

(No Model.)

W. L. GUTHRIE.
BRIDLE ATTACHMENT.

No. 486,376.

Patented Nov. 15, 1892.

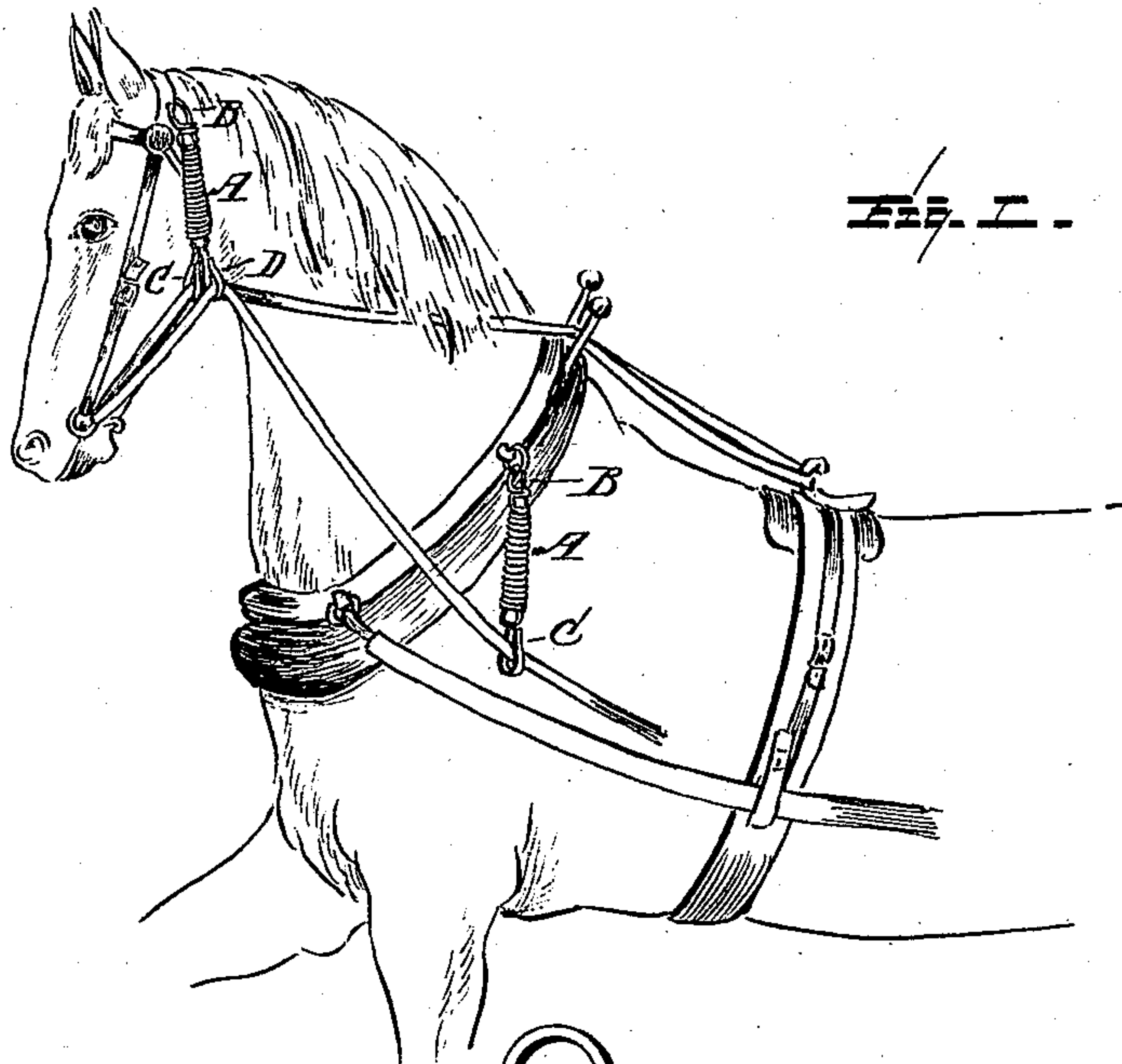


Fig. 1.

