

J. H. TAYLOR.
OVERCHECK REIN.
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1,054,369.

Patented Feb. 25, 1913.

Fig. 1.

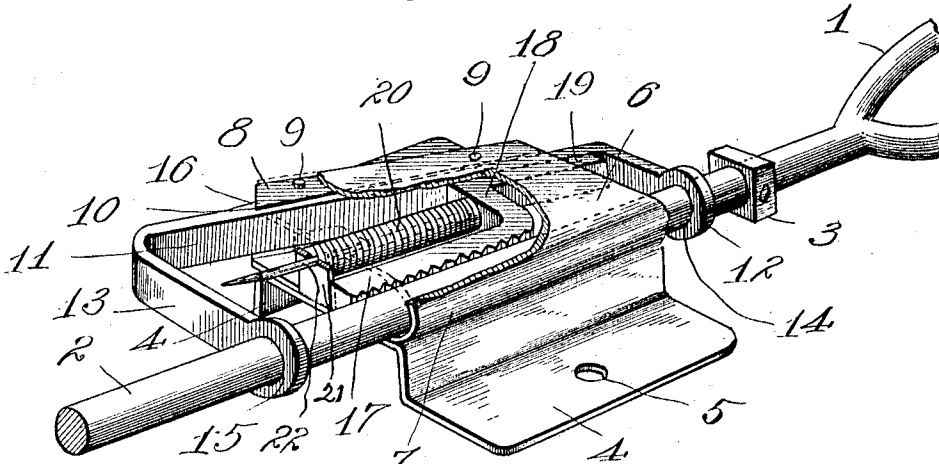


Fig. 2.

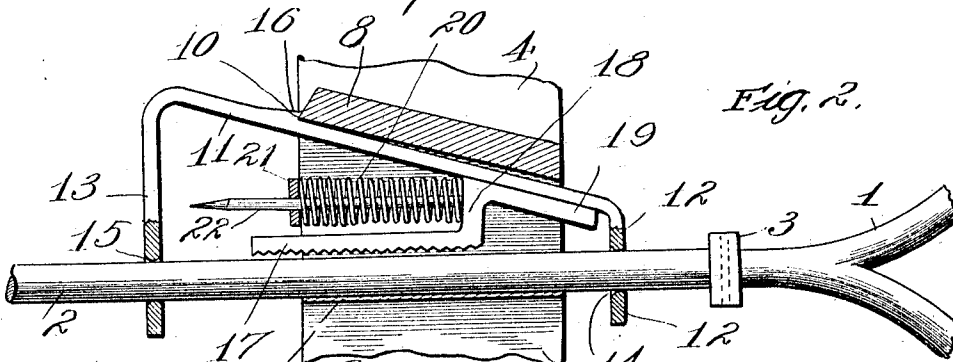


Fig. 3.

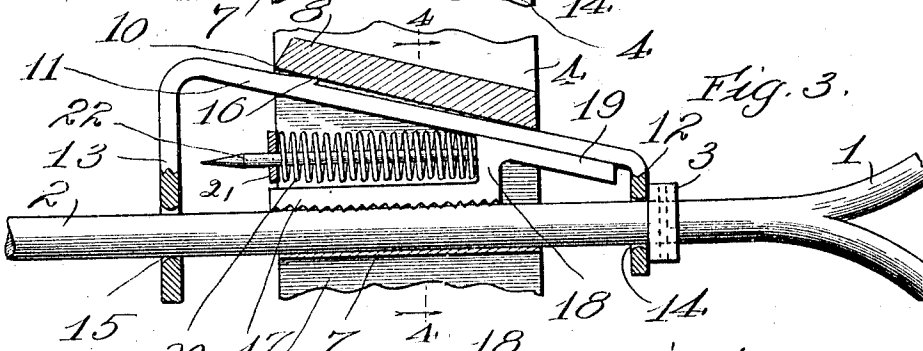
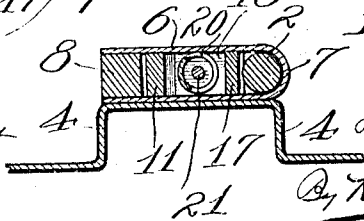


Fig. 4.



WITNESSES

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OVERCHECK-REIN.

1,054,369.

Specification of Letters Patent.

Patented Feb. 25, 1913.

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To all whom it may concern:

Be it known that I, JAMES H. TAYLOR, a citizen of the United States of America, residing at Howell, in the county of Lincoln and State of Tennessee, have invented certain new and useful Improvements in Overcheck-Reins, of which the following is a specification.

The object of my invention is to provide an overcheck rein for draft animals, whereby the driver may, without leaving the seat of the vehicle, unlock the check rein to permit the animal to drink and to check up the head of the animal and lock the check again in checking position; and with this and minor objects in view, my invention consists of the parts and combination of parts as will be hereinafter more fully set forth.

In the drawing, Figure 1 is a perspective view partly broken away of a check lock embodying my invention attached to a check rein; Fig. 2 is a top plan view of the same, parts being in section and shown in unlocked position; Fig. 3 is a similar view with the parts in locked position; and Fig. 4 is a sectional view on the line 4—4, Fig. 3, looking in the direction of the arrows.

