

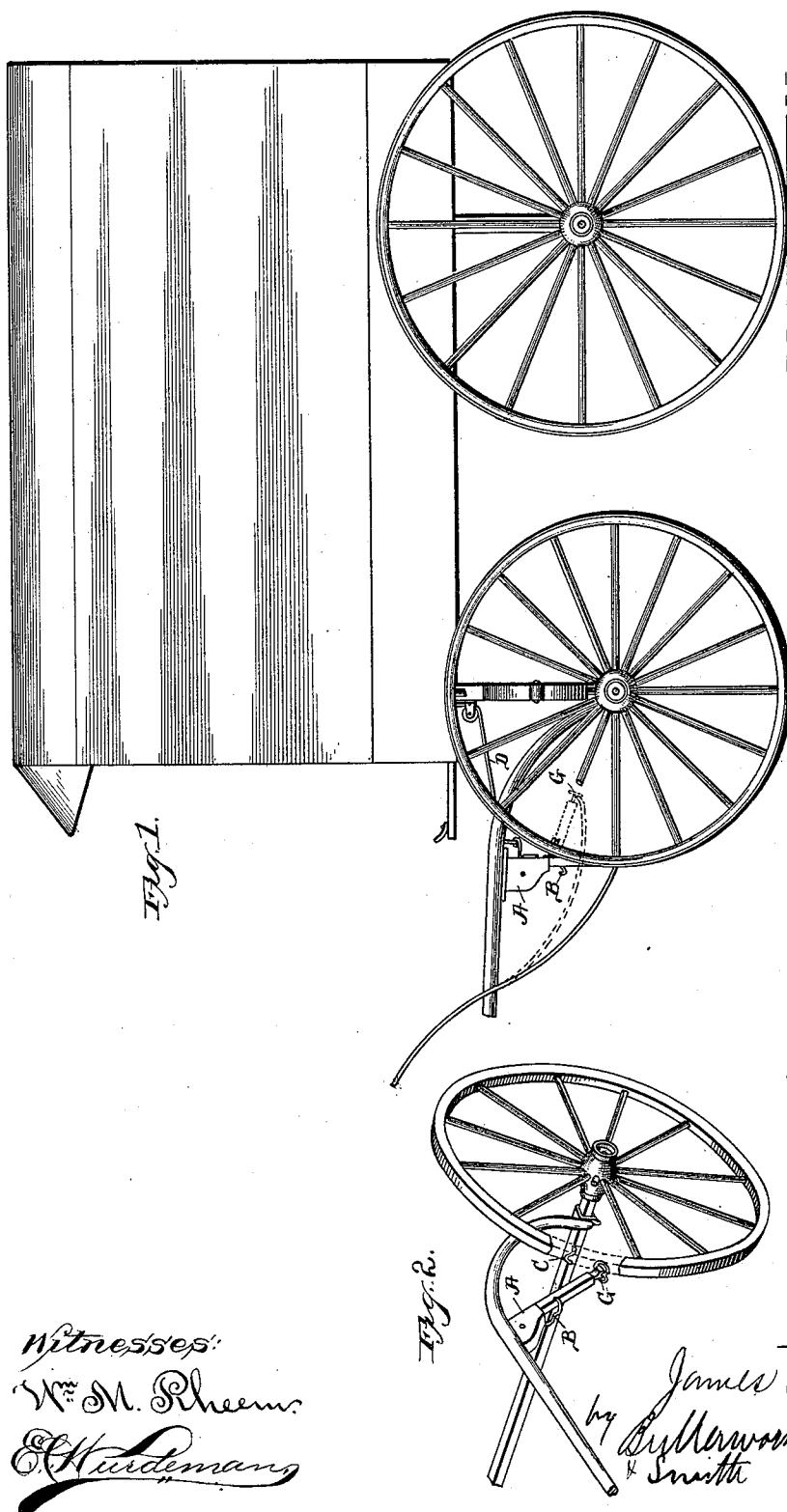
(No Model.)

