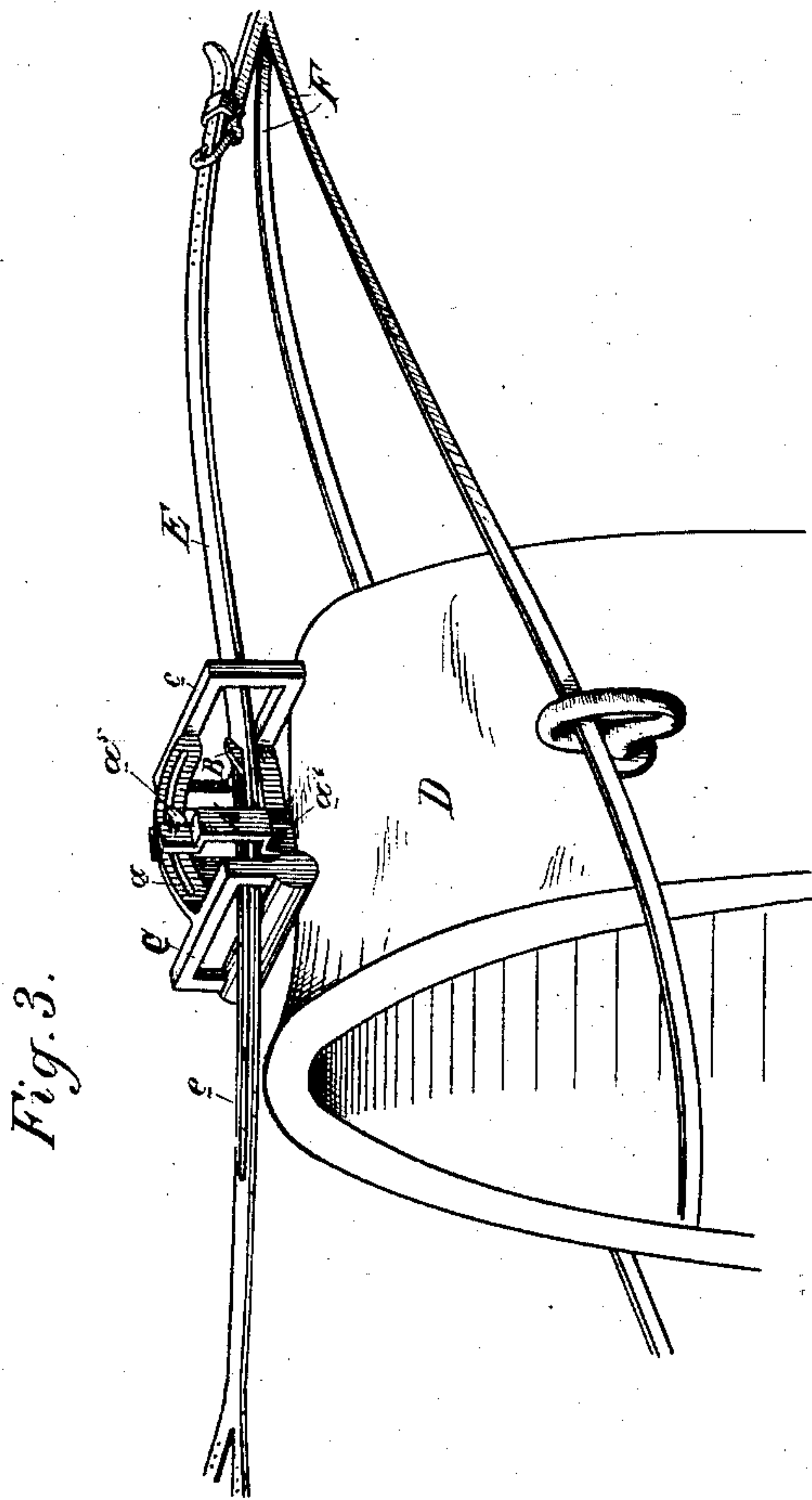