1 represents a check rein, shown as broken away, which may be of any approved style, to which is connected an operating member 2, such, for instance as a strap or cable, which extends from the check rein 1 to the seat of the vehicle. 3 is a stop rigidly secured to the operating member.

4 is a plate which may be secured to the saddle by means of rivets passing through the openings 5. 6 is a housing which may be of any suitable construction, although I prefer to construct it of sheet metal having a return-bend 7 to form a concave inner wall, against which the operating member 2 is adapted to fit snugly, as shown in Fig. 4. The free ends of the housing are secured to a spacing block or member 8 by means of suitable rivets or screws 9, the rear end of the spacing member 8 having a shoulder 10 to be hereinafter referred to. The spacing member is positioned at an angle to the concave wall of the housing so as to form a wedge-shape opening in the housing, as clearly shown in Fig. 2.

11 is a locking slide provided at one end with the short arm 12 and a long arm 13, each arm being provided with an eye 14 and 15, said eyes being in alinement with each other, as clearly shown in Fig. 2. The arms

12 and 13 are disposed at an angle to the slide 11, so that the eyes 14 and 15 may be in alinement with the concave wall 7 of the housing while the lever 11 is disposed at an angle substantially parallel to the spacing member 8. This slide 11 is provided with a catch 16 adapted to engage the shoulder 10 of the spacing member 8.

17 is a serrated bar having an arm 18 at right angles thereto and an arm 19, which arm 19 is secured to the slide 11, whereby the serrated locking bar 17 is firmly secured to and carried by the slide 11. The arm 18 of the locking bar 17 forms a seat for one end of the coil spring 20, while the other end of the spring is seated against an abutment 21 carried by the housing. 22 is a guide-pin secured to the arm 18 and extending through the coil spring 20 and the abutment 21.

Assuming that the head of the animal is checked up, the parts will be in the position shown in Fig. 3 with the slide 11 wedged against the spacing bar 8 and forcing the serrated edge of the locking bar 17 into engagement with the operating member 2, whereby said member is locked against outward movement toward the head of the animal. In the event that it becomes necessary to release the check to permit the animal to drink, the driver, without leaving the seat of the vehicle pulls backward on the operating member 2 until the stop 3 engages the arm 12. A continued backward pull communicates movement through the arm 12, to the slide 11 which is moved backward with the locking bar 17 until the stop 10 is beyond the rear end of the spacing member 8. The operating member is now released, whereupon the stop 16 of the lever comes into engagement with the shoulder 10, thus holding the locking bar 17 out of engagement with the operating member, as shown in Fig. 2, whereupon the operating member 2 is free to slide through the housing, thus permitting the animal to extend its head for the purpose of drinking. To recheck the animal, the driver pulls upon the operating member 2 until the stop 3 is again in engagement with the arm 12, whereupon he gives the operating member a side pull to disengage the stop 16 from the shoulder 10, whereupon the coil spring is free to pull the slide 11 within the housing and the wedging action between the lever and the spacing member 8, forces the serrated lock-

ing bar 17 against the operating member and clamps it firmly against the concave wall of the housing against further movement.

- 5 From the above, it will be seen that I have provided a construction whereby a check rein may be operated by the driver without leaving the seat of the vehicle. The advantage of this is that the driver is relieved of the necessity of leaving the seat of the vehicle and at all times has control of the animal, thus eliminating the danger of the animal running away after the driver has refastened the check rein and is walking
10 toward the vehicle.

I claim:—

1. In a lock for check reins, the combination with a housing having a wedge-shaped opening therein, of a slide mounted in said opening, a perforated arm carried by each end of said slide and a serrated locking bar carried by said slide, and an operating member positioned in said perforated arms.

2. In a lock for check reins, the combination with a housing having a wedge-shaped opening therein, of a slide mounted in said housing, an arm carried by each end of said slide, one of said arms being longer than the other and both arms being provided with a perforation, a serrated locking bar carried by said slide, an abutment on said housing and a coil spring seated between said abutment and said locking bar and an operating member engaging said arms.

3. In a lock for check reins, the combination of a housing having a wedge-shaped opening therethrough, of a slide mounted

in said opening and having at each end a perforated arm, one of the arms being longer than the other, a serrated locking bar carried by said slide, an abutment on the housing, a guide pin extending from said locking bar through said abutment and a coil spring around said guiding pin and seated between the locking bar and abutment.

4. In a lock for a check rein, the combination of a base plate, and a housing consisting of a metallic plate having a return bend, and a spacing member to which the ends of the plate are secured, of a slide mounted between the return bend and the spacing member, a catch on said slide adapted to engage one end of the spacing member, an arm extending from each end of the slide and provided with a perforation, one arm being longer than the other, a serrated locking bar carried by the slide, an abutment on said plate, a pin extending from the locking bar through said abutment, a spring coiled around said pin and seated between the abutment and the locking bar, and an operating member passing through the perforations of said arms and engaging said return bend, and a stop on said operating member constructed to engage an arm of said slide.

The foregoing specification signed at Fayetteville Tenn. this 27th day of Feby, 1912.

JAMES HENRY TAYLOR.

In presence of—

MORGAN ERLICK,
JNO. H. REES.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."