3 Sheets—Sheet 1.

J. E. PLEW.
CHECK FOR HORSES.

No. 435,948.

Patented Sept. 9, 1890.



Witnesses:
Wm. M. Rheem.
E. H. Hurdman.

Inventor:
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his Attys

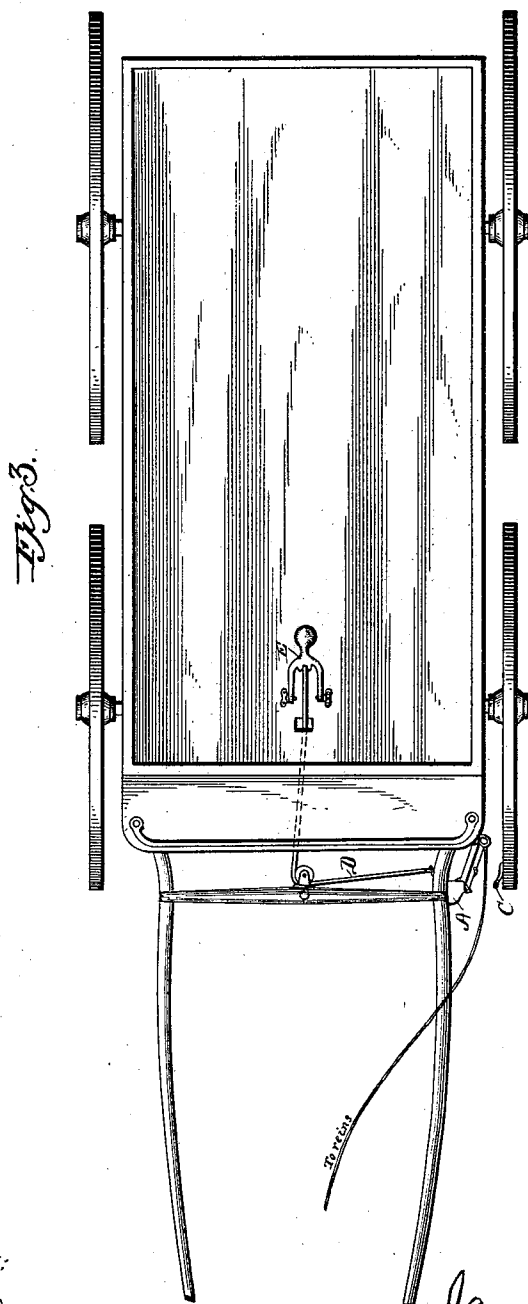
(No Model.)

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J. E. PLEW.
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No. 435,948.

Patented Sept. 9, 1890.



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(No Model.)

3 Sheets—Sheet 3.

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Fig. 6

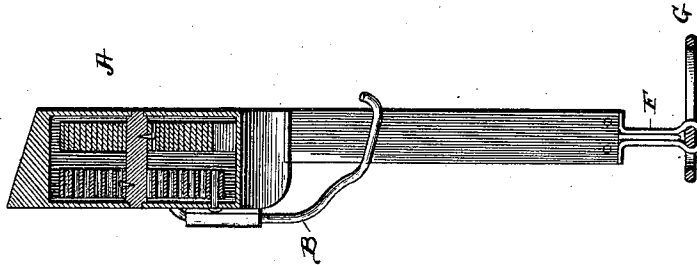


Fig. 5.