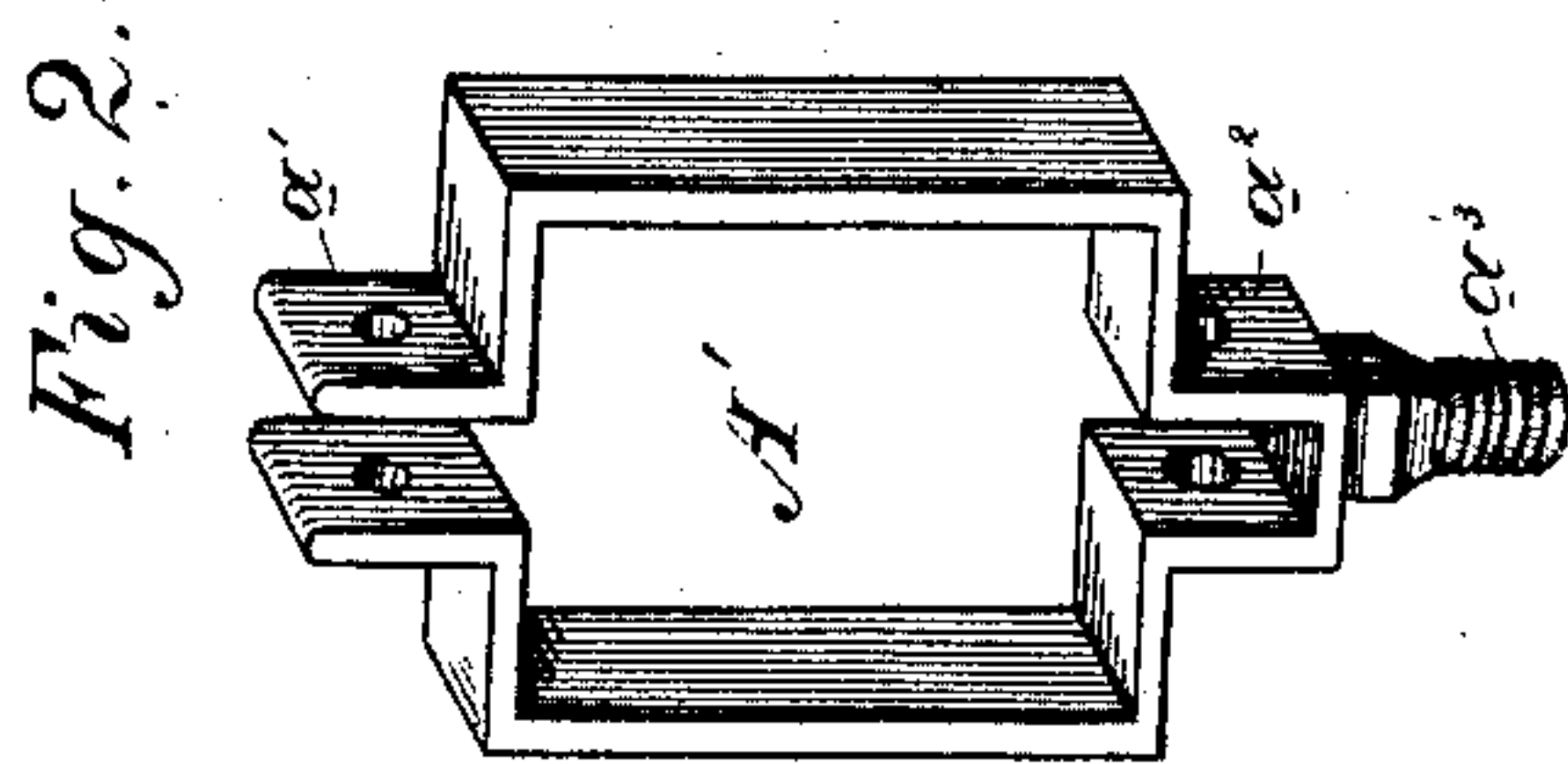
