

(No Model.)

J. C. HOBBS.

REIN RING.

No. 340,784.

Patented Apr. 27, 1886.

Fig. 1.

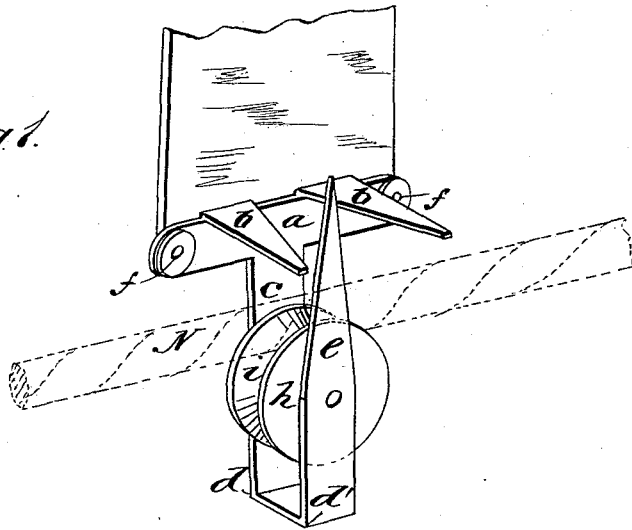


Fig. 2.

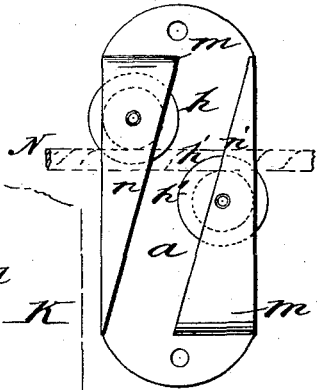


Fig. 3.

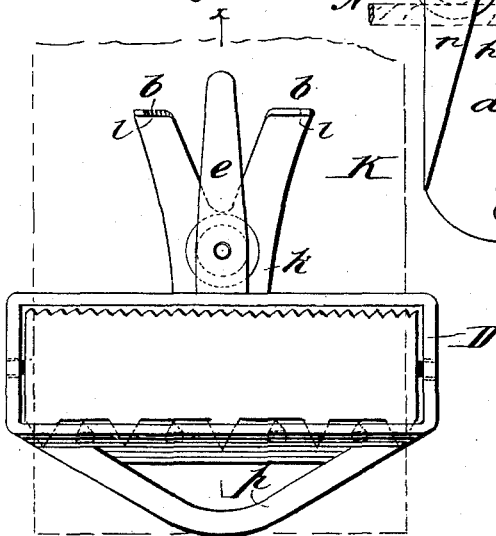
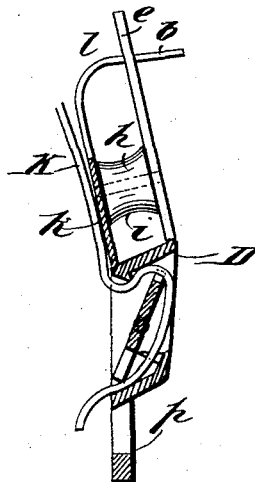


Fig. 4.



WITNESSES: L

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JULIUS C. HOBBS, OF HOBTON, NORTH CAROLINA.

REIN-RING.

SPECIFICATION forming part of Letters Patent No. 340,784, dated April 27, 1886.

Application filed December 28, 1885. Serial No. 186,875. (No model.)

To all whom it may concern:

Be it known that I, JULIUS C. HOBBS, of Hobton, in the county of Sampson and State of North Carolina, have invented a new and Improved Rein-Ring, of which the following is a full, clear, and exact description.

My invention relates to that class of devices employed to support reins, the object of the invention being to provide a ring into which the line or rein may be readily inserted, and when so inserted be prevented from being chafed or fretted or worn by rubbing.

To the above ends my invention consists of a grooved wheel or roller mounted in bearings formed in a frame of a peculiar and novel construction, as will be hereinafter explained, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of my improved rein-ring in a form more particularly applicable for use as a plow-line rein. Fig. 2 is a modified construction. Fig. 3 is a view of the rein-ring as applied to the back-band buckle; and Fig. 4 is a sectional view of the construction illustrated in Fig. 3, the view being taken on line *xx* of that figure.

In the construction illustrated in Fig. 1 the frame of my improved form of rein-ring consists of a piece of sheet-iron or other proper metal, cut so as to have a central strip or body, *a*, and two prongs or arms, *b b*, upon one side, while a third arm, *c e*, projects from the other side from a point between the arms *b b*. The arms *b b* are turned down at about right angles to the body *a*, while the arm *c e* extends directly from the body *a* to be bent at right angles at *d*, and again at *d'*, so that its end *e* runs about parallel with the main portion *c*. A roller, *h*, formed with a deeply-grooved periphery, *i*, is mounted between the parallel portions of the arm *c e*, as shown.

The approaching sides of the arms *b b* are beveled off toward the points of the arms and the end *e* of the arm *c e* is pointed and projects up beyond the arms *b b*, the whole de-

vice being arranged to be secured to any convenient portion of the harness by rivets *f f*, or in any other way desired.

Instead of being made of sheet-iron the frame may be made of malleable iron; or, as stated, of any suitable metal. In operation the line is simply bent up to **U** form, passed over the point *e* between the arms *b b*, and dropped upon the roller *h*, the line resting in the groove *i*, where it is out of danger of being chafed.

In the construction illustrated in Fig. 2 there are two arms, *n n'*, which extend outward from the plate *a*, and are bent downward at the points *m m'* to run parallel therewith, two grooved rollers, *h h'*, being mounted in the positions shown. The inner or approaching faces of the arms *n n'* are beveled, so as leave a diagonal opening between the beveled edges.

The device described may be attached to any convenient portion of the harness, and the line *N* is inserted by bending it up so that it will pass between the arms *n n'* and the rollers *h h'*, when it may be brought to the position indicated.

In Figs. 3 and 4 the line-ring is represented as being attached to or being made integral with a back-band buckle, *D*. In this case the arms *b b* extend upward from the rear of the buckle, the bases of the arms being united and the arms branching off from the common base *k* in **V** form, to be bent forward at the points *l l*, while the arm *e* projects directly upward from the front of the buckle, extending between and above the arms *b b*, the grooved roller *h* being mounted in about the position shown, and the line being inserted in the same manner as described in connection with Fig. 1.

The buckle *D* is attached to the back-band *K*, and when so placed will be held in a position which is substantially vertical by the weight of the harness, which is attached to its loop *p*.

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

1. A rein-ring formed with horizontal arms *b b* and a vertical arm, *e*, and provided with a roller, *h*, substantially as described.
2. The combination, with a back-band buckle, of a rein-ring consisting of the arms *b b* and *e*, and a roller, *h*, substantially as described.
3. The combination, with a back-band buckle, of a rein-ring consisting of arms *b b*, the ends of which project forward, a vertical arm, *e*, and a grooved roller, *h*, substantially as described.

JULIUS C. HOBBS.

Witnesses:

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H. E. ROYAL.