

(No Model.)

J. L. STEINMETZ.
REIN ATTACHMENT.

No. 564,295.

Patented July 21, 1896.

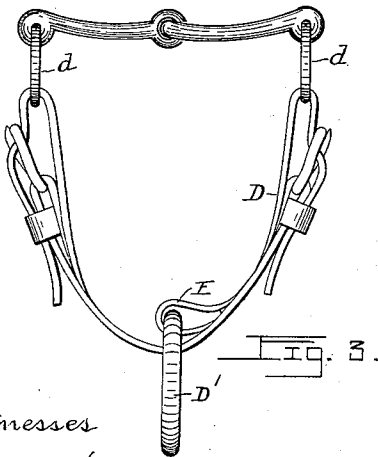
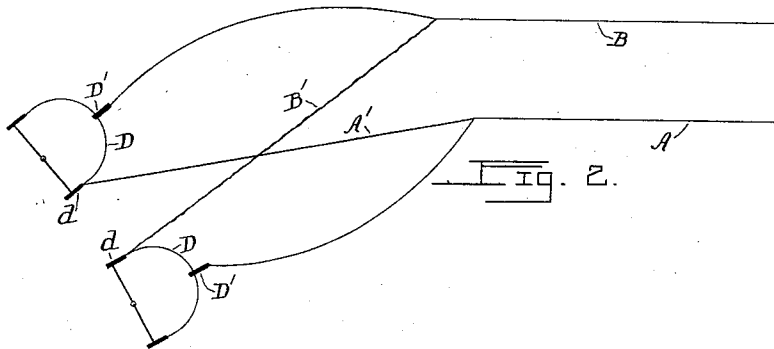
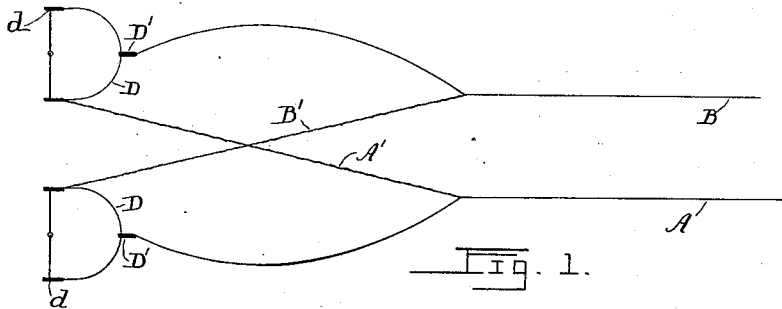


Fig. 3.

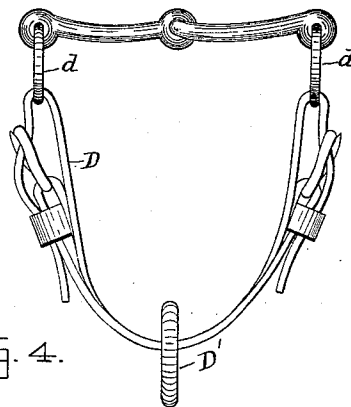


Fig. 4.

Witnesses

W. M. Hall.
Geo. A. Lane

Inventor

Jacob L. Steinmetz.

By Attorney

Wm. R. Gerhart

UNITED STATES PATENT OFFICE.

JACOB L. STEINMETZ, OF LANCASTER, PENNSYLVANIA.

REIN ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 564,295, dated July 21, 1896.

Application filed October 30, 1895. Serial No. 567,366. (No model.)

To all whom it may concern:

Be it known that I, JACOB L. STEINMETZ, a citizen of the United States, residing in Lancaster, in the county of Lancaster and State of Pennsylvania, have invented certain Improvements in Rein Attachments, of which the following is a specification.

This invention relates to improvements in the manner of attaching reins to the bits of horses when driven in pairs. Ordinarily, in so driving, a rein is attached to the outer end of the bit of each horse, and from each of these reins a check or branch rein is crossed and attached to the inner end of the bit of the other horse. Should one of the animals be more spirited than the other, or more willing, he will press ahead of his mate. This is undesirable, both because the team presents an unsightly appearance and because it throws an undue portion of the work on the more willing horse. To restrain this more willing horse, therefore, the pressure is on the main rein—that attached to the outer end of the bit. The effect of this is to draw upon one end of the bit, pulling on that side, and therefore unequally on the mouth of the horse and drawing his head outward. The object of my invention is to overcome these objections, to draw equally on both sides of the bit of the horse to be restrained, and at the same time to guide him properly. I accomplish this object by the construction hereinafter described and then pointed out in the claims.

In the accompanying drawings, which form a part of this specification, Figure 1 is a diagrammatic view of a pair of reins embodying my improvement, and Fig. 2 a similar view showing the action of said reins in turning a team. Fig. 3 is a top plan view of my device, and Fig. 4 a similar view of a modified construction of the same.

Similar letters indicate like parts throughout the several views.

Referring to the details of the drawings, A indicates the rein of the near horse; A', the checkrein connecting rein A with the inner end of the bit of the off horse; B, the rein of the off horse; and B', the checkrein connecting the rein of the off horse with the inner end of the bit of the near horse.

The invention consists in the manner of attaching the main rein with the bit; this is not

connected with the outer end of the bit as is usually done. Instead of so connecting it I have a strap D or other connection between the ends *d* of the bit. This connection is of such length as to depend or form a loop between such ends of said bit. To this connection between the ends of the bit I connect the end of the main rein.

In describing the action of my invention I will take that of the rein A of the near horse. This horse, being supposed to be the most spirited, presses ahead. The outer rein keeps him back, bearing on both ends of the bit, and holds his head squarely to the front without his having to forge ahead of the off horse sufficiently to take pressure from checkrein B'. In turning to the left, as illustrated in Fig. 2, rein A draws the near horse back, and, through checkrein A', pulls the off horse to the left, controlling the near horse and turning him in that direction.

As shown in the drawings, the main rein is attached to the loop connecting the ends of the bit by a ring D'; this ring may be allowed to play around the strap or connection, or it may be confined by a keeper E.

It must be clearly understood that I do not limit myself to any peculiar or special connection between the ends of the bit, neither do I restrict myself to any particular connection between the attachment of the rein and the connection with the bit.

My improvement involves a radical departure in the manner of attaching the reins in double teams to the horses, the invention consisting, broadly, in a connection between the ends of the bit in each horse and the main rein of that horse, whereby the horse can be controlled independently of his companion.

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

1. The combination, in reins for a double harness, of a connection between the ends of a bit, said connection being constructed to take beneath the lower jaw of the horse, and a connection between the main rein of the bit and said connection between the ends thereof, for the purpose specified.

2. The combination, in reins for a double harness, of a connection between the ends of a bit, said connection being constructed to take

beneath the lower jaw of the horse, and a shifting connection between the main rein of the bit and said connection between the ends thereof, for the purpose specified.

- 5 3. The combination, in reins for a double harness, of a loop located beneath the lower jaw of a horse and having the ends thereof connected with the ends of the bit, a ring engaging said loop, and the main rein of said
10 bit, attached to said ring, substantially as and for the purpose specified.

4. The combination, in reins for a double

harness, of a loop located beneath the lower jaw of a horse and having the ends thereof connected with the ends of the bit, a keeper 15 on the loop, a ring engaging said keeper, and the main rein of said bit, attached to said ring, substantially as and for the purpose specified.

JACOB L. STEINMETZ.

Witnesses:

WM. R. GERHART,
WILLIAM H. KELLER.