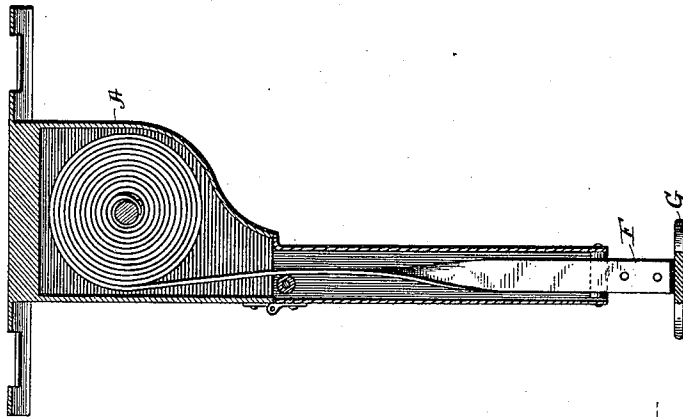
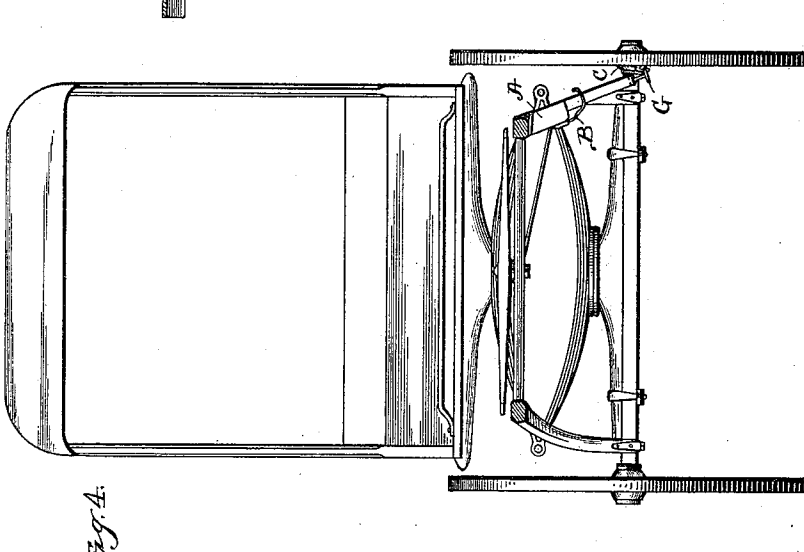


Fig. 4.



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UNITED STATES PATENT OFFICE.

JAMES E. PLEW, OF CHICAGO, ILLINOIS.

CHECK FOR HORSES.

SPECIFICATION forming part of Letters Patent No. 435,948, dated September 9, 1890.

Application filed May 26, 1890. Serial No. 353,137. (No model.)

To all whom it may concern:

Be it known that I, JAMES E. PLEW, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Checks for Horses, of which the following is a specification.

My invention relates to a check or stop for horses, and its object is to provide a device which will effectively hold a horse when the driver is absent or will stop such animal in case he attempts to run away.

To this end my invention consists in the construction hereinafter described, and then pointed out in the claims.

In the drawings like letters refer to the same part in the several figures, in which—

Figure 1 is a side elevation of a vehicle with my device applied thereto. Fig. 2 is a perspective view of a portion of a vehicle with my device applied thereto, a part of the wheel being broken away to show the manner of attaching the hook. Fig. 3 is a top view of a vehicle with my device applied thereto. Fig. 4 is a front elevation of the same. Fig. 5 is a longitudinal vertical section of the greater portion of my device, and Fig. 6 is a vertical cross-section of the same.

My improved check consists of two main features, one of which (marked A) is secured to the shaft of a vehicle and the other of which (marked C) is attached to the wheel of the same.

The part marked A comprises a cylindrical casing of metal or other suitable material which has an upper inclined surface or bracket to adapt it for attachment to the under side of the shaft of a vehicle, the inclination giving the device an oblique position in the direction of the wheel. This main part A is divided into two sections, the larger of which incloses a suitable spring wound upon a shaft journaled in this section, and the lower portion of the same is hinged to the upper section at the rear of the same, and consists of a hollow tube, which may have two friction-rollers journaled in its lower end. On the same shaft with the spring is wound a strong strap or cord, a free end of which passes down through the lower section and terminates in a rigid ring or hook suitably secured thereto, so that such ring or hook must retain its hori-

zontal position with respect to the cord or strap. Pivotaly secured to the inner rear side of the upper section of the casing is a rod or bar having one end bent forward and around the front of the lower section of the casing and its other and upper end bent to form a handle for manipulating such rod. This bent rod is designated by the letter B, the strap attached to the spring by the letter F, and the rigid ring or hook at the lower end of this strap by the letter G. To the handle of the bent rod may be secured a cord or strap D, which is preferably passed around a friction-roller at the rear center of the singletree and thence through the bottom of the vehicle, adjacent to the king-bolt, to the upperside of the floor of such vehicle, where it is attached to a bifurcated lever E, having a weighted handle to the same.

