

No. 683,912.

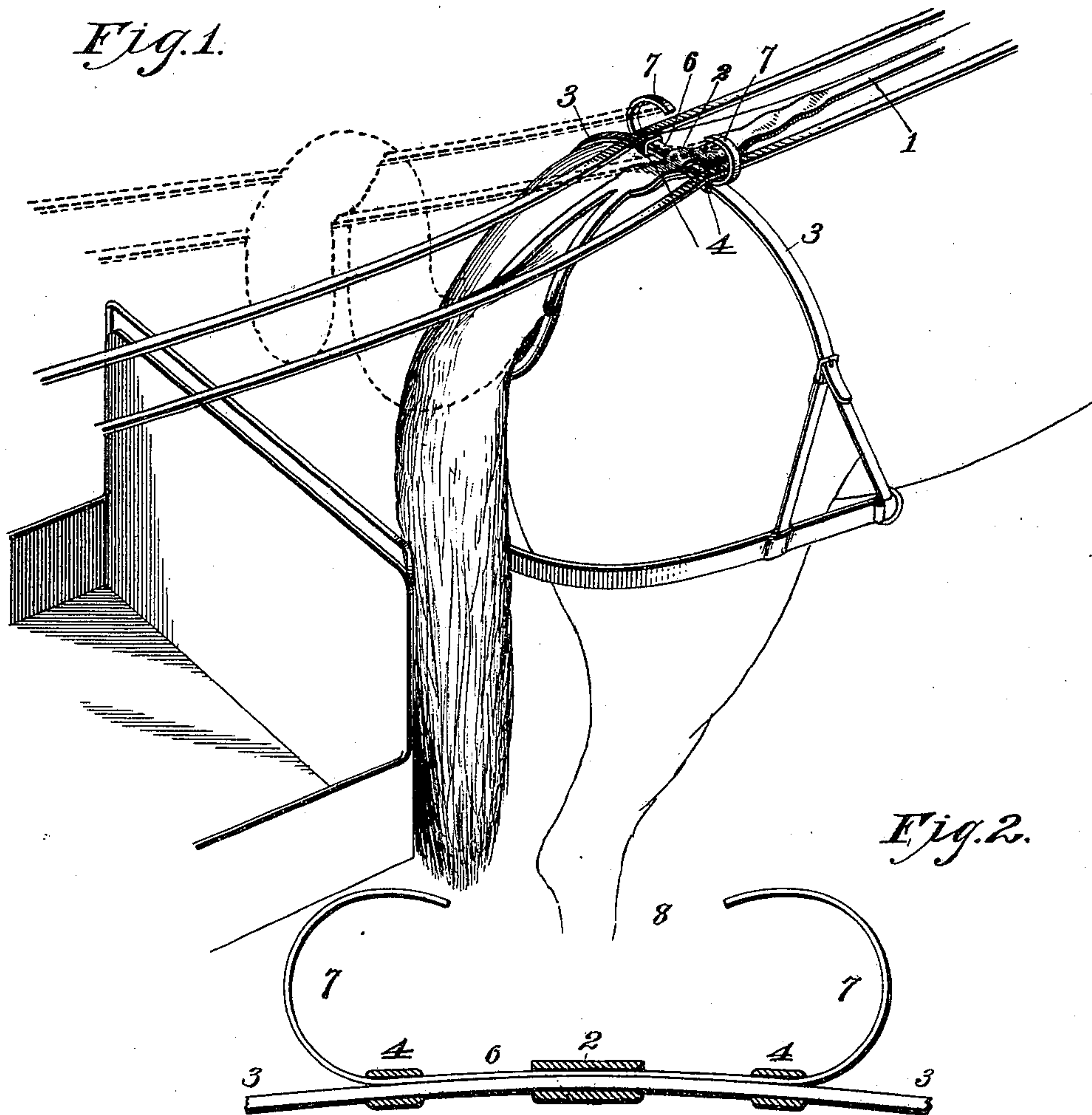
Patented Oct. 8, 1901.

H. G. CRAIG.  
REIN GUARD.

(Application filed Oct. 2, 1900.)

(No Model.)

*Fig. 1.*



*Fig. 2.*

Witnesses:

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# UNITED STATES PATENT OFFICE.

HORACE G. CRAIG, OF KANSAS CITY, MISSOURI.

## REIN-GUARD.

SPECIFICATION forming part of Letters Patent No. 683,912, dated October 8, 1901.

Application filed October 2, 1900. Serial No. 31,754. (No model.)

*To all whom it may concern:*

Be it known that I, HORACE G. CRAIG, a citizen of the United States, residing at Kansas City, Jackson county, Missouri, have invented a new and useful Rein-Guard, of which the following is a specification.

My invention relates to rein-guards for use especially in driving single horses; and it consists in certain novel and peculiar features of construction and arrangement, as hereinafter described and claimed.

I am aware that rein-guards have been patented which are located approximately at the crest of the rump for the purpose of preventing the lines from slipping down over the horse's sides, where he is apt to throw his tail over one or both with every switch he makes, or they are apt to catch under the points or buckles of the hip-straps, in the former case necessitating a forwardly leaning or stooping posture on the part of the driver to regain control of the lines by pulling them from under the tail, attended with more or less danger of injury from a fall, a kick, or a runaway, and in the latter case necessitating a lateral manipulation of the lines to release them. I am also aware that they are intended to insure a direct pull upon the bit and ease of handling the lines, so as to properly drive the horse. Such devices make it practically impossible for the horse's tail to get over a single line; but while minimizing the possibility of getting over both lines they do not entirely obviate this trouble, and when it occurs it is necessary for the driver to stoop forward and release them in the usual manner and subjects him or her to considerable annoyance and more or less danger, as above stated.

