R. E. KING.

CHECKREIN HOLDER.

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923,276.

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Fig. 1.

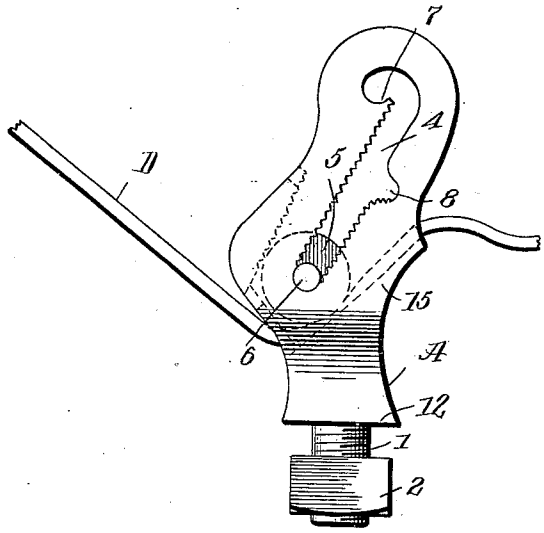


Fig. 2.

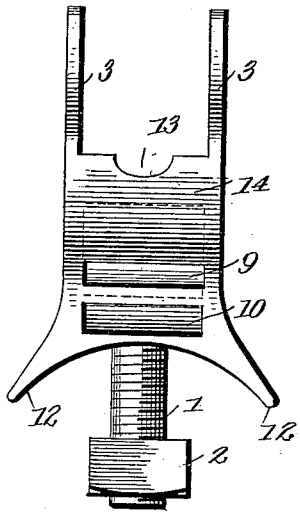


Fig. 3.

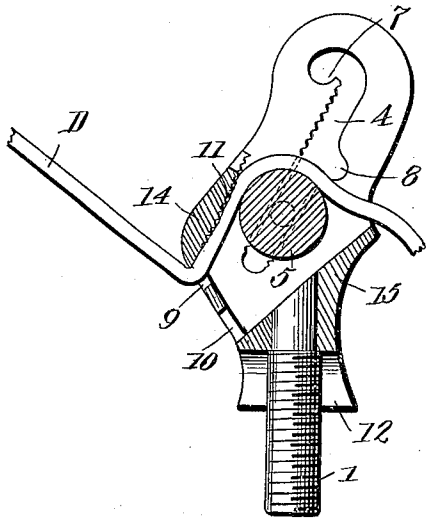


Fig. 5.

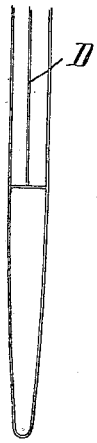
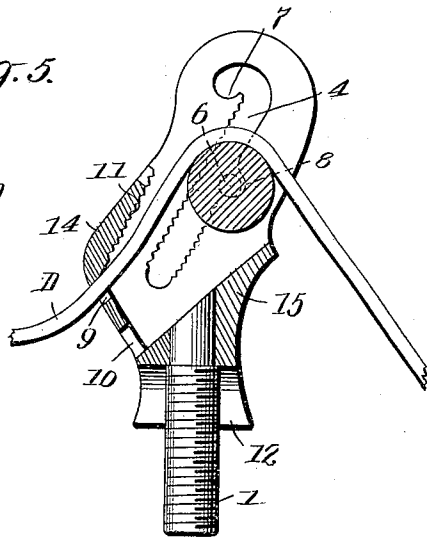


Fig. 4.



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CHECKREIN-HOLDER.

No. 923,276. Specification of Letters Patent. Patented June 1, 1909.

Application filed August 12, 1908. Serial No. 448,083.

To all whom it may concern:

Be it known that I, ROBERT E. KING, a citizen of the United States, residing at Port Norfolk, in the county of Norfolk, State of Virginia, have invented an Improvement in Checkrein-Holders, of which the following is a specification.

My invention relates to an improved means for the checking or unchecking of horses without the necessity of the drivers getting out of the carriage, and it consists in the combinations, constructions and arrangements herein described and claimed.

The object of my invention, as above stated, is to provide a device in which the checking and unchecking may be done from the seat of the vehicle, and it is accomplished through the medium of a movable roller, which is manipulated by means of the ordinary driving rein.

A further object of my invention is to provide a device in which the checking or unchecking of the animal may be accomplished as readily from a vehicle with low wheels, as from one with high wheels or from a high seat.

My invention is an improvement on my prior patent No. 345,062, July 6, 1886. In said prior patent I have shown means for checking and unchecking horses from the driver's seat, but there was no provision for changing the position of the check strap to accommodate the users of vehicles of different elevation with respect to the check rein holder. Moreover, in the present instance, I have provided an improved means for securing the strap through the addition of coöperating corrugations, as will be hereinafter explained.

My invention is illustrated in the accompanying drawings in which—

Figure 1 is a side view showing one embodiment of my invention with the check strap in a lower position. Fig. 2 is a front view of the device. Fig. 3 is a sectional view showing the roller in a clamping position and the check strap in an upper position. Fig. 4 is a sectional view showing the roller in an idle position. Fig. 5 shows the attachment of the auxiliary check strap to the guide rein.

