(No Model.)

R. E. KING.

CHECK REIN HOLDER.

No. 345,062. Patented July 6, 1886.

Fig. 1.

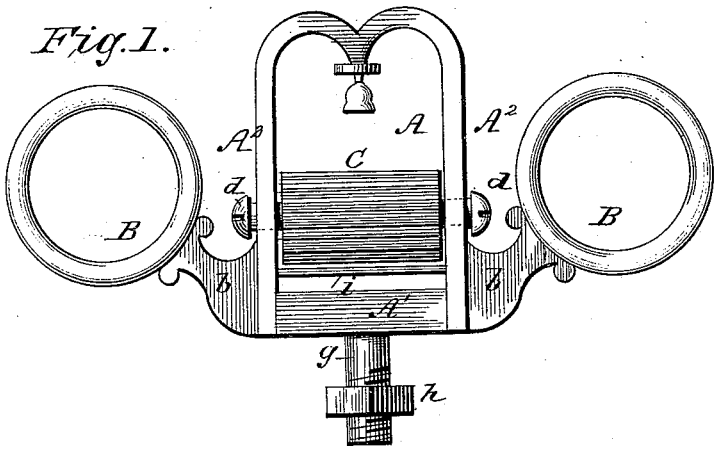


Fig. 2.

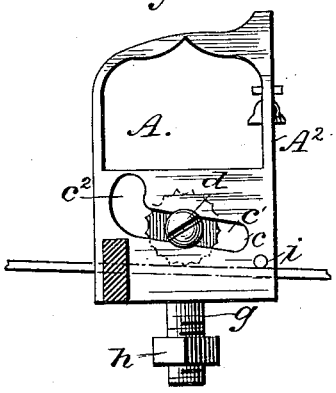


Fig. 3.

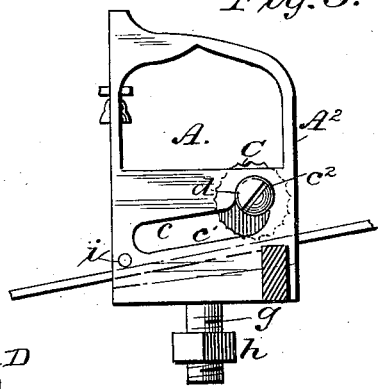
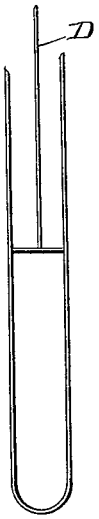


Fig. 4.



WITNESSES:

Fred. G. Dieterich

Solon C. Kemon

INVENTOR:

Robt. E. King

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

ROBERT EDWARD KING, OF WARRENTON, NORTH CAROLINA.

CHECK-REIN HOLDER.

SPECIFICATION forming part of Letters Patent No. 345,062, dated July 6, 1886.

Application filed March 10, 1886. Serial No. 194,716. (No model.)

To all whom it may concern:

Be it known that I, ROBERT EDWARD KING, of Warrenton, in the county of Warren and State of North Carolina, have invented a new and useful Improvement in Check-Rein Holders, of which the following is a specification.

My invention relates to a device for checking horses while driving; and its object is to provide such a device of simple construction, which is entirely under the control of the driver by means of the ordinary guiding-reins, and which obviates the necessity of using the independent check-rein fastening ordinarily employed with carriage-harness.

The essential features of my invention comprise a frame-work, which may be made in one piece, mounted upon the saddle, in place of the ordinary check-hook, and having guide-rings for the driving-reins and a central passage for an auxiliary check-rein connected to the guiding-reins and operated by their elevation and depression. With this frame is combined a journaled roller having a limited movement in slots in the frame and adapted, when in one position, to pinch the check-rein between itself and the frame, and thus hold it securely, and in the other to revolve freely and so permit the check-rein to work back and forth in the frame without restriction. While the auxiliary check-rein is required, it does not extend back to the driver; but its operation is entirely dependent upon the proper movement of the driving-reins.