The prime object of my invention is to provide a guard in a single piece of metal which in addition to the advantages enumerated provides a purchase or leverage whereby the driver without leaning forward or arising from his seat is enabled by simply raising the hand holding the lines to easily and quickly dislodge the tail, that portion of the lines between the hand and the guard acting as a lever, which fulcrums on the guard, and therefore gives the driver a sufficiently long leverage to elevate the tail high enough to

easily dislodge it even though the animal attempts to hold it down.

A further object is to produce a rein-guard which can be readily applied to flat or round hip-straps and which is of simple, strong, durable, and cheap construction and of ornamental appearance.

In order that the invention may be fully understood, reference is to be had to the accompanying drawings, in which—

Figure 1 is a perspective view showing the rein-guard in proper position with relation to a harnessed horse and also illustrates in dotted lines the mode of dislodging the tail should the horse throw it over the lines. Figure 2 is an enlarged transverse section showing the guard attached to the hip-straps by means of loops.

In the drawings, 1 designates the pull-back or back-strap, provided with the customary transverse loop 2, and 3 designates the hip-strap, which may be of the round variety or flat, as shown.

The rein-guard is constructed of a strip of stiff tempered spring-steel, terminating in substantially semicircular upwardly and inwardly disposed hooks 7, having their free ends so arranged as to leave an opening between them for the easy and quick insertion or removal of the reins into or from the guard.

The body or substantially straight portion 6 of the guard extends through loop 2 of the pull-back or back-strap and curves slightly throughout its length, so as to rest upon the hip-strap 3, and loops 4 slidably embrace said hip-strap and this body 6 of the rein-guard on each side of the back-strap loop 2 and preferably at points where the body 6 merges into the hooks 7.

The guard preferably possesses sufficient resiliency to accommodate itself to the slight curvature of the horse's back when secured to the hip-straps by means of loops 4, but is non-flexible in the practical sense of the word. In fact, it is practically rigid in order to provide hook-terminals 7, which will break before they will yield materially, though when in operative position it is impossible for the driver to impose with the lines a sufficiently heavy strain to either break or bend said hook-terminals, the object of this non-flexi-



bility being to provide a fulcrum-point where-  
on the lines may act as a lever and permit  
the driver while comfortably retaining his  
seat to easily and quickly dislodge the horse's  
5 tail from over the lines by simply raising his  
driving-hand upward about fifteen inches,  
more or less, or, in other words, high enough  
to clear the reins from the fleshy part or  
stump of the tail, because if the latter clears  
10 it pulls the bushy part of the tail after it.

It will be understood that it is practically  
impossible for the horse to get his tail over  
one line at a time and that the dislodging op-  
eration with both lines effects a straight pull  
15 on the bit and avoids an unintentional guid-  
ing of the horse to the right or left, as will  
be readily understood. Of course where the  
driver is seated in the middle of the vehicle  
and is holding one line in each hand and the  
20 horse throws his tail over the lines the tail is  
dislodged by raising both hands and letting  
the lines therein fulcrum on the correspond-  
ing hook-terminals.

In practice the hook at the right or left hand  
25 side may provide the fulcrum accordingly as  
the driver is seated at the right or left hand  
side of the vehicle, and, as with the patented  
devices above referred to, it is obvious that  
if the lines drop and trail upon the ground  
30 they can be easily recovered without dis-  
mounting from the vehicle. It will also be  
obvious that a rein-guard which makes it dif-  
ficult for the horse to get his tail over the  
lines and at the same time renders the dis-  
35 lodgment of the tail quick and easy without  
guiding the horse out of his proper course  
will be particularly useful for ladies or per-  
sons who usually drive with loose reins; fur-  
thermore, that the guard provides a handy  
40 lodgment for the traces in removing the har-  
nessed horse from the vehicle.

It will be understood, of course, that this

guard may be nickel-plated, japanned, or en-  
ameled, according to the taste of the pur-  
chaser and the mountings of the harness on 45  
which it is to be employed.

From the above description it will be ap-  
parent that I have produced a rein-guard  
which possesses many features of advantage  
in common with like devices, but which in ad- 50  
dition provides for the easy and quick dis-  
lodgment of the horse's tail in the manner ex-  
plained.

Having thus described the invention, what  
I claim as new, and desire to secure by Letters 55  
Patent, is—

1. The combination with a harness having  
loops slidably embracing the hip-strap at op-  
posite sides of the back-strap; of a rigid metal  
rein-guard comprising a body passing through 60  
the back-strap and resting throughout its  
length on the hip-strap at opposite sides of  
the back-strap, and upwardly-projecting in-  
wardly-opening hooks at the ends of the body,  
said loops embracing the body just inside the 65  
hooks, substantially as described.

2. The combination with the back-strap 1  
of a harness, a transverse loop 2 therein, the  
hip-strap 3 passing through this loop, and  
loops 4 slidably embracing the hip-strap at 70  
opposite sides of the back-strap; of a rein-  
guard of thin metal resting at its base on the  
back-strap and passing through all three of  
said loops, its extremities beyond the sliding  
loops being bent to form inwardly-opening 75  
and slightly-separated hooks, and the entire  
guard being tempered to make it practically  
rigid, substantially as described.

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

HORACE G. CRAIG.

Witnesses:

A. A. COOPER,  
H. C. RODGERS.