

JOHN SCHOFIELD.

Improvement in Check Reins.

No. 120,779.

Patented Nov. 7, 1871.

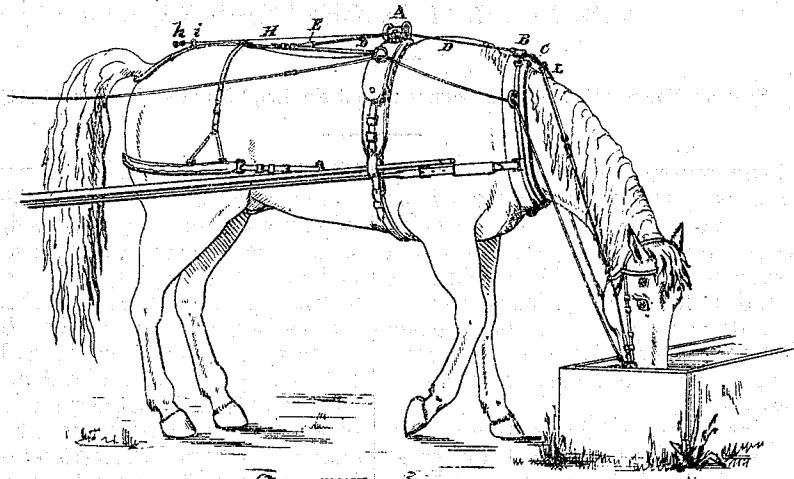


FIG. 1

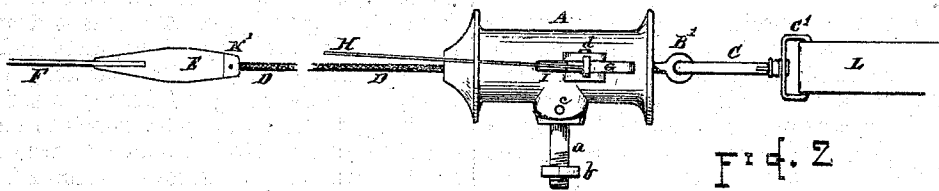


FIG. 2

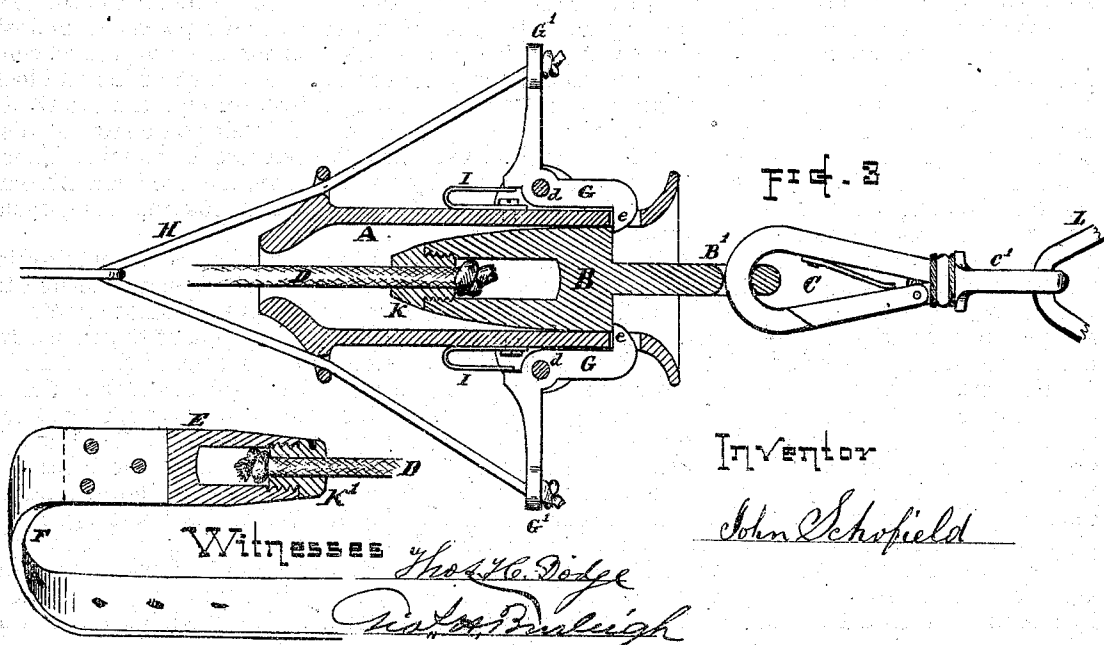


FIG. 3

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JOHN SCHOFIELD, OF WORCESTER, MASSACHUSETTS.

IMPROVEMENT IN CHECK-REINS, &c.

Specification forming part of Letters Patent No. 120,779, dated November 7, 1871.

To all whom it may concern:

Be it known that I, JOHN SCHOFIELD, of the city and county of Worcester and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Check-Rein Attachments for Harness; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing which forms a part of this specification, in which—

Figure 1 is a perspective of the horse and harness, illustrating the operation of my improved check-rein attachment. Fig. 2 is a side view of the device separated from the harness; and Fig. 3 is a central horizontal section upon a larger scale, showing the details of construction.

