

(No Model.)

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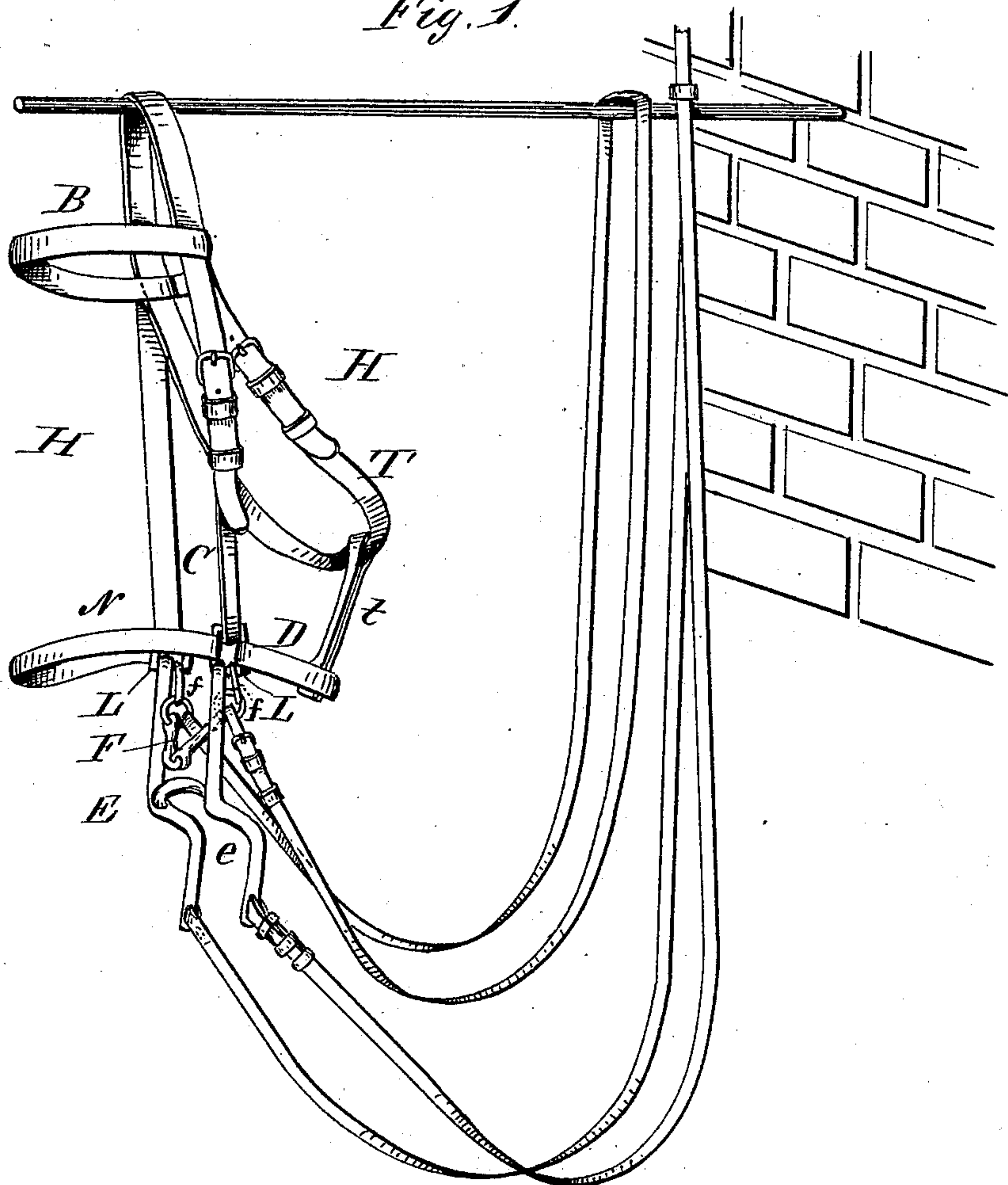
J. G. HEINISCH.

BRIDLE.

No. 273,077.

Patented Feb. 27, 1883.

