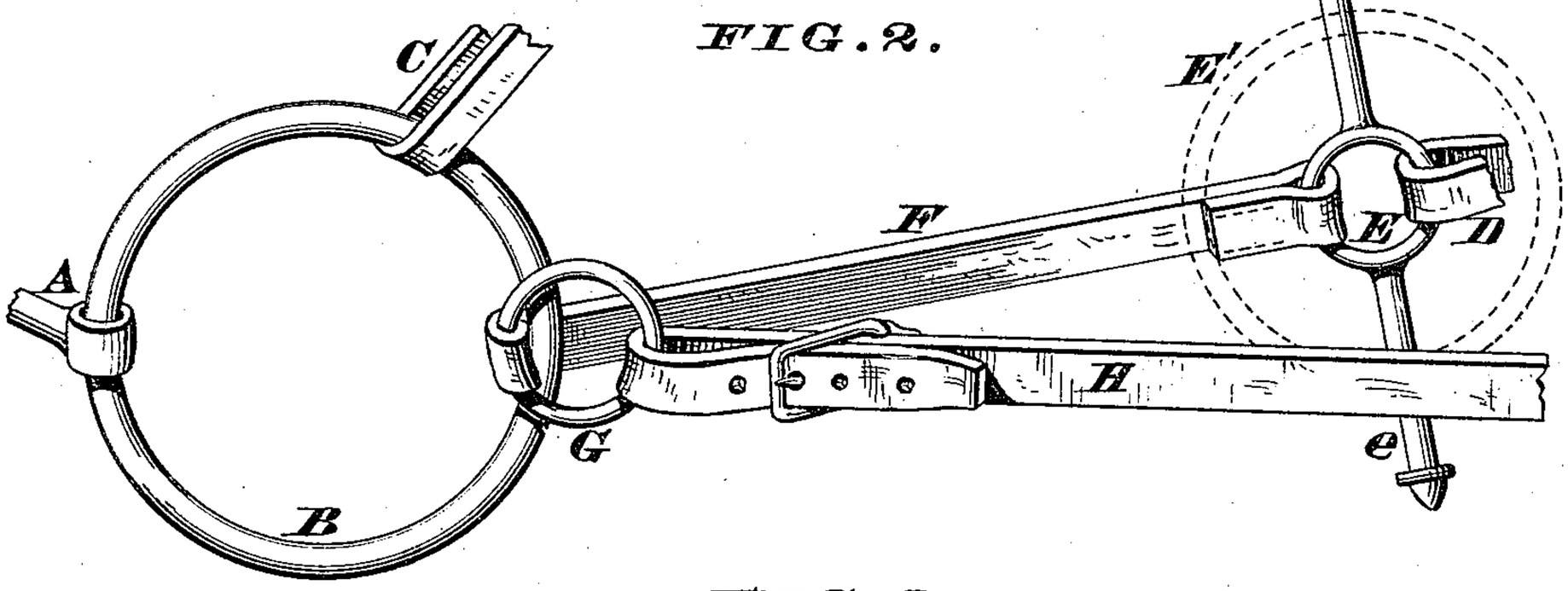
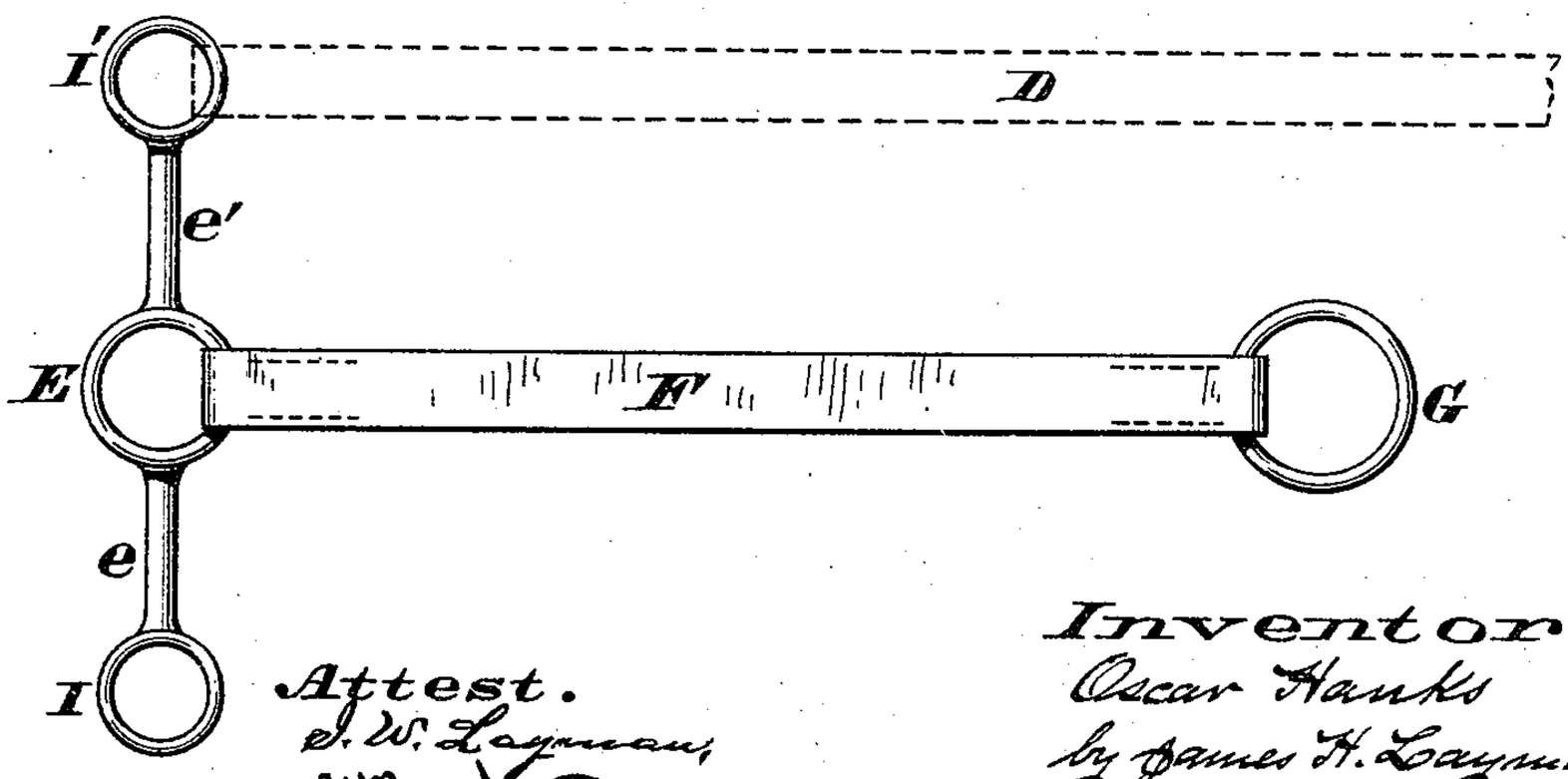


