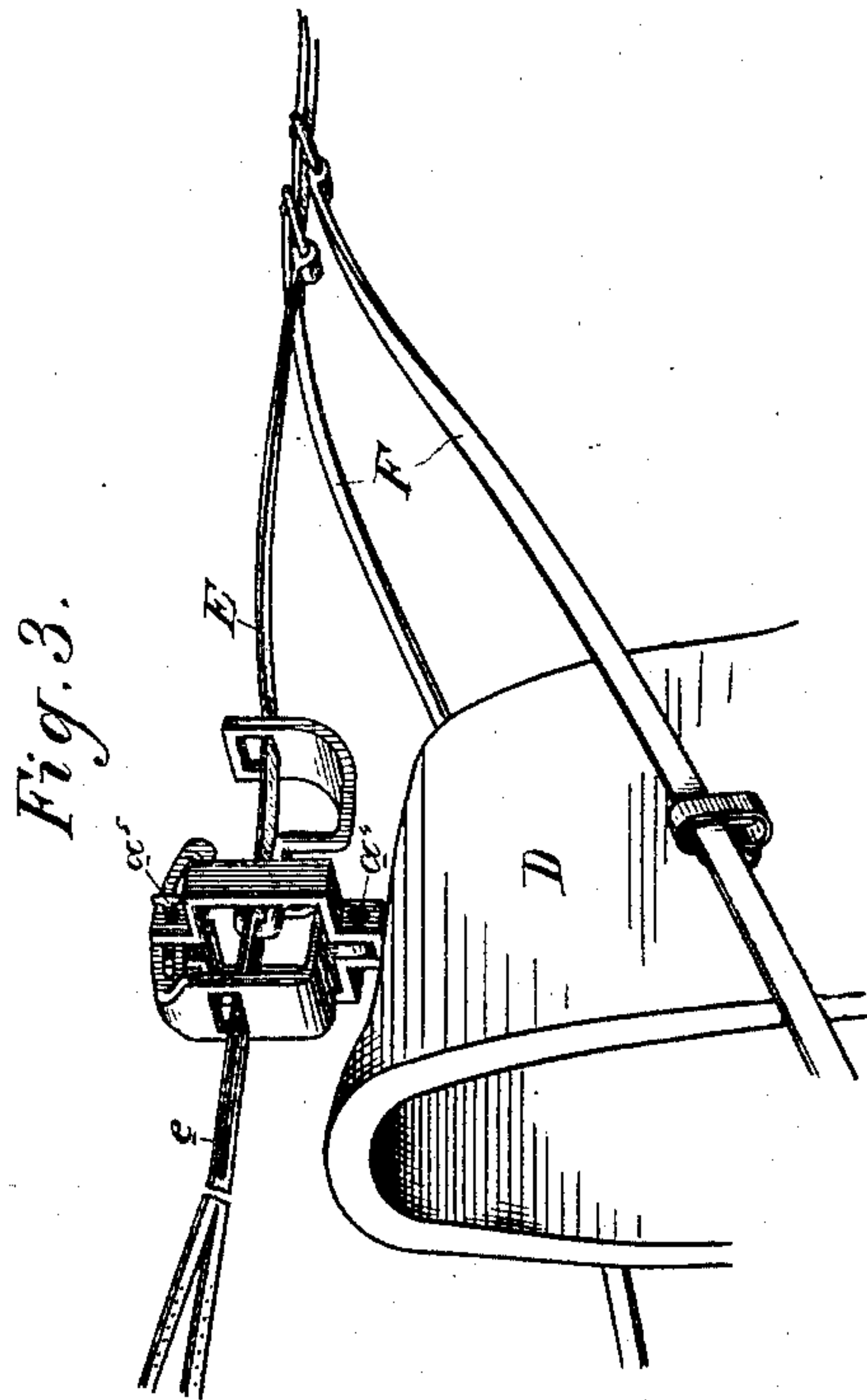
