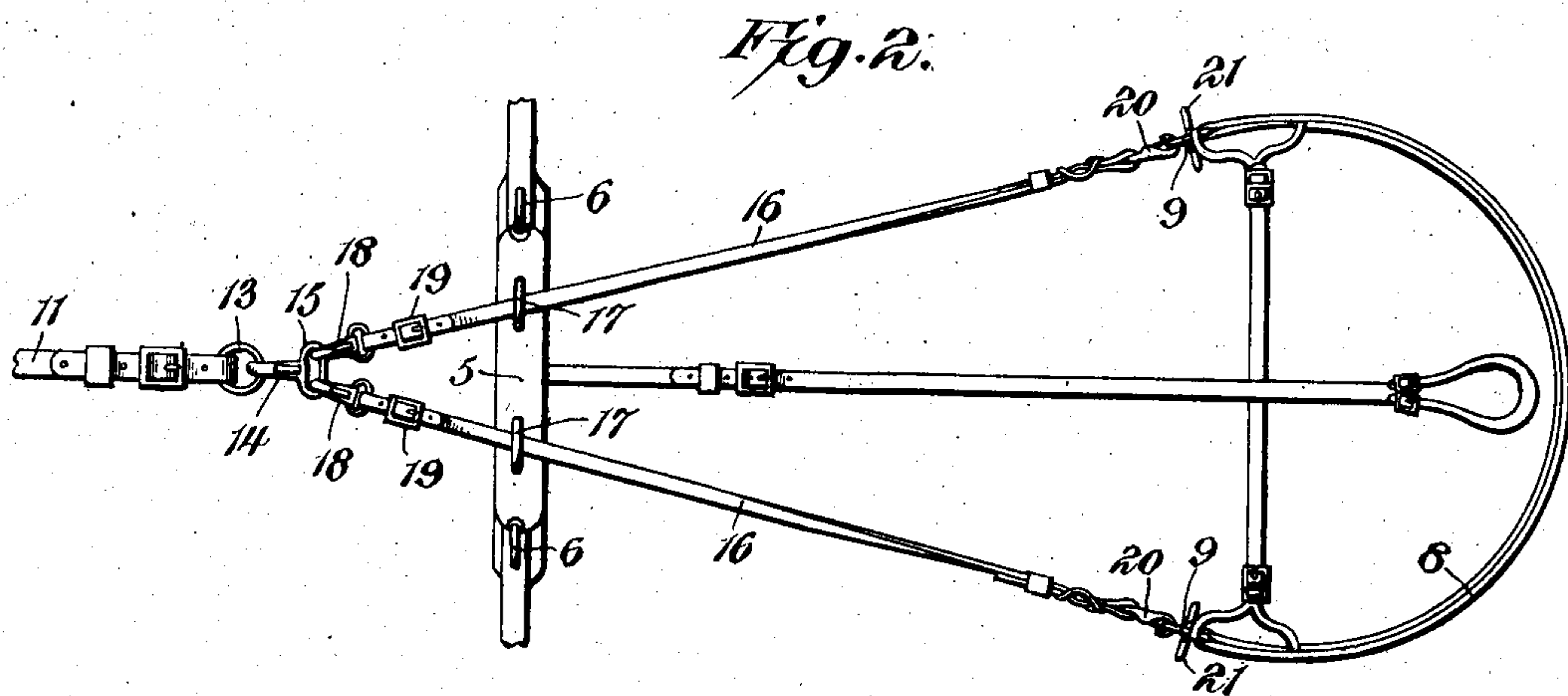
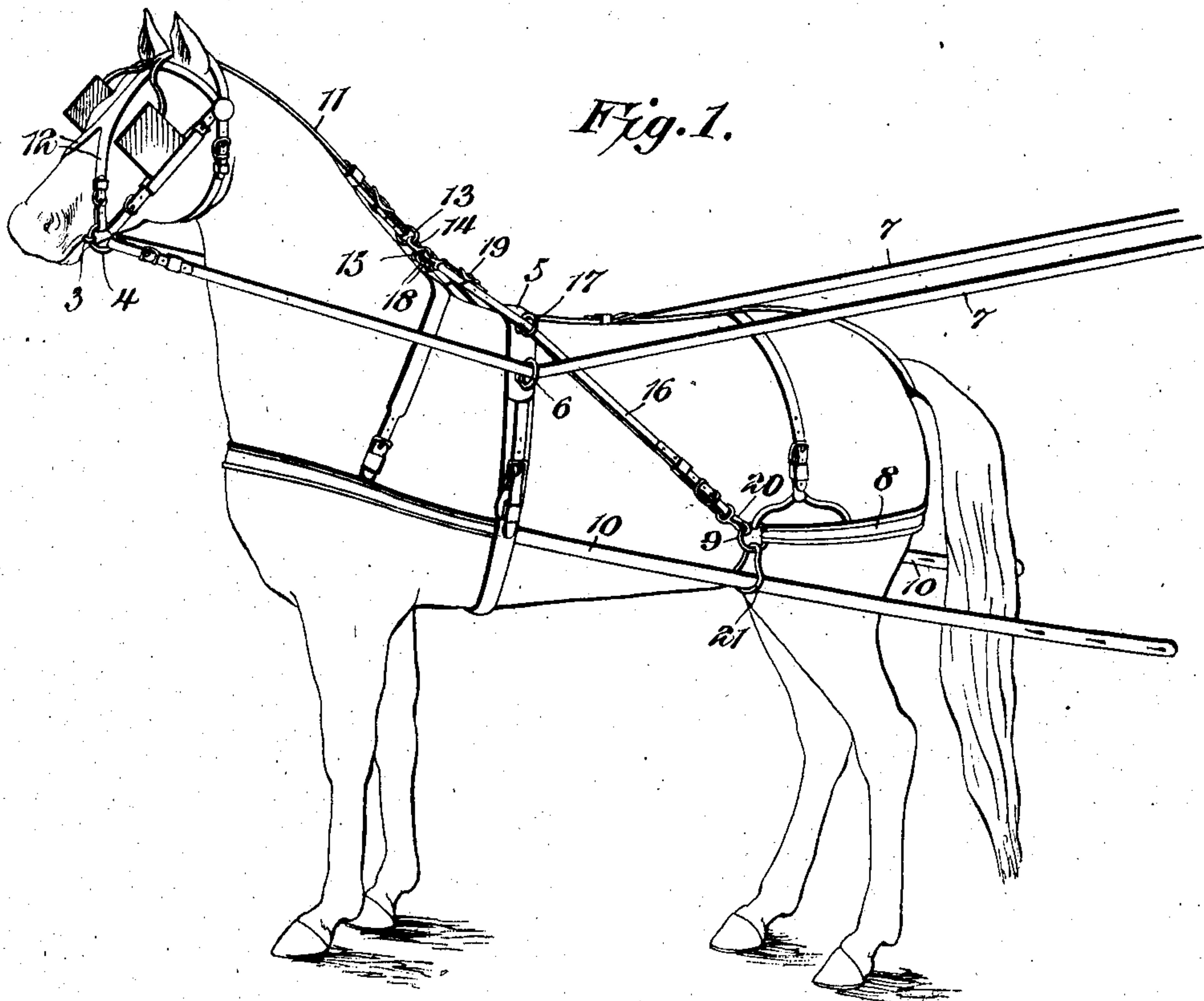