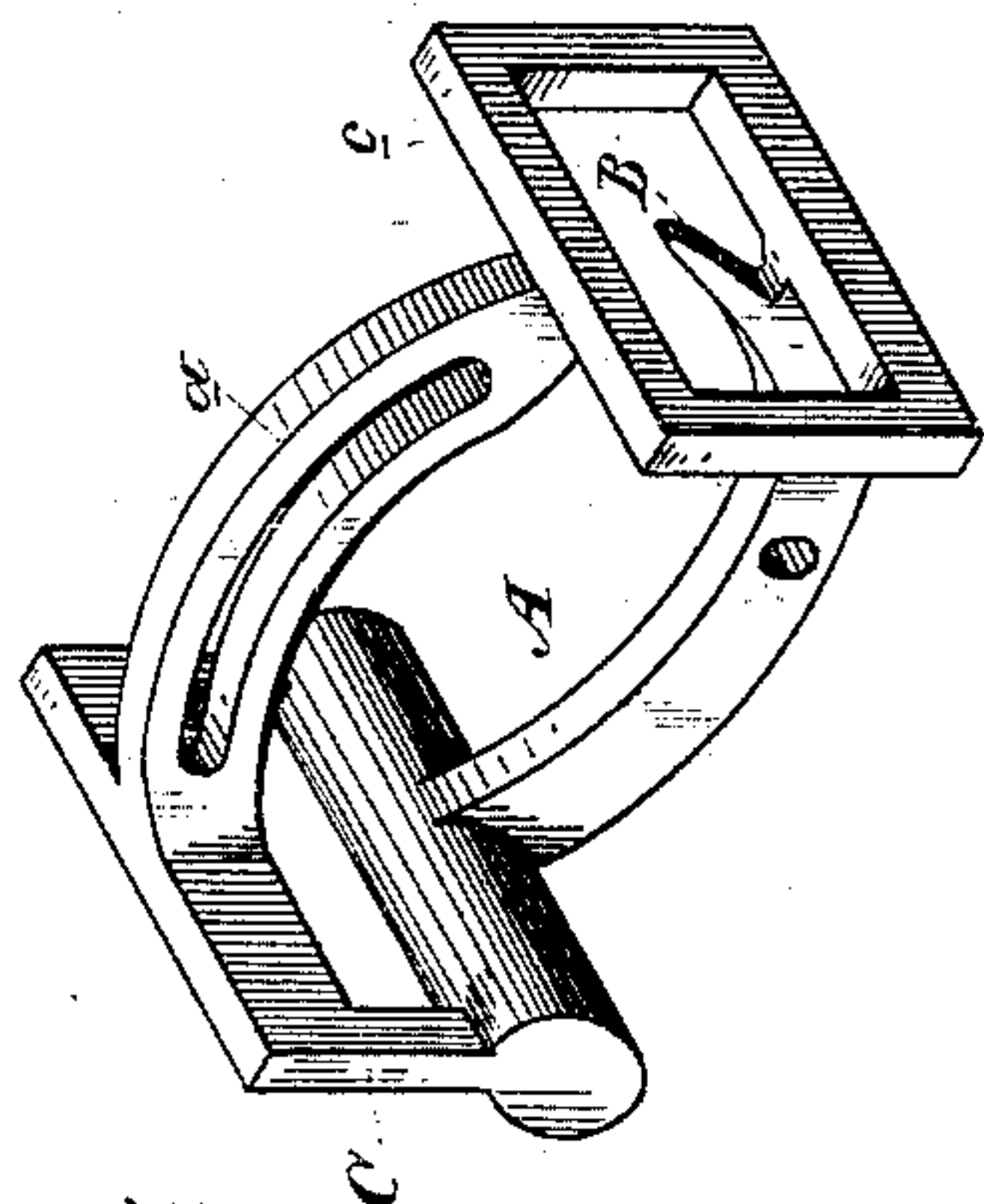