Referring now to Fig. 1, I have shown therein a frame which I have denoted in general by A. This frame may be made of brass, nickel-plated, or of any suitable material, and is preferably in one piece. The lower part of the frame consists of a threaded bolt 1 provided with a nut 2 for securing the check rein holder to the harness saddle. Extending upwardly from the main body portion, are two side members 3 and 3′, as clearly shown in Fig. 2. These side members are provided with slots 4 in which is secured a roller 5 which is adapted to slide in the slots on the trunnions 6. The upper end of the slot 4 is formed into a hook-like support 7 upon which the roller may rest when it is elevated by means of the guide reins. Between the lower and the upper end of the slot 4 is a recess 8 into which the trunnions 6 of the roller may rest. The lower end of the body A is cored out, as shown in Figs. 3 and 4, and is provided with openings 9 and 10. The surfaces of the cored out portion are corrugated as shown at 11, and the upper edge of the slot and the lower edge up to the recess 8, are also corrugated, in order to provide an engaging surface for the roller trunnions in gripping the check rein. The body A is provided with two downwardly projecting arms 12, arranged to fit closely the harness saddle. As clearly seen in Fig. 2, the upper portion of the body part A between the side pieces 3 and 3′ has a semi-circular recess 13 to permit the passage of the rivet of the reins. The roller 5 is preferably slightly corrugated on its outer surface.

Referring now to Fig. 5, it will be seen that instead of the ordinary check rein, a single auxiliary rein is used. This check rein D is connected to the driving rein in the manner indicated in Fig. 5 and passes through the frame between the roller and the upper portion 14, or the lower portion 15 according as the checkrein holder is to be used with a low wheel vehicle, or a high wheel vehicle.

The operation of my improved checkrein holder may be readily understood from the foregoing description of the various parts.

In case the checkrein holder is to be used with a high wheel vehicle, in which the position of the driver is relatively elevated, the strap D is passed through the lower opening 10 and is arranged to rest on the bottom member 15, as shown in Fig. 1. In the normal position of the roller, when the horse is unchecked, the trunnions 6 would rest on the support 7 on the upper end of the slot 4. Now if the driver wishes to check up the horse, he pulls the reins slightly thereby unseating the roller from the recess 7. He then depresses the driving reins which brings them down upon the plate 15 and permits

the roller to travel down the incline. When the roller comes into contact with the strap, the strain exerted upon the strap D by the horse, causes it to bite into the strap and to fasten it securely. It will remain in this position until the reins are raised and pulled back by the driver, when the roller will again move up to the recess 7 and the horse will be unchecked, the strap D playing idly underneath the roller.

In case the checkrein holder is to be used by a low wheel vehicle, the strap D is passed through the opening 9 along against the upper surface 14 and over top of the roller. Fig. 4 shows the roller resting in the socket 8 and the checkrein D in its idle position. If now, the driver is to check the horse, he pulls the rein until the check strap brings the head of the horse a little higher than the desired position. He then depresses the rein and the resistance exerted by the animal in the effort to regain the former position of his head, causes the strap to bear upon the upper part of the roller, thereby rolling it out from the socket 8 and permitting it to descend to the lower end of the slot 4 where it clamps the strap D between the outer surface of the roller and the surface 14, as clearly shown in Fig. 3. The roller will remain in this position until the driver pulls back upon the rein, when it will be again rolled into the socket 8. When the reins are lifted the horse may be unchecked, since the forward movement of the strap now does not engage the roller. It will thus be seen that by the raising or depressing of the guide reins from the seat of a vehicle, the horse may be checked or unchecked in the manner described, or having been checked, may be checked still further or loosened at the will of the driver. Owing to the provision of the two slots 9 and 10, and of the recesses 7 and 8, I am enabled to provide for the perfect manipulation of the checkrein holder, either from an elevated or a depressed vehicle seat.

It is obvious that other forms of the device might be made which are based upon the idea herein disclosed, but I consider as my own, all such modifications as fairly fall within the spirit and scope of the invention.

I claim:

1. In a checkrein holder, a body provided with side walls, each side wall having an inclined slot provided with corrugated edges, and having at the upper end a circular recess and on the lower central portion of said slot another circular recess, a cored out portion provided with upper and lower bearing surfaces and upper and lower openings near said bearing surfaces, a roller provided with a corrugated periphery and having trunnions adapted to move in said slots, in combination with a checkrein arranged to enter one of said openings and to be clamped between the outer surface of the roller and one of said bearing surfaces.

2. In a checkrein holder, a body portion, side members provided with inclined slots the latter having upper and lower recesses, a cored out portion provided with upper and lower bearing surfaces, a roller arranged for movement in said slots and adapted to be moved by a checkrein into said recesses into an idle position, or to be moved by said checkrein to the lower part of said slot into a checking position.

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