No. 834,157.

PATENTED OCT. 23, 1906.

J. S. McCANTS.
HARNESS.

APPLICATION FILED MAY 8, 1905. RENEWED AUG. 24, 1906.



Witnesses
Howard D. Orr
B. H. Foster.

J. S. McCants, Inventor,

By *E. J. Siggers*

Attorney

UNITED STATES PATENT OFFICE.

JASON SAMUEL McCANTS, OF TALLADEGA, ALABAMA.

HARNESS.

No. 834,157.

Specification of Letters Patent.

Patented Oct. 23, 1906.

Application filed May 8, 1905. Renewed August 24, 1906. Serial No. 331,939.

To all whom it may concern:

Be it known that I, JASON SAMUEL McCANTS, a citizen of the United States, residing at Talladega, in the county of Talladega and State of Alabama, have invented a new and useful Harness, of which the following is a specification.

This invention has more particular reference to means for securing the checkreins of harness; and the object is to provide a novel, simple, and efficient structure for securing the rear end of a checkrein so that the strains thereof upon the harness-saddle, and consequently upon the crupper, will be eliminated, thereby affording more comfort to the animal and as a result securing a greater degree of safety to any one driving the same.

Another object is to provide means of the above character that will not materially alter the general arrangement of the harness nor interfere with the application of the same to or its removal from a horse.