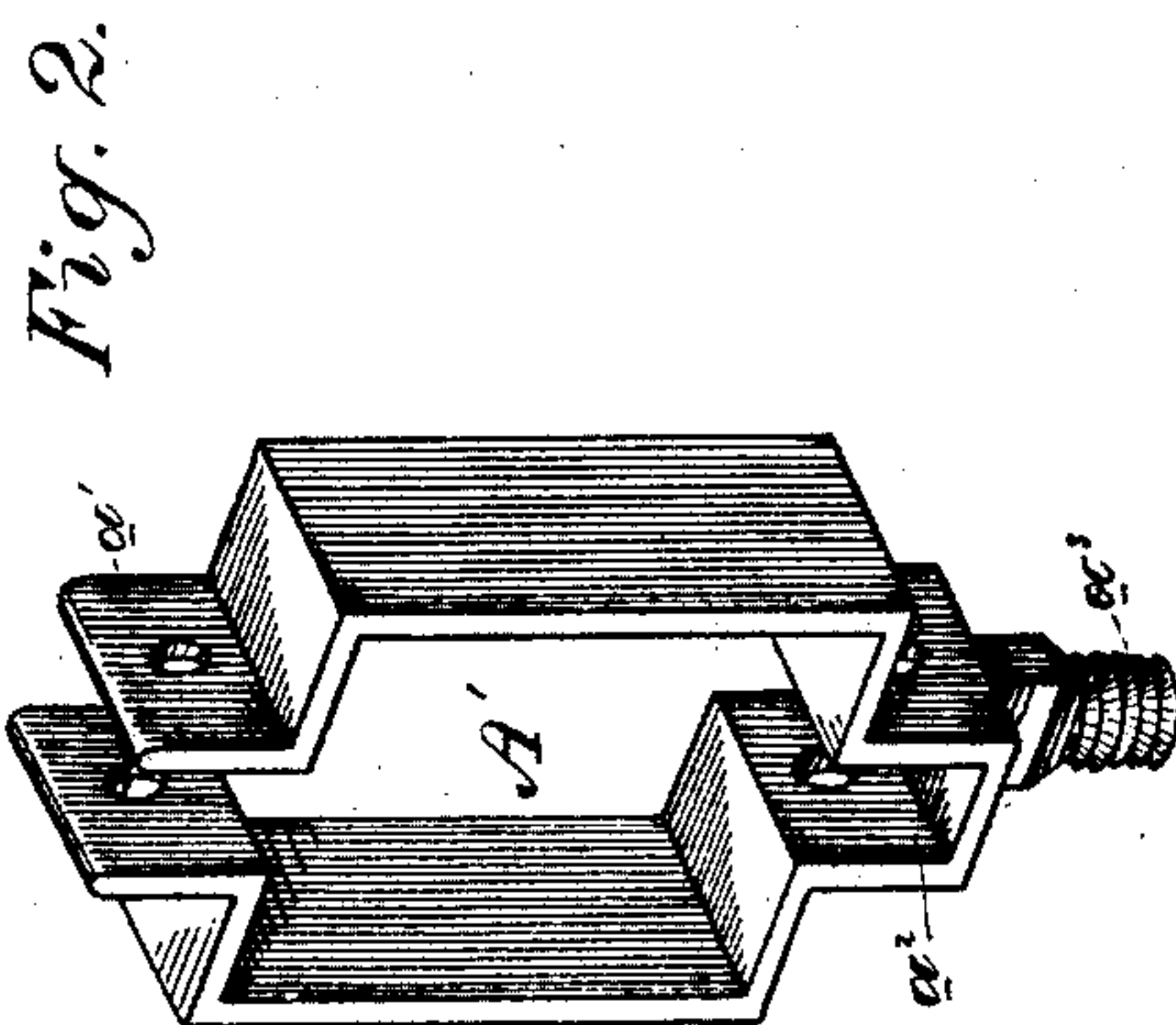
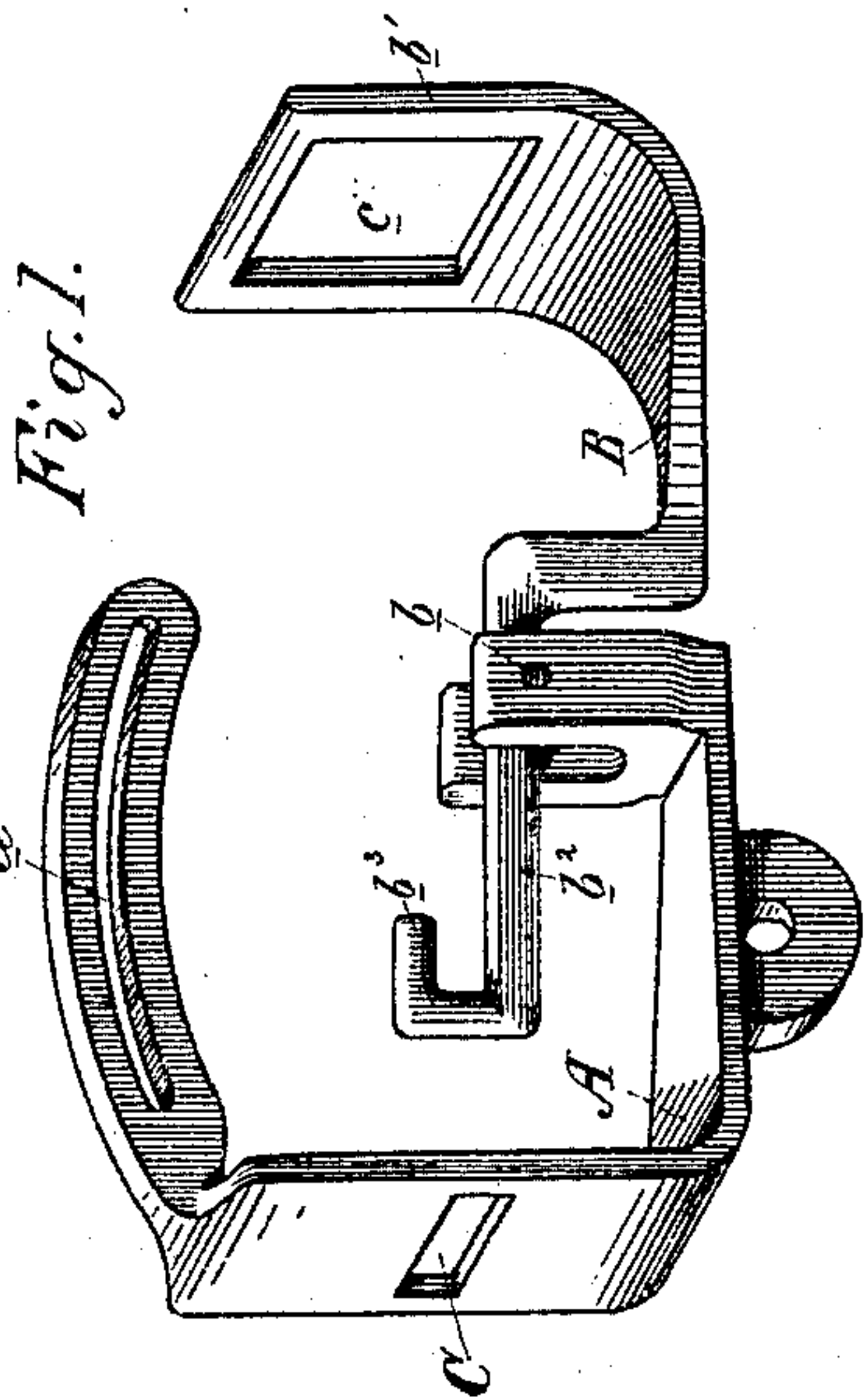
