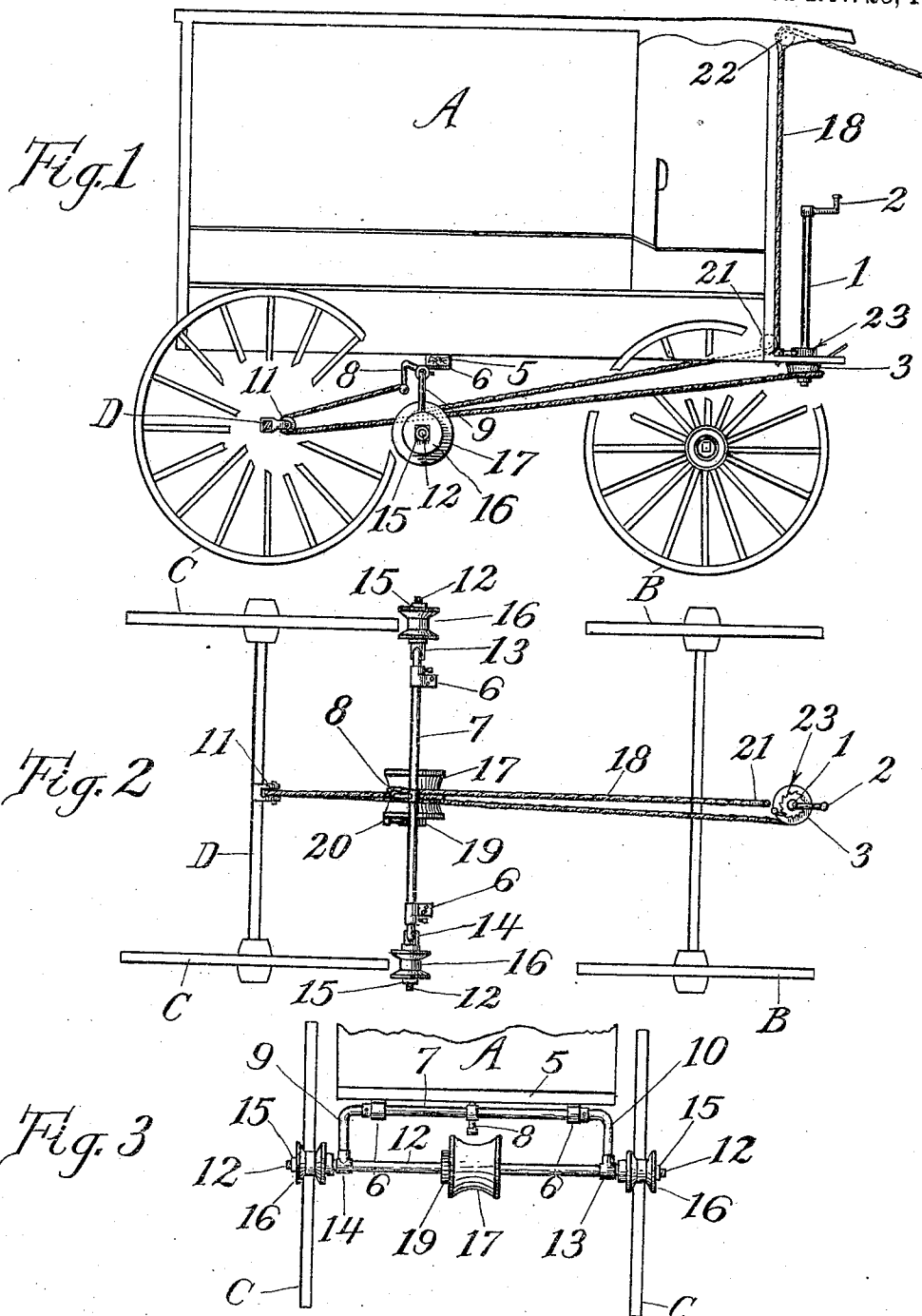


W. F. YOUNG.
CHECKING ATTACHMENT FOR CARRIAGES AND WAGONS.
APPLICATION FILED APR. 26, 1909.

940,771.

Patented Nov. 23, 1909.



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UNITED STATES PATENT OFFICE.

WILLIAM F. YOUNG, OF CHICAGO, ILLINOIS.

CHECKING ATTACHMENT FOR CARRIAGES AND WAGONS.