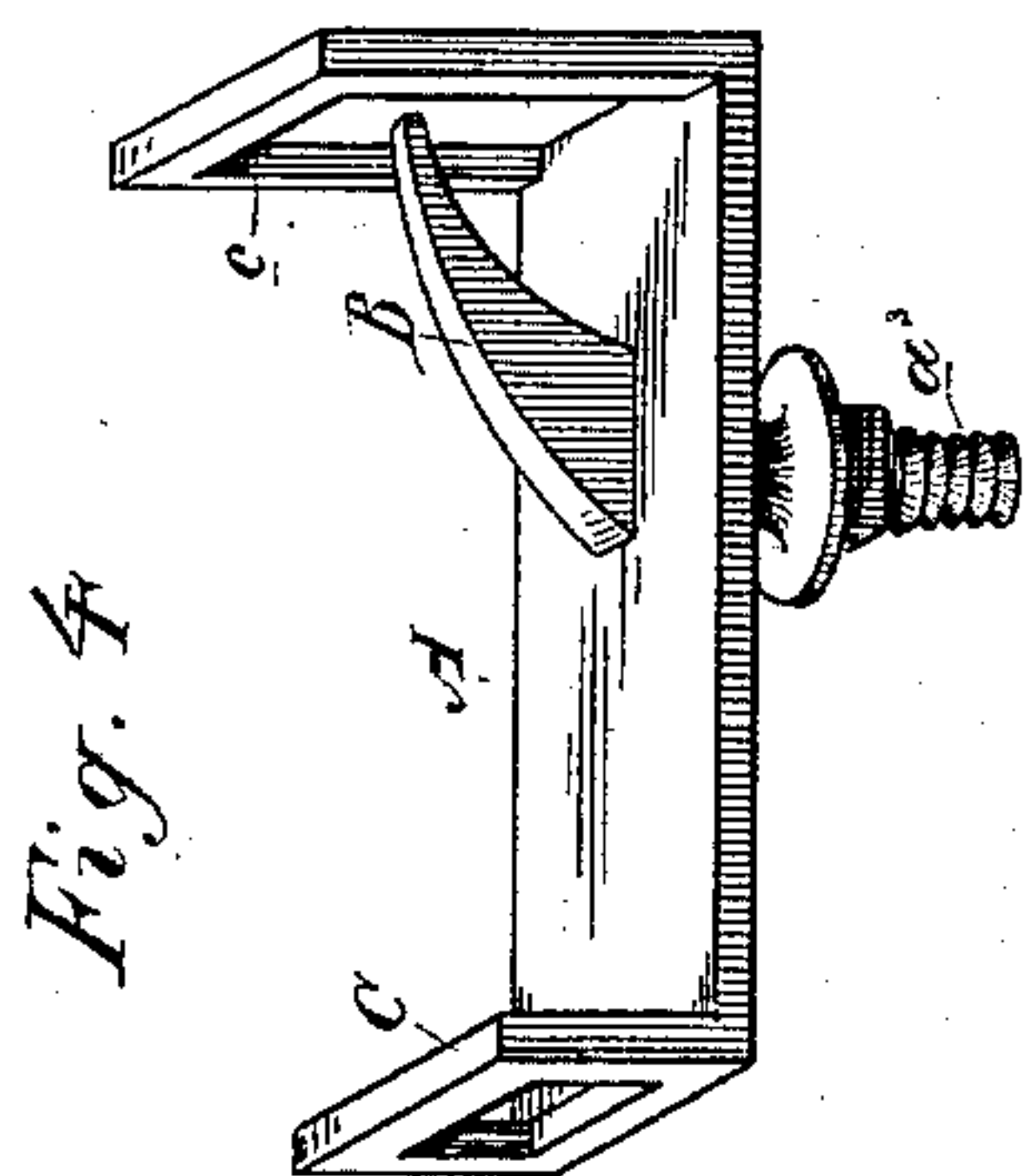