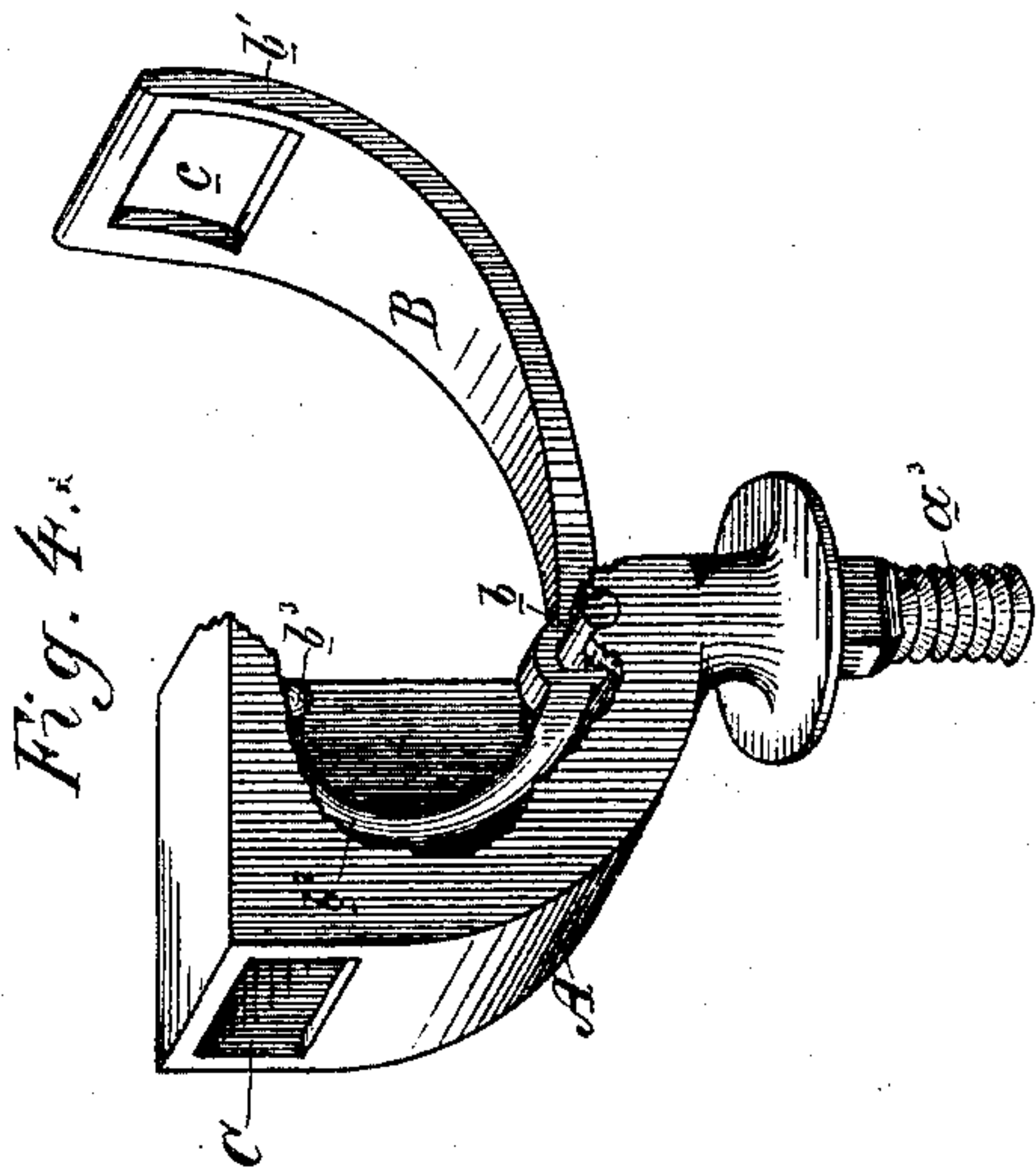