FIG. 3.



Attest.
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Inventor.
Oscar Hanks
by James H. Layman
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UNITED STATES PATENT OFFICE.

OSCAR HANKS, OF CINCINNATI, OHIO, ASSIGNOR OF TWO THIRDS HIS RIGHT TO HENRY W. WILSON AND GEO. J. BIRNBAUM, OF SAME PLACE.

IMPROVEMENT IN CHECK-REIN ATTACHMENTS.

Specification forming part of Letters Patent No. **210,524**, dated December 3, 1878; application filed November 18, 1878.

To all whom it may concern:

Be it known that I, OSCAR HANKS, of Cincinnati, Hamilton county, Ohio, have invented a new and useful Check-Rein Attachment, of which the following is a specification:

My invention consists in uniting the ends of the check-reins and driving-lines, and applying at the junctions of these two members of a harness a pair of rings or stops, or other appliances capable of arresting the bit-rings when a moderate pull is exerted by the driver on the lines. By this arrangement of connected check-reins, driving-lines, and stops, a moderate pull on the lines will compel the horse to raise his head as high as may be desired; but the moment said lines are slackened the horse is at liberty to lower his head to any comfortable position, as hereinafter more fully described.

In the annexed drawings, Figure 1 represents one form of my check-rein attachment applied to a bit, the ring of said bit being shown arrested by the stop. Fig. 2 represents the position the bit is allowed to assume when the lines are slackened, and Fig. 3 shows a modified form of the stop.

A represents a portion of a bit of any approved form, and B is one of the rings of the same. This bit may be secured in the horse's mouth with a cheek-strap, C, and the other attachments peculiar to a bridle.

D represents one end of an ordinary check-rein, which rein, instead of being buckled to said bit-ring B, is connected to the stop E. This stop may be an annulus, and may be quite large in diameter, as indicated by the dotted lines E′ in Fig. 2, in order that said annulus may not pass readily through bit-ring B; or the same result may be effected by reducing the diameter of the stop or annulus E, and providing it with two or more radial bars, *e e′*; or, if preferred, a simple plate, or disk, or ball, or button, or any other appropriate device, may be substituted for the above-described stop. Attached to this stop is one end of a connecting strap or band, F, whose other end has applied to it a ring, G, the driving-line H being fastened to said ring G. As the length of strap F limits the amount of play to be given to bit A B, said strap can be made to suit the requirements of the horse to which my attachment is to be harnessed. This connecting-strap F having been made the proper length, the attachment is then applied to the bridle, as previously described; and when it is desired to have the horse elevate his head, the driver pulls on the line H until bit-ring B comes in contact with stop E, which arrestation of said bit-ring prevents any more strain being brought to bear upon bit A, and consequently the horse's head cannot be drawn up any higher.

To water the animal, the lines H are slackened, and the horse's head is thereby allowed to drop until his bit-ring B comes in contact with ring G, as seen in Fig. 2, which act can be performed by the driver without leaving the vehicle, thus rendering my attachment especially applicable to horses driven by ladies or children, as they are not compelled to dismount and disengage the check-rein from the terret-hook.

It is to be understood that each end of the check-rein D is to be furnished with a stop similar to the one above described, and that said rein is to be engaged under the terret-hook, so as to have said hook serve as a bearing to pull against when the horse's head is to be drawn up.

In the modification seen in Fig. 3, the outer ends of bars *e e′* are provided with rings or eyes I I′, the check-rein D being, in this case, engaged with the upper ring, I′.

My invention may be further modified by omitting strap F and its ring G, and attaching the line H directly to stop E, or its equivalent. Finally, a flexible loop or link may be applied to the bit-ring B, with the check-rein D secured to one end of said loop or link, and the driving-line H fastened to the other end of the same. By this arrangement the end of the loop to which the check-rein is fastened will serve as a stop to limit the elevation of the horse's head

when the driving-line is pulled, while the opposite end of said loop will limit the drop of his head when said line is slackened.

I claim as my invention—

1. A stop, E, or its equivalent, connecting the check-rein D with driving-line H, and serving to arrest the bit-ring B when said line H is pulled, substantially as herein described, and for the purpose set forth.

2. The stop E, strap F, and ring G, adapted for use in connection with bit-ring B, check-rein D, and driving-line H, substantially as herein described, and for the purpose set forth.

In testimony of which invention I hereunto set my hand.

O. HANKS.

Witnesses:
JAMES H. LAYMAN,
HENRY W. WILSON.