The nature of my invention consists in an automatic check-rein attachment, as hereinafter described.

My automatic check-rein attachment consists of a socket-piece, A, which is secured to the saddle of the harness at the position usually occupied by the check-rein hook, it being secured to the saddle by means of the screw or bolt *a* and nut *b*, which may be joined to the socket-piece A either rigidly or with a flexible joint, *c*, as shown in the present instance, whereby the socket A is allowed no lateral motion, but is permitted to rock forward and backward in a vertical plane parallel with the line of draft. The socket-piece A is provided with an opening at its center, of the proper form and size, to receive a conical or other-formed stop-block, B, which block has a ring or eye, B', at its front end to receive the snap-hook C, while its rear is connected by a swivel-joint to the end of an elastic cord or spring-strap, D, that passes out through a hole at the back of the socket-piece A, and has its rear end secured by means of the swivel-head E and straps F to the back-strap of the harness at such a distance from the socket A as will keep the elastic cord D drawn taut but not stretched to a great extent. Latches or dogs G are arranged at the sides of the socket-piece A, to which they are pivoted, as shown at *d*, between suitable ear pieces. The points *e* of these dogs or latches extend through openings to the interior of the socket, and prevent the stop-blocks B from being withdrawn therefrom except when the latches are raised or moved outward. This can be done by means of the cord H, extending from the ends

G' of the latches G back to near the crupper of the harness, where it is provided with a knob, *h*, whereby it can readily be seized by the driver when it is desired to release the block B. One or more small loops or rings, *i*, may be attached to the back-strap of the harness to serve as guides for retaining the cord H in position. The forward end of the cord is made so as to branch outward to each of the latches. Suitable springs I are arranged in connection with the latches G to press their points *e* inward and cause them to engage and retain their hold upon the stop-block B. The end of the elastic cord D is secured to the stop-block B by means of a small screw-thimble, K, which is fitted to screw into the end of the block B, and is provided with a central opening, through which the cord D passes. This opening is made of the size of the cord, and there is a knot tied in the end of the cord to prevent it from slipping through. A recess is formed within the block B to receive the knot and allow it to turn freely therein, thus forming a swivel-joint, and preventing any derangement from the twisting of the cord. The opposite end of the cord D is attached to the head E in a similar manner by means of the screw-thimble K'. By unscrewing the thimbles K and K' the cord D can readily be taken out and replaced when desired. The snap-hook C is for the purpose of conveniently connecting the check-rein L and block B, the rein being roved through the eye C' of the hook, as shown. The rein can be readily disconnected when the harness is removed from the horse by simply springing the hook C from the eye B' of the block, the hook remaining upon the rein L.

The operation of my automatic check-rein attachment is as follows: When it is desired to let the horse drink the driver reaches forward from the carriage, and taking hold of the knob *h* draws back the latches G by means of the cord H and thereby releases the stop-block B from the socket A, when the horse can lower his head to the trough, the elastic cord D expanding and allowing the check-rein L to draw the block B forward over the horse's neck in the manner illustrated in Fig. 1. When the horse again raises his head the contraction of the elastic cord D draws back the stop-block B and check-rein L, the former passing into the socket A, where it is caught and locked in by the latches G and firm-

ly retained in position until the latches are again drawn back; and it will be observed that any strain caused by the horse pulling upon the check-rein is borne by the socket A and saddle, and no part of the strain comes upon the elastic cord D or back-strap and crupper of the harness except during the time that the horse is drinking.

The socket-piece A may be constructed in any desired form, and be made more or less ornamental, as preferred. It can be made so as to cover and shield the springs I, which latter can be made of the form shown; or any other style of spring can be substituted instead.

In lieu of using the head E and strap F for securing the elastic cord D to the back-strap of the harness other devices may be used for the purpose; or the cord D may be made flat, and be secured directly to the back-strap by the aid of a buckle. The cord H may also be furnished with a ring or hook in lieu of the knob *h*. The interior of the socket A and exterior of the stop-block B may be made of different forms from that shown in the drawing, and the latches G may be arranged to catch into the sides instead of forward of the block B; or a single latch may be employed when desired, in which latter case I prefer to arrange the latch at the top of the socket.

Having described my improved check-rein at-

tachments for harness, what I claim therein as new and of my invention, and desire to secure by Letters Patent, is—

1. A harness provided with a check-rein attachment or device, operating substantially as herein shown and described, to draw up and fasten, without the assistance of the driver, the check-rein, after the horse has finished drinking.

2. The combination, with the check-rein L and saddle or central portion in a harness, of the socket A, stop-block B, elastic cord or strap D, spring-latches G, and latch-cord H or equivalent devices, substantially as and for the purposes set forth.

3. The combination, with the socket-piece A attached to the saddle of the harness, and stop-block B attached to the check-rein, of an automatic-catch device, for the purposes stated.

4. The combination, with the socket-piece A, of the flexibly-attached bolt *a*, substantially as and for the purpose set forth.

5. The combination, with the elastic cord D, stop-block B, and head E, of the screw-thimbles K K', substantially as and for the purposes set forth.

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Witnesses:

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