*Fig. 1.*



*Witnesses*

*H. A. Daniels*  
*William E. Foster*

*Inventor*

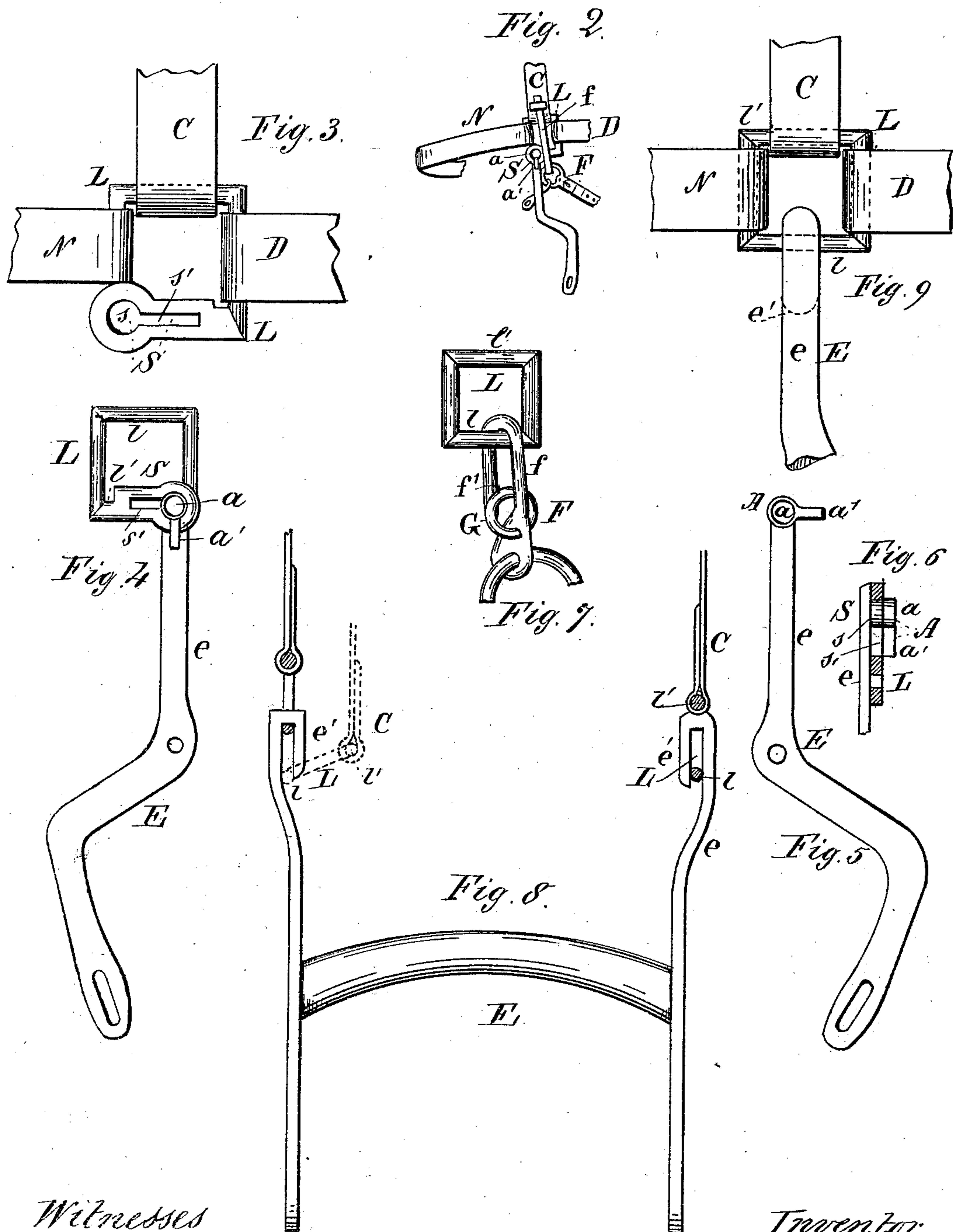
*Johann G. Heinish*  
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# UNITED STATES PATENT OFFICE.

JOHANN G. HEINISCH, OF BELGARD, POMERANIA, GERMANY.

## BRIDLE.

SPECIFICATION forming part of Letters Patent No. 273,077, dated February 27, 1883.

Application filed October 24, 1882. (No model.) Patented in Germany September 29, 1881, No. 17,570; in Austria-Hungary November 7, 1881, No. 32,533 and No. 40,110; in Belgium October 13, 1882, No. 59,276, and in England October 13, 1882, No. 4,872.

*To all whom it may concern:*

Be it known that I, JOHANN GEORG HEINISCH, captain, a subject of the King of Prussia, residing at Belgard, Pomerania, German Empire, have invented certain new and useful Improvements in Headstalls; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

The object of my invention is to simplify the construction, and consequently the cost, of bridles for horses, and also to facilitate the bridling of the latter. To this end I dispense with the main structure, to which the curb has heretofore been buckled, as well as the curb-chain, and I so construct the headstall as to dispense with buckles altogether for the attachment of the curb. By means of this construction I obtain the following advantages: First, by dispensing with the curb-chain all pressure upon the lower jaw of the horse is done away with, and the animal obeys better the bit and bridle and steps out freer and makes longer strides; second, the unbridling is very much simplified, and may be effected in much less time than with the usual construction of bridles, which, for military purposes, is of the utmost importance, especially when the bridling is to be done at night or in cold weather; and, lastly, the simplified construction of the bridle correspondingly reduces its cost.

In the accompanying drawings, Figure 1 is a perspective view of my improved bridle. Figs. 2, 3, 4, 5, 6, and 7 are detail views thereof, and Figs. 8 and 9 show a slight modification in the construction of the curb.

Like letters of reference indicate like parts in the above figures of drawings.