(No Model.)

C. L. BARD.
CHECK REIN AND POST HOOK.

No. 327,056.

Patented Sept. 29, 1885.



Witnesses,
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UNITED STATES PATENT OFFICE.

CEPHAS LITTLE BARD, OF SAN BUENAVENTURA, CALIFORNIA.

CHECK-REIN AND POST-HOOK.

SPECIFICATION forming part of Letters Patent No. 327,056, dated September 29, 1885.

Application filed June 22, 1885. (No model.)

To all whom it may concern:

Be it known that I, CEPHAS L. BARD, of San Buena Ventura, Ventura county, State of California, have invented an Improvement in Check-Reins and Post-Hooks; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to the class of harness and to certain new and useful improvements therein; and my invention consists in a slotted check-rein, connected at its front to either the ordinary overdraw or gag check-rein, and having a rear extension attached at a point behind the plane of the pad, and in a peculiar post on the pad through which the check-rein passes, said post having a swinging pivoted hook-lever, the forward point of which is adapted to engage the slot of the check-rein, and its rear end to receive said rein, which passes loosely through it, all of which I shall hereinafter describe.

One object of my invention is to enable the driver to check and uncheck his horses at will without being obliged to step out of the vehicle. He can water his horses in a stream or at a trough without leaving his vehicle.

In ascending hills or going over rough portions of the road, when it is desirable to give the horses their head, he can do so with but very little exertion. Another object of my invention is to enable the driver to have greater control over his horses.