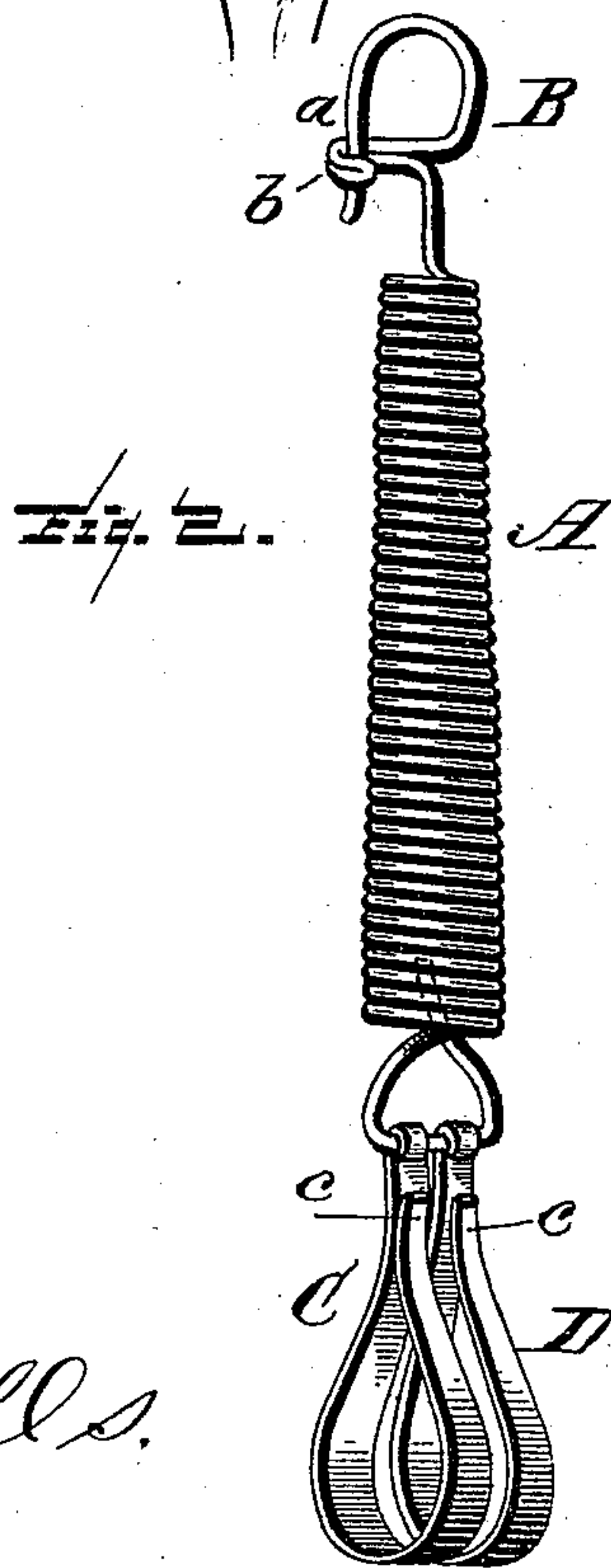


Fig. 2.

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UNITED STATES PATENT OFFICE.

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BRIDLE ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 486,376, dated November 15, 1892.

Application filed July 18, 1892. Serial No. 440,338. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LEE GUTHRIE, a citizen of the United States, residing at Laddonia, in the county of Audrain and State of Missouri, have invented certain new and useful Improvements in Bridle Attachments; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

The present invention has relation to that class of bridle attachments in which is employed a coiled-wire spring provided at its upper end with means for connecting it to the headstall of the bridle and at its lower end having a ring through which the driving-rein passes.

The purpose of the present invention is to improve on the construction above described, whereby no buckles or straps are necessary to connect the spring to the headstall of the bridle and all necessity of disconnecting the driving-rein from the bridle-bit in order to remove it from the spring is entirely removed.

A further purpose of the invention is to provide means whereby the device is adapted for both the bridle-rein and check-line and can be used for either or both together, as found desirable.

The invention consists in the several details of construction, substantially as shown in the drawings, and hereinafter described and claimed.

Figure 1 of the drawings represents my improved bridle attachment in use, both the bridle-rein and checkrein being supported thereby; Fig. 2, a detail view in perspective and on an enlarged scale of the bridle attachment.

In the accompanying drawings, A represents a coiled spring of steel wire and formed slightly tapering, its smallest end being uppermost, so that greater strength is obtained by the coils at this point, and consequently less elasticity, while at its lower end the coils of the spring will be capable of more easy expansion, thus preserving the uniform strength of the spring where most needed and secur-

ing better results. The wire from which the spring is formed is bent to present a safety-pin B, said wire being bent upward and then laterally upon itself to form a keeper *b*, and thence upward and curved around to form a pin or spring-tongue *a*. The safety-pin does away with the necessity of the employment of any straps for the reason that there is no buckle used, and the safety-pin enables the device to be connected to any part of the headstall, either by punching a hole in the leather and passing the tongue through it or hooking the tongue around the strap of the headstall or readily connecting the safety-pin to a ring depending from the headstall or other portions of the bridle or harness, which could not be the case where a buckle is employed.

The lower end of the spring A has depending therefrom one or more open spring-hooks C D, through which pass, respectively, the bridle-rein and check-line, as shown in Fig. 1 of the drawings. These hooks are of spring metal and are supporting-rings for the bridle-rein and check-line, respectively, and as the hooks are not solid, but open, the bridle-rein and check-line may be detached therefrom without the necessity of first disconnecting them from the bridle-bit, as they may be slipped out from the open part of the hooks after slightly pressing outward the ends *c*.

It should be understood that the hooks C D are closed at all times, except when they are pressed open to engage or disengage the bridle-rein or check-line, and therefore there is the same security as though solid wires were used.

The hooks C D are preferably formed flat, as shown, but may be round or other shape, as found desirable, and may be ornamental or plain.

Both the driving-reins and check-lines are by the use of this device held up clear of the tongue or shafts of the vehicle and any accident that might happen entirely avoided.

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

A bridle attachment consisting of a coiled spring having connected at its lower end one

or more spring-hooks and at its upper end
having the wire of the spring extended and
bent to form a spring pin or tongue and the
wire bent laterally upon itself to form a
5 keeper for said pin or tongue, substantially
as and for the purpose set forth.

In testimony that I claim the above I have

hereunto subscribed my name in the presence
of two witnesses.

WILLIAM LEE GUTHRIE.

Witnesses:

GRANT BEAL,
A. L. BRUTON.