For full comprehension of my invention reference is made to the accompanying drawings, in which—

Figure 1 is a front elevation of the entire device. Fig. 2 is a side elevation showing the rein when checked. Fig. 3 is a similar view with the rein unchecked. Fig. 4 shows the attachment of the auxiliary check-strap to the guiding-reins.

A represents the frame, which consists of a bottom plate, A′, and side plates, A^2 A^2, which may be connected at the top to form an arched yoke, as shown. The entire frame is preferably cast or otherwise formed of one piece of metal.

B B are guide-rings, cast with or secured to the brackets *b b* of the frame, for the purpose of receiving the ordinary driving-reins, and which may be dispensed with, if desired, the ordinary rings upon saddle as at present serving the purpose. The side plates, A^2, are each provided with a slot, *c*, having a straight inclined portion, *c′*, and a circular recess, c^2, at its termination. This recess c^2 forms a wing of the slot *c*, and is extended at approximately a right angle thereto, whereby it may receive the roller when the latter is held out of position for binding the check-rein. In these slots is journaled a roller, C, the journals of which may be ordinary screws, *d*, tapped into its ends; or the journal may extend entirely through the roller and be provided at one end with a solid head and at the other with a removable screw cap or nut. The roller thus has a limited movement on the slots *c c*, which are inclined toward the rear, so that when the roller is at the end of the incline it is in close proximity to the bed-plate A′. The check-rein D is connected to the driving-reins, as shown in Fig. 4, and passes through the frame between the roller and the bed-plate. The periphery of the roller is preferably serrated, as shown, and the entire frame is secured to the harness-saddle by a bolt, *g*, and nut *h*, and when so secured and the reins are in place the operation is as follows:

In checking the horse the driver depresses the driving-reins, which brings them down upon the bed-plate and permits the roller to leave the circular recess at the end of the slots and travel down the incline. As the roller bites into the strap, the resistance of the horse to the strain crowds the roller still further down until the strap is pinched tightly. In this position it will remain until the reins are raised and pulled back by the driver, when the roller will be disengaged and move up in the slot to the circular recess, where it will simply revolve, supported by the strap, which is now free to play beneath it. The strap may be further confined near the bed-plate by a loosely-pivoted bar, *i*, extending across between the side plates, beneath which the strap passes from the roller. This prevents the strap from offering resistance to the roller when it commences to descend in the slot.

It is obvious that the check-rein may be disconnected from the driving-reins and used as a hitching-strap, or entirely dispensed with, in which case the reins would be used in the ordinary manner, and as the device is small

and compact and neatly made and finished, it does not detract from the appearance of the harness even when the auxiliary rein is not used, but really forms an ornamental mounting for it. It will of course be understood that the check-rein must be of sufficient length to permit the horse to be guided by the driving-reins under ordinary circumstances without checking.

Having thus described my invention, what I claim as new is—

1. The herein-described clamping device for straps, comprising a body or frame provided with a wall or bearing, and with guides inclined with reference to said bearing, and having wings arranged at approximately right angles to their main portions, and the roller held and movable in said guides and into and out of the wings thereof, the said wings being projected in a reverse direction from the wall or bearing aforesaid, and all arranged substantially as described, whereby when the roller is in said wings the strap may move back and forth without being clamped by said roller, substantially as set forth.

2. As an improved article of manufacture, a check-rein holder consisting of a frame having guide-rings B for the reins, and provided with inclined guides *c* and wall or bearing A′, and the roller held and movable in said guide, substantially as set forth.

3. The combination, with the frame or case having inclined guides *c* and a wall or bearing, A′, of the roller C, held and movable in the guides *c*, and the pin or bar *i*, substantially as set forth.

ROBERT EDWARD KING.

Witnesses:

JNO. G. TARWATER,

JOSEPH E. MAGEE.