Referring to the accompanying drawings, Figure 1 is a perspective view of the hook-frame of my post. Fig. 2 is a perspective view of the clamp by which it is secured to the pad and adjusted to a level. Fig. 3 is a perspective view showing the post-hook in its position on the pad, and the slotted rein passing through said post-hook, and its rear extension in its relation to the driving-lines. Fig. 4 is a perspective view of the post-hook in a modified shape.

The drawings have reference to overdraw-checks and to double harness. I do not, however, confine myself to this application alone, for it will be readily seen that my invention may be applied to single harness and to the common gag-checks. The portion A of the post is preferably a metal frame of an approximately C shape. Pivoted in its lower arm at b is the lever B, the rear arm, b', of which is

provided with a slot or aperture, c. The forward arm, b², of the lever has a point, b³, which is preferably, though not necessarily, curved to a hook shape. In the front wall of the frame is made a slot, C. The rear arm is of a weight sufficient to hold the forward arm normally in an elevated position.

In the upper arm of the frame is an elongated slot, a. This frame could be attached directly to the pad D, but on account of the different inclinations of the pads, which depend on the size of the horse, and which would affect the level of the post, I prefer to secure it in a manner adapting it to be adjusted to a level, no matter what may be the inclination of the pad. I therefore have the clamp A' of Fig. 2. It consists of a rectangular frame, having top lips, a', a bottom recess, a², and a screw, a³. As shown in Fig. 3, the clamp embraces the frame, which is pivoted in the recess a by means of a bolt, a⁴, passing through the bottom lug of the frame. A thumb-screw, a⁵, passes through the lips a' and the slot a of the upper arm of the frame. By operating the thumb screw the frame may be set at the desired level.

E is the check-rein. Its forward end is adapted to be secured to the head gear, which may be the overdraw or gag check-rein. Instead of terminating with the post, as is usually the case, the check-rein E is extended through the slot C of the frame A, and through the slot or opening c in the rear arm of the lever B, and back to the driving-lines F, to which it is secured, either at their junction or to either line, or at a point beyond their junction, as may be desired.

Forward of the post the check-rein E is provided with an elongated slot, e, with which the point or hook b³ of the arm b² of lever B engages.

The operation of the device is as follows: The weight of the arm b' of the lever B is sufficient, as I have before said, to hold the arm b² normally in an elevated position, which results in a normal engagement of the hook b³ of said arm with the slot e of the check-rein. This slot is made in such portion of the check-rein and is of such a length that when the horses are comfortably checked the hook of arm b² of the lever engages with the rear end of the slot, so that no forward motion of the

check-rein can take place, though it can be drawn back to uncheck the horses. To do this the driver lifts his hands and pulls slightly on the driving-lines. In raising his hands he has raised the driving-lines, and with them the rear of the check-rein which is connected to said lines. This elevation of the rear of the check-rein lifts the rear arm, b' , of the lever B, and depresses its forward arm, b^2 , whereby the hook of said arm becomes disengaged from the slot of the check-rein, which may then be let out by slackening the lines; or the driver may, while still seated in the vehicle, by a sudden upward jerk or flip of the lines, accomplish the same result. To recheck the horses he draws back the lines, thus pulling back the check-rein until its slot comes back over the path of the arm b^2 of the lever, when by lowering the lines the said arm again rises to its engagement with the slot of the check-rein. Although the weight of the arm b' of the lever B is sufficient to maintain the normal position of the lever, as described, I may, if found desirable, assist its operation by means of a lifting-spring placed under the forward arm of the lever, or a pulling-spring placed under its rear arm.

In Fig. 4 I show a modified shape of post-hook which involves the same principle, and corresponding parts which bear the same letters.

It is intended that the check-rein shall be made of leather. If desired, however, it can, or at least a portion of it, be made of metal. The rear portion or extension of the check-rein is about of the same length as the lines F back of the pad, though its length can be increased by attaching it to the outside line some distance behind its junction with the inside line. In lines in general use, however, this increase in the length of the extension of the check-rein would not be needed; but it would be if the lines were so short as to barely permit the horses to drink from a stream or low trough.

It will be observed that although the driver by standing up or by flipping the lines upwardly can effect the disengagement of the slotted check-rein from the hook of the lever, still, while seated and holding the reins in the usual position for driving, it is impossible for him to effect this disengagement, so that no accident can occur.

