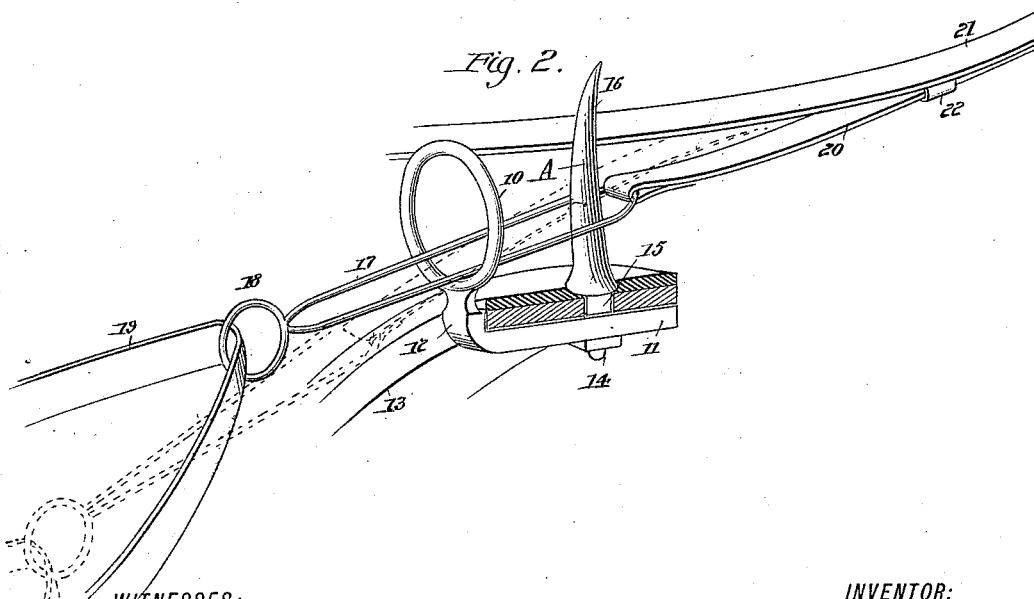
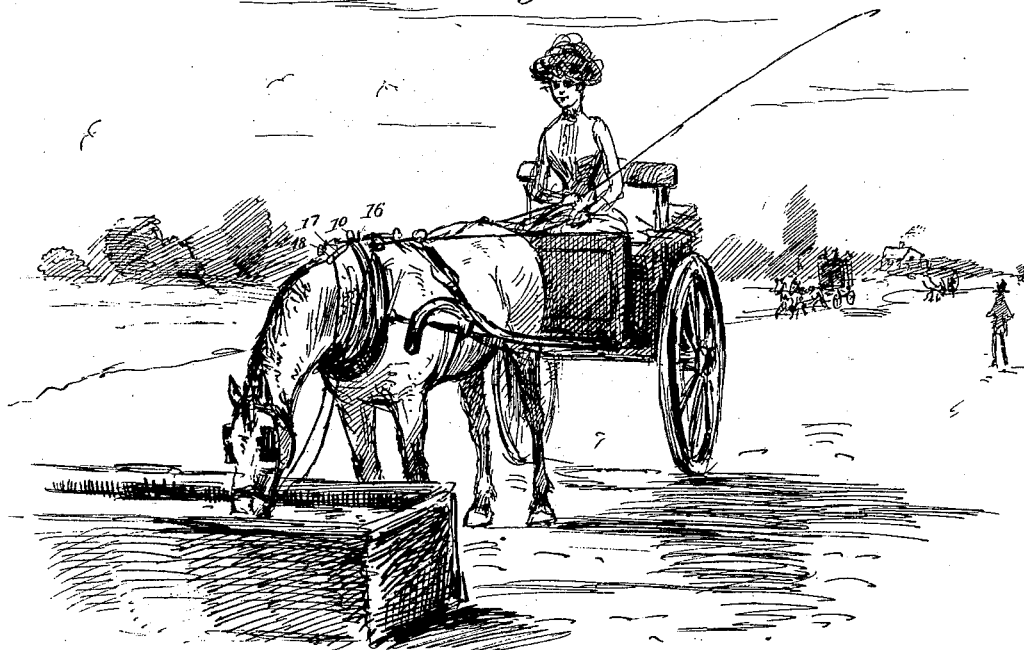


(No Model.)

S. OSBORN.
CHECKING AND UNCHECKING DEVICE.

No. 422,617.

Fig. 1 Patented Mar. 4, 1890.



WITNESSES:

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UNITED STATES PATENT OFFICE.

SAMUEL OSBORN, OF WILTON, CONNECTICUT.