Referring more particularly to Fig. 1, H is the headstall; T, the throat-latch; B, the brow-band; C, the cheek-straps; N, the nose-band; and D the lower jaw or curb strap, the latter being connected to the throat-latch by means of a check-strap, *t*. The cheek-straps C,

nose-band N, and the curb-strap D are connected to rectangular loops L, said curb-strap acting to some extent as a curb chain, which latter is dispensed with. The lower horizontal bar of each of the loops L has a slot, S, composed of the cylindrical portion *s* and the rectangular portion *s'*, as shown by Figs. 3, 4, and 5: E is the curb, each cheek-piece or branch *e* of which is provided with a rotatable locking device composed of the cylindrical stud *a* and locking-bar *a'*, formed at right angles to the axis of the stud, and forming a key, A, that fits the slot S of the loop L, and whereby the curb is locked to the latter by simply turning the key A into a position to be pushed through the slot S, and then turning the locking-bar *a'* down at right angles to the part *s'* of the slot. In this manner I provide a hinged or flexible joint between the curb and headstall, while the cheek-pieces *f* of the snaffle-bit F prevent the accidental unlocking of the curb, because they prevent the locking-levers from rotating into the proper position on a line with the horizontal portion *s'* of the slot S, as shown in Fig. 2.

In Figs. 8 and 9 I have shown a modified construction of curb, whereby the form of the loop L is considerably simplified and the locking device dispensed with. The upper ends of the cheek-pieces *e* of the curb E are bent inwardly and form flat hooks *e'*, and to avoid the projection of the cheek-pieces toward the head of the animal I bend them inwardly, as shown in Fig. 8, below the hook portion. By means of this construction the curb is simply hooked to the loop L, which may be readily effected by turning the same into a position more or less horizontal, as shown in dotted lines in said Fig. 8. To prevent the accidental unhooking of the curb, and also to afford free play vertically of the loop within the hook, I make the latter of greater length than the clear width of the loops L. In this manner the downward movement of the lower bar, *l*, of the loop L is limited by the bent portion of the hook coming in contact with the upper bar, *l'*, of said loop, or the cheek-strap, and prevent the unhooking of the parts, as shown on the right



of Fig. 8. Inasmuch as it is necessary that the loop L should be brought into a position approximately horizontal to unhook the curb, no movement of the horse or headstall or curb will therefore result in an accidental unhooking of the parts.

The connection of the snaffle-bit F with the headstall is effected by means of hooks  $f'$ , formed at the ends of the cheek-pieces  $f$ , where-  
 10 by the bit is hooked to the loop L, as plainly shown in Fig. 7, the accidental unhooking of the bit being prevented by means of check-rings G, connected with the cheek-piece  $f$  of the bit, and free to move in their bearings.  
 15 These rings lie within the space formed by the hook and cheek-piece, and by reason of their gravity the free end thereof always bears against the inner face of the bent end  $f'$  of the bit, so that the rings will come in contact with  
 20 the bar  $l$  of the loop L as soon as the bit rises sufficiently, and as they are of a diameter greater than the space between the hook and cheek-piece of the bit, form a stop that locks the bit against further upward movement. The  
 25 rings being free to swing upward in the hook, the hooking of the bit to the headstall-loops is not hindered. The snaffle-bit is hooked to the loops immediately in rear of the curb.

Having now described my invention, what I  
 30 claim, and desire to secure by Letters Patent of the United States, is—

1. In a bridle, a headstall composed of a brow-band, throat-latch, and cheek-pieces, a nose-band, N, chin or curb strap D, and check-  
 35 strap  $t$ , in combination with the loops L and a

bit, all arranged substantially as described, for the purpose specified.

2. In a curb-bridle, the combination, with the headstall and the loops L, of a curb detachably hinged to said loops, as described. 40

3. In a curb-bridle, the combination, with the loops L of the headstall provided with a slot, S, of a curb the branches of which are provided with locking devices  $a$   $a'$ , substantially as and for the purposes specified. 45

4. In a curb-bridle, the combination, with the headstall, the loops L thereof having slots S, and a curb-bit provided with locking devices  $a$   $a'$ , of appliances, substantially such as described, to prevent the accidental unlocking  
 50 of the curb, as set forth.

5. In a curb-bridle, the combination, with the loops L of the headstall, and the curb hinged thereto, as described, of a snaffle-bit having cheek-pieces  $f$ , all constructed and ar-  
 55 ranged for operation substantially as described, for the purposes set forth.

6. In a curb-bridle, the combination, with the headstall and the loops L, of a curb connected with said loops by hinge-joints, and a  
 60 snaffle-bit connected to the loops in rear of the curb by hooks  $f'$ , having check-rings G, all constructed and arranged for co-operation substantially as and for the purposes specified.

In testimony whereof I affix my signature in  
 65 presence of two witnesses.

JOHANN GEORG HEINISCH.

Witnesses:

ERNST FANTKE,  
 FELIX RAU.