A still further object is to provide a structure which can be readily adjusted as may be desirable or necessary and will permit of the animal being checked or unchecked with ease and expedition.

The preferred embodiment of the invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a perspective view of the improved harness when applied to a horse. Fig. 2 is a plan view of a portion of the harness.

Similar reference-numerals designate corresponding parts in both figures of the drawings.

In the embodiment illustrated it will be observed that the harness generally is of substantially the ordinary construction including a bit 3, having the usual rings, one of which is shown and designated 4. A harness-saddle 5 is provided with rein-terrets 6, through which are passed reins 7, said reins being secured to the bit-rings 4 in any desired manner. A breeching-strap 8 has the usual terminal rings 9, and the traces of the harness are designated 10. So far as thus described the structure is one well known to the art.

In connection with the harness as above described there is employed an overdraw checkrein 11, the front end of which is divided or forked, as shown at 12, and is connected to the bit-rings independently of the

reins 7. The rear end of the checkrein carries a ring 13, suitably and preferably adjustably secured thereto, and in this ring is engaged a snap-hook 14, provided with an eye 15. Holding or draft straps 16 pass through guide-terrets 17, located on the saddle 5 between the terrets 6, having secured to their front ends snap-hooks 18, which hooks detachably engage in the eye 15. The length of the straps 16 can be varied, as their ends are looped through the eyes of the snap-hooks 18 and are secured by buckles 19. The rear ends of the straps 16 carry similar snap-hooks 20, connected thereto in a corresponding manner, and said snap-hooks 20 engage the terminal rings 9 of the breeching-strap. Loops 21, carried by the rings 9, surround the traces, these loops being different devices from the holdback-straps, as will be evident. It will be seen in this structure that the strain upon the checkrein 11 is transmitted through the straps 16 directly to the breeching and that strain upon the harness-saddle, and consequently upon the crupper, from the said checkrein is thereby eliminated. As a result the harness is much more comfortable to the animal, resulting in a correspondingly greater degree of safety to the driver. The loops 21, engaged with the traces, serve to prevent the displacement of the breeching. Furthermore, the animal can be readily checked or unchecked by disengaging the snap-hook 14 from the ring 13. The height at which the head is held is regulated either by lengthening or shortening the checkrein 11 or by varying the length of the straps 16.

From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

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

1. In harness, the combination with a breeching, of a bit, and a checkrein connected directly to the breeching and bit.

2. In harness, the combination with a breeching-strap having terminal rings, of a

bit having rings, and a checkrein directly connecting the breeching-strap rings and the bit-rings.

3. In harness, the combination with a checkrein, of a breeching, and connections between said checkrein and the opposite portions of the breeching.

4. In harness, the combination with a checkrein, of a breeching having terminal rings, and separate straps directly connecting the checkrein and the breeching-rings.

5. In harness, the combination with a checkrein having a terminal eye, of a breeching, and connections between said eye and the terminal portions of the breeching.

6. In harness, the combination with a checkrein having a terminal eye, of a breeching having rings, and straps having detachable connections with the rings and eye.

7. In harness, the combination with a checkrein having a terminal eye, of a breeching having terminal rings, and straps having terminal hooks that engage the eye and the breeching-rings.

8. In harness, the combination with a checkrein, of a breeching, straps connected to the ends of the breeching, and detachable connections between the straps and the checkrein.

9. In harness, the combination with a checkrein having a ring, of a breeching, straps connected to the breeching, and a snap-hook

connected to the straps and detachably engaging the ring of the checkrein.

10. In harness, the combination with traces, of a breeching having terminal rings, loops connected to the breeching and surrounding the traces, a checkrein having a terminal ring, a snap-hook connected to the ring and having an eye, and straps connected to the breeching-rings and detachably engaged in the eye of the snap-hook.

11. In harness, the combination with a bit, of a saddle, guide-terrets mounted on the saddle, a breeching, a checkrein, and straps secured to the ends of the breeching, slidably passing through the guide-terrets and connected to the checkrein.

12. In harness, the combination with a harness-saddle having guide-terrets, a breeching having terminal rings, a checkrein having a ring, a snap-hook engaged by the ring and having an eye, and straps slidably passing through the guide-terrets, said straps having terminal snap-hooks that respectively engage the rings of the breeching and the eye of the snap-hook.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JASON SAMUEL McCANTS.

Witnesses:

W. F. SLAUGHTER,
A. M. BALLARD.