CHECKING AND UNCHECKING DEVICE.

SPECIFICATION forming part of Letters Patent No. 422,617, dated March 4, 1890.

Application filed April 13, 1889. Serial No. 307,099. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL OSBORN, of Wilton, in the county of Fairfield and State of Connecticut, have invented a new and useful Improvement in Devices for Checking and Unchecking Horses, of which the following is a full, clear, and exact description.

My invention relates to a device for checking and unchecking horses, and has for its object to provide an attachment to the checkrein of a harness and to the saddle of the same, whereby the said checkrein may be slackened or tightened up upon the check-hook without the driver leaving the seat of the vehicle, and whereby, in the event of the animal being driven by an infirm person, or one not capable of readily dismounting, the said animal, without any inconvenience to the driver, may be permitted to drink or to feed.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter more fully set forth, and pointed out in the claims.

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

Figure 1 illustrates the application of my device to a harness, and Fig. 2 is a detail perspective view of the checkrein attachment and the improved construction of terret employed, the saddle being in transverse section.

In carrying out the invention the checkrein guide-ring 10 is usually provided with a horizontal extension 11, integral with a shank 12, which extension is concealed within the saddle 13, as best shown in Fig. 2.

In the base-extension 11 of the checkrein guide-ring, at or near its rear end, an aperture is made to receive a threaded stud 14, projected from the under face of the triangular shank 15 of the check-hook 16, the said check-hook consisting of a tapering or conical bar of metal slightly concaved upon its inner face, or that face opposed to the dash of the vehicle, as best illustrated at A in Fig. 2.

The check-hook 16 is of sufficient height to project a slight distance above the top of the guide-ring 10, and is prevented from turning

by embedding the rectangular shank thereof in the saddle and by securing a nut of any approved form upon the lower extremity of the stud 14.

In connection with the check-hook and guide-ring 10, I usually employ a link 17, provided at its forward end with an integral or an attached ring 18, which ring is at a right angle to the longitudinal axis of the link. The checkrein 19 is passed through the ring or eye 18 of the link, and the rear extremity of the link is attached to one end of a strap 20, which strap passes rearward to the driver beneath one of the lines 21, the said strap contacting, preferably, with the under face of the line and being held to slide freely thereon by means of a series of loops 22, attached to the line, the link-strap being made to pass through the said loops, as best illustrated in Fig. 2 of the drawings.

I desire it to be distinctly understood that I do not confine myself to the use of the link 17, as the strap 20, sliding upon the drive-line, may be secured directly to the checkrein 19, and if in practice it is found desirable the check-hook may be attached to the saddle only instead of to the base of the guide-ring 10, in which latter event the said base may be dispensed with.

Again, I desire it to be understood that I do not confine myself to the means illustrated for carrying the checkrein strap 20 back to the driver, as it may be effectually disconnected from the reins or attached thereto in many different ways. The manner of securing the checkrein-strap 20 to the drive-rein, as illustrated, is, however, preferred, since it is very convenient, as the said strap 20 may be manipulated independent of the lines, or the drive-lines may be used to uncheck or to check when desired. For instance, if it is desired to uncheck the horse, the strap 20 is thrown upward, and if the said strap is attached to the drive-line said line is also thrown upward until the end of the link which passes through the guide-ring 10 to a connection with the checkrein is carried up out of contact with the check-hook, whereupon the drive-line and the strap 20 may be allowed to run forward as the horse carries down his head, which will bring the link 17

to the position illustrated in dotted lines in Fig. 2. Should the link pass entirely through the guide-ring 10, the strap 20, attached to the link, will also be carried through the ring.

5 When it is desired to check the horse again, the strap 20 is drawn in and elevated at the same time, whereupon the link 17 is also drawn rearward, and when the said link is brought in contact with the forward face of
10 the check-hook, which is slightly convexed, it is guided upward to the top of the said terret and drops down over the same.

It is obvious that when the strap 20 is connected directly to the checkrein 19 and the
15 form of check-hook illustrated is employed the said checkrein may be manipulated as readily as though the link were introduced.

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

1. In a device for checking and unchecking horses, the combination of the check-hook 16, the link 17, provided with the ring 18 at one end, adapted to receive the checkrein, and the strap 20, secured to the link, substantially 25 as herein shown and described.

2. In a device for checking and unchecking horses, the combination, with the check-hook 16 and guide-ring 10 in front of the check-hook, of the link 17, provided with the ring 30 18 at one end, adapted to receive the checkrein, and the strap 20, secured to the link and extending to the vehicle, substantially as herein shown and described.

SAMUEL OSBORN.

Witnesses:

J. F. ACKER, Jr.,

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