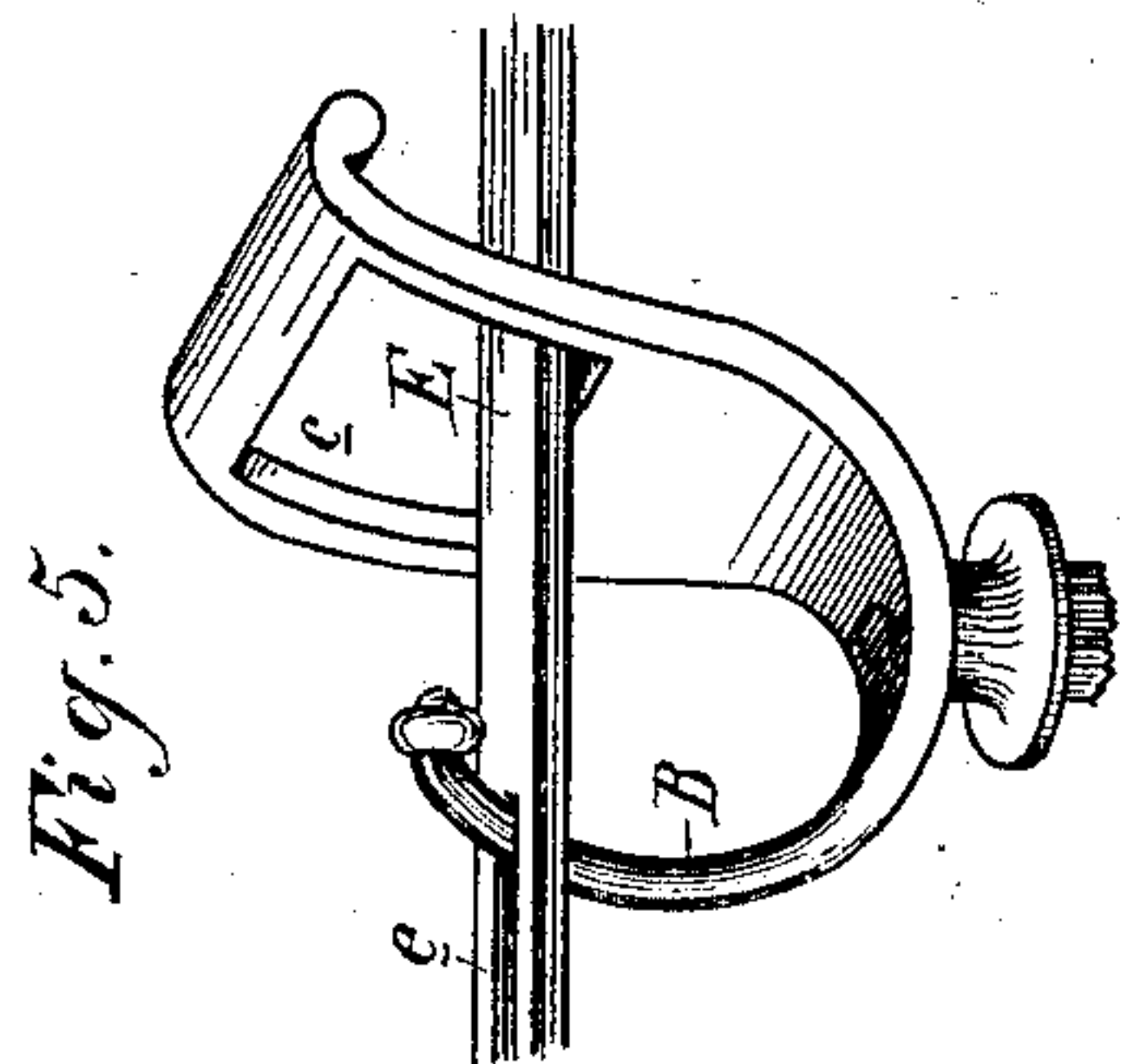


