

W. DAVIS.
HARNESS-TRIMMING.

No. 173,771.

Patented Feb. 22. 1876.

Fig. 1.

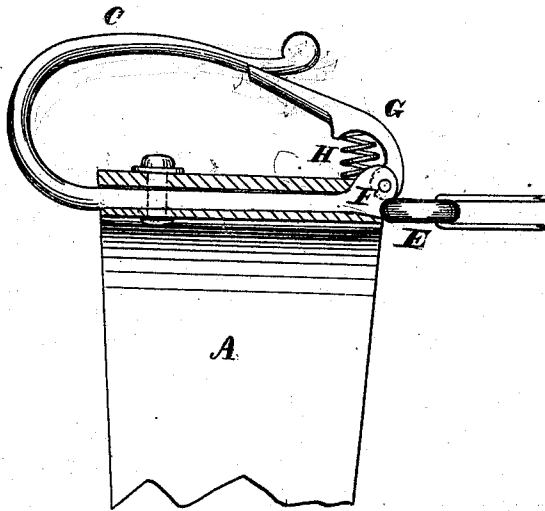


Fig. 2.

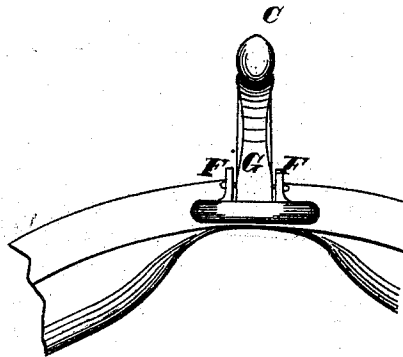
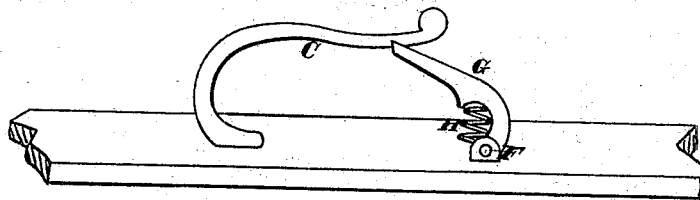


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM DAVIS, OF PETALUMA, CALIFORNIA.

IMPROVEMENT IN HARNESS-TRIMMINGS.

Specification forming part of Letters Patent No. **173,771**, dated February 22, 1876; application filed December 14, 1875.

To all whom it may concern:

Be it known that I, WILLIAM DAVIS, of Petaluma, Sonoma county, State of California, have invented an Improved Harness-Pad Check-Hook; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvement without further invention or experiment.

My invention relates to an improvement in harness-pad check-hooks; and it is intended to be especially applicable to double or single harness in which a flexible pad with no metallic stiffening is used, and where no terrets are employed to guide and support the reins. It consists in the employment of a low flat hook, which is screwed or riveted between the two parts of the pad-strap, and is provided with a tongue actuated by a spring, so as to retain the check-rein in its place in the hook, and so placed as to form a guard to prevent the reins from becoming entangled with the hook.

Referring to the accompanying drawings, A is the strap to which the pads B are secured. Between the two parts of the strap I fix the low hook C, and screw it at D. The loop or ring E serves for the attachment of the crupper-strap; this part being the common form of such hooks. Just at the front of the loop E two lugs, F, are made, and a tongue, G, has its rear end pinned between these lugs, while the front end extends upward to the under side of the hook C. A spiral, rubber, or other spring, H, placed at the lower end, between the lugs, serves to hold the point of the tongue

up to its place, as shown. From the shape of the point of the hook C, the tongue will not interfere with the introduction of the check-rein, but will prevent it from coming out accidentally.

In the class of harness for which this hook is designed there are often no terrets to guide the reins, which, consequently, often become entangled in an open hook. By the position of the tongue G, and the angle at which it stands, it will act as a guard, and thus prevent such an entanglement. In some cases the pad-strap A is entirely dispensed with, and the crupper-strap alone extends along the back. When constructed in this manner the loop E is dispensed with, and the hook is simply riveted to the strap, the tongue and spring being the same as before described.

I am aware that spring snap-hooks are employed for connecting the reins to the bit-rings and for other purposes; but these are made smooth and in a complete curve, and could not be applied for the purpose above described.

What I claim as new, and desire to secure by Letters Patent, is—

The hook C, provided with the two lugs F, just in front of the loop E, in combination with the tongue G and the spiral spring H placed between the lugs F, all constructed to operate substantially as and for the purpose specified.

WILLIAM DAVIS.

Witnesses:

JEREMIAH MURPHY,
JOHN HOLM.