Secured to one of the front wheels of the vehicle at some convenient point—such as the felly—is the other feature of my device, or, rather, other element thereof. This element is designated by the letter C, and consists of a strong hook which points in the direction of the main element of my invention.

Instead of the rope D passing around a friction-pulley located on the singletree and thence to the king-bolt, such rope or strap may pass directly to the king-bolt and thence in the same direction as before.

Many other modifications of the details of my invention will readily suggest themselves, and I cannot attempt to specify them within the limits of this specification.

The ring or hook G is attached to the check-rein or bridle-rein by any suitable connecting strap or rope.

The advantage of passing the strap or rope D to a point adjacent to the king-bolt is that by such an arrangement, no matter how the running-gear may by turning change its relation to the vehicle-body, the strap or rope will not be affected.

The operation of my invention is as follows: The bifurcated lever to which the strap D is secured is normally turned so that its weighted end is away from the front of the vehicle, and consequently the connecting-strap is under strain and causes the bent lever to which it is connected to turn in its bearings and force the hinged section of the main element of my

invention out of the way of the hook on the wheel. When, however, the driver wishes to leave the vehicle, or in case a horse attempts to run away, such driver should turn the bifurcated lever so that its weighted end is nearer the front of the vehicle, which will shorten the space between the lever and the main casing, thus permitting the hinged section to fall by gravity to its straight position and place its strap with rigid ring in the path of the hook upon the revolving wheel. If the wheel revolves sufficiently, the hook thereon will engage the ring upon the strap and pull the strap out of its case against the tension of the spring, which will carry the check or bridle rein with it and thus bear upon the horse's mouth. This has been found most effective for the purpose intended, and its simplicity avoids the danger of the driver failing to understand it.

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

1. As a check or stop for horses, the combination of a casing, the upper portion of which contains a spring connected with a strap or cord, and a lower portion hinged to the same, a device within the control of the driver for normally throwing the hinged portion out of the way of the revolving parts of the vehicle, with a hook secured to the revolving part of such vehicle and adapted to engage a hook or ring on the hinged portion of the casing when the latter is thrown into its path, substantially as shown and described.

2. As a check or stop for horses, the combination of a casing consisting of a fixed part secured to a practically immovable part of

the vehicle and inclosing a spring, to which a cord or strap terminating in a rigid hook or ring is attached, and a hinged part serving as a guide for the said strap, a rein attached to the fixed ring or hook, and a device for throwing the hinged part out of the way of the revolving portions of the vehicle and suitably connected, so as to be within the reach of the driver, with a hook upon the wheel of the vehicle, which is adapted to engage the hook or ring upon the strap before mentioned when the latter is thrown into its path, substantially as shown and described.

3. In a check or stop for horses, the combination of a casing secured to the shaft, and a rope or strap passing from the same adjacent to the king-bolt and within the reach of the driver for manipulating such part and throwing it in and out of an engagement with a device upon a front wheel of the vehicle, substantially as shown and described.

4. In a stop or check for horses, the combination of a casing secured to the shaft and inclosing a spring to which a strap having at its free end a rigid ring or hook is attached, a movable hinged section serving as a guide for such strap, and a bent lever for manipulating the hinged section, and connected by a strap or cord to a device within the reach of the driver, with a front wheel having affixed thereto a hook for engaging the hook or ring upon the end of the strap, which latter is also connected with the check or bridle rein, substantially as shown and described.

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