(No Model.)

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

No. 327,057.

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. 327,057, 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 Buenaventura, 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 improvements therein; and my invention consists in a slotted check-rein attached in front to the head-gear, which may be the overdraw or gag check, and having a rear extension attached to the driving-lines at a point behind the plane of the pad, and a post upon the pad through which the check-rein passes, said post having a fixed hook adapted to engage the slot of the check-rein, as I shall hereinafter explain, reference being made to the accompanying drawings, in which—

Figure 1 is a perspective of the hook-frame of my post. Fig. 2 is a perspective view of the clamp portion. Fig. 3 is a perspective view of the post-hook in its position on the pad, and the slotted rein passing through it and attached to the driving-lines. Fig. 4 is a view of a modified shape of the post-hook. Fig. 5 is a view of another modification.

The object of my invention is to enable the driver to check and uncheck the horses without leaving the vehicle, and also to give him better control over them.

The portion A consists of a frame, preferably of metal. At the rear extremity of the plate A is the upright slotted guide *c*, and at the front extremity of the plate is the slotted guide C, the base of which is rounded.

Upon the plate and between the guides C *c* is the stationary or fixed hook B, which may be located at any suitable point upon the frame. This hook, springing from the frame, curves backwardly toward, into, or a little beyond the guide *c*. A slotted top arm, *a*, extends between the guides. This entire frame may be made of one piece of metal. If desired, it may be incased, making it more ornamental and protecting its interior from dust and water. 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 rectilinear frame having top lips, *a'*, a bottom recess, *a''*, and a screw, *a'''*.

As shown in Fig. 3, the clamp embraces the frame, which is pivoted in the recess *a''* by means of a bolt, *a'''*, passing through the bottom of the frame.

A thumb-screw, *a'''*, passes through the lips *a'* and the slotted arm *a* of the frame. By operating this screw the frame may be set at the desired level.

E is the check-rein, the forward end of which is adapted to be secured to the usual head-gear—either the overdraw or gag check—in the usual manner.

Instead of terminating at the post, the rein E passes through the slotted guides C *c* of the post-frame and extends rearwardly, and is connected to the driving-lines F, as is shown in Fig. 3. This point of connection may be either at the junction of the lines or behind it, or to either line.

The check-rein is provided with an elongated slot, *e*, as shown, which fits over the stationary hook B, and is so located that when its rear end bears against the hook the horses are comfortably checked. To uncheck them the driver pulls back the driving-lines, whereby the check-rein which is attached thereto is also pulled back, so that the end of the slot *e* is drawn back beyond the vertical plane of the point of the hook B. He now raises the lines, whereby the check-rein is raised, (the greater height of the rear guide, *c*, permitting,) thus disengaging itself from the hook, when the lines are then slackened to allow the horses to lower their heads. To check them again the driver pulls back the lines, thus drawing back the check-rein until the rear end of its slot moves back beyond the vertical plane of the end of the fixed hook, when it can be lowered over the hook and allowed to move forward to the limit of its engagement.

It will be seen that the backward movement of the check-rein is always possible by reason of the elongated slot, though without raising the lines, either by standing up or by flipping them upwardly, the check-line cannot move forward or be disengaged from the hook.

The object of the slotted guides C *c* is to



properly direct the check-rein. The forward one may, however, be omitted, as it is not absolutely essential, for the rear one sufficiently guides the rein; but I prefer to have them both, as making the post more complete. One modification of this hook is shown in Fig. 4, the principle of which is the same and its parts correspondingly lettered.

Another modification is shown in Fig. 5. Here the frame is shortened up and its ends curve upwardly, its rear end, which corresponds to the guide *c*, having an aperture or slot in it. Its forward end is curved upwardly and backwardly into a hook, which may correspond to the fixed hook B.

It will also be seen how the engagement of the check-rein E takes place. As here shown, the hook B is so high that the checking and unchecking cannot take place as before, though the driver has still the control of the horses by simply drawing the driving-lines, which act through the check-rein, as before described; but it is possible that by making the hook B in Fig. 5 lower or the slot *c* higher the disengagement of the check-rein may take place.

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

1. The slotted check-rein attached in front to the head-gear and provided with a rear extension attached to the driving-lines at a point behind the plane of the pad, in combination with a post on the pad provided with suitable guides front and rear, through which the check-

rein passes, and a fixed or stationary hook formed on the post and adapted to engage the slot of the check-rein, substantially as herein described.

2. 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 the post on the pad of the harness, consisting of the frame A, having the slotted guides C *c* on its forward and rear ends, respectively, through which the check-rein passes, and the rearwardly-extending fixed hook B on the frame A, adapted to engage the slotted check-rein, substantially as herein described.

3. 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 the post-hook comprising the frame A, having a slotted top arm and slotted guides C *c*, through which the rein passes, and a fixed hook, B, for engaging its slot, and the clamp A', secured to 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.

In witness whereof I have hereunto set my hand.

CEPHAS LITTLE BARD.

Witnesses:

JOHN G. HILL,  
EDWIN TAGGART.