940,771.

Specification of Letters Patent. Patented Nov. 23, 1909.

Application filed April 26, 1909. Serial No. 492,202.

To all whom it may concern:

Be it known that I, WILLIAM F. YOUNG, citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Checking Attachments for Carriages and Wagons, of which the following is a specification.

My invention relates to attachments for carriages and wagons, and more particularly to those attachments doing away with the use of hitching straps, weights and the like and the object of my invention is to provide a novel and more efficient construction.

Further objects, and the advantages of my present invention, will appear in the course of the following description, in which reference is made to the accompanying drawings, forming a part of this specification, and in which,

Figure 1 is a side elevation of a wagon provided with my improved device. Fig. 2 is a plan view of the running gear thereof, and Fig. 3 is an elevation thereof.

In the embodiment of my invention, as shown, I provide the forward portion or platform of a wagon or other vehicle A, with crank shaft 1 journaled vertically through the floor thereof adjacent the driver's seat and provided upon its upper end with a crank 2. Upon its lower end below the vehicle floor shaft 1 is provided with a pulley 3 to which one end of the actuating rope is secured.

The under surface of the body of vehicle A is provided with a transverse beam 5 between its forward and rear wheels B and C, adjacent to the ends of which beam are secured journal straps 6 through which is mounted a supporting rod 7 having a central depending arm 8 and depending arms 9 and 10 at its ends. To the central depending arm 8 is secured the end of the actuating rope, passing rearwardly from pulley 3 of shaft 1, and forwardly over a pulley 11 secured to the rear axle D, whereby the rotation of shaft 1 in the proper direction, causes rearward movement of said arm 8 and consequent oscillation of rod 7, with which the end arms 9 and 10 of course move.

The rod 7 movably supports a shaft 12, extending transversely, and between the forward and rear wheels B and C, of the vehicle A, by means of boxes 13 and 14 loosely surrounding the latter, and into which the depending end arms 9 and 10 of the former

are respectively threaded. Upon the threaded ends of the shaft 12 are secured, by nuts 15, pulleys 16, which are in alinement with, but normally out of engagement with, the rear wheels C, while mounted loosely and centrally upon said shaft is a drum 17 upon which is wound a rope 18 in such manner that rearward rotation of the drum causes the winding up of the rope thereof. This rotation is imparted to drum 17 when shaft 12 is moved rearwardly, by the oscillation of supporting rod 7, as before described, through a ratchet 19 carried by shaft 12 and a pawl 20 carried by drum 17, relatively engaged to cause movement of said drum upon the rearward rotation of said shaft only. The rope 18 of drum 17 leads forwardly and upwardly over pulleys 21 and 22 journaled in portions of the vehicle A, and is adapted for attachment to a suitable portion of the harness of the animal drawing the vehicle.

Thus the operation will, it is thought be apparent, it being understood that when the vehicle is stopped and the driver desires to leave it, he rotates shaft 1, by its crank 2, to move shaft 12 rearwardly and engage its pulleys 16 with the peripheries of the vehicle wheels C, and then locks shaft 1 from reverse rotation by a pawl and ratchet 23 at the base thereof. Thus should the draft animal attempt to move away, such movement will cause rearward rotation of shaft 12 and consequently wind up upon rope 18, which causes a rearward pull upon him.

Having thus described my invention, I claim.

In a vehicle check, the combination of the vehicle body, a crank shaft journaled therein, means to check movement thereof in one direction, an oscillatory supporting rod journaled beneath said body and provided with depending arms having journals at their lower ends, a shaft rotatably extending through said journals below said rod and having its ends projecting outwardly beyond the vehicle wheels and movable toward and away from said wheels by the oscillation of said rod, connections between said crank shaft and said supporting rod to oscillate the latter upon the rotation of the former and cause rotation of said rotatable shaft, pulleys carried by the projecting ends of said rotatable shaft for engagement with the vehicle wheels upon the

movement of said rod, a drum loosely
mounted upon said shaft, a check rope lead-
ing from said drum, and a ratchet mech-
anism connecting said drum and shaft to
5 wind said rope thereon when said shaft is
rotated by the contact of its pulleys with
the vehicle wheels.

In testimony whereof I affix my signature,
in presence of two witnesses.

WILLIAM F. YOUNG.

Witnesses:

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