It will also be seen that by reason of the elongated slot in the check-rein the ordinary backward movement of said rein can take place unrestricted, so that the horses may throw up their heads as usual.

The driver by drawing back on the lines draws back also the check-rein, which gives him a better control over his horses.

In Fig. 3, which shows a complete or entire continuity of the check-rein, it will be seen that the forward extremity is shaped like the ordinary overdraw-checks, ready for buckling to the head portion of the overdraw check-reins.

The tension on the front portion of the check-rein, it will be found, is sufficient to draw the whole check forward when the point of the arm b^2 of the lever is depressed; but to increase the tension, if necessary, I may form the front portion of the check-rein of some elastic material.

It is not absolutely essential that the rearwardly-extending check-rein should be joined to the driving-lines, for I may carry it back along one of the driving-lines to a point where it can be reached by the driver as a separate line; but I do not deem this a good construction, preferring the attachment to the lines.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The slotted check-rein E, secured at its forward end to the head-gear and at its rear end to the driving-lines at a point behind the plane of the pad, in combination with a post on the pad having a slot through which the check-rein passes, and a swinging or pivoted hook-lever in said post adapted to engage with the slot in the check-rein, substantially as herein described.

2. The slotted check-rein E, secured at its forward end to the head-gear and at its rear end to the lines at a point behind the plane of the pad, in combination with a post on the pad having a slot through which the check-rein passes, and a swinging or pivoted hook-lever located within the post and in line with the slot, and adapted to engage the slot in the check-rein, and to be withdrawn therefrom by the action of the driving-lines in raising the rear portion of the check-rein, substantially as herein described.

3. The slotted check-rein E, attached at its forward end to the head-gear and at its rear end to the driving-lines at a point behind the plane of the pad, in combination with the frame A on the pad, provided with a slot, C, through which the check-rein passes, the hook-lever B, pivoted in the frame, and having a forward arm, b^2 , with a hook, b^3 , and engaging the slot in the check-rein, and a rear arm, b' , having an aperture, c, through which the check-rein passes, substantially as herein described.

4. The slotted check-rein E, attached in front to the head-gear, and having a rear extension attached to the driving-lines at a point behind the plane of the pad, in combination with a frame, A, on the pad, having a slot, C, through which the check-rein passes, the lever B, pivoted in the frame, and having a forward arm, b^2 , with hook b^3 , adapted to engage the slot in the check-rein, and a rear arm, b' , heavier than the forward arm, whereby said forward arm is normally held to its engagement, and an aperture, c, in said rear arm, through which the check-line passes, substantially as herein described.

5. The slotted check-rein E, attached at its forward end to the head-gear, and having a rear extension controlled by the driver, in

combination with a post on the pad having a slot through which the check-rein passes, and a hook on a pivoted arm or lever adapted to engage the slotted check-rein, whereby said
5 rein is held in position and may be disengaged by lifting its extension, substantially as herein described.

6. An adjustable check-rein post, comprising a hook-frame having a slotted top, and a
10 clamp adapted to be secured to the pad, said hook-frame being pivoted by its base in the clamp, and connected with its top by a thumb-screw through its slotted top, substantially as herein described.

15 7. The combination of a check-rein attached in front to the head-gear and at its rear end to the driving-lines at a point behind the plane of the pad, with a post-hook comprising a frame with which the check-rein engages
20 and through which it passes, said frame having a slotted top and a clamp secured to the pad, and to which the frame is pivoted at its base and adjustably connected at its top by a

thumb-screw through its slotted top, substantially as herein described. 25

8. The slotted check-rein E, attached in front to the head-gear and at its rear to the driving-lines at a point behind the plane of the pad, in combination with the post-hook, comprising the frame A, having a slotted top
30 arm, and a slot, C, in its front, through which the rein passes, the pivoted lever B, having a hooked forward arm engaging the slot of the rein, and a slotted rear arm through which the rein passes, and the clamp A', secured to
35 the pad and having a bottom recess in which the frame A is pivoted, and top lips to which the slotted top arm of said frame is adjustably connected by a thumb-screw, substantially as herein described. 40

In witness whereof I have hereunto set my hand.

CEPHAS LITTLE BARD.

Witnesses:

JOHN G. HILL,
EDWIN TAGGART.