

(No Model.)

D. O. COX.

HORSE CHECKING AND UNCHECKING DEVICE.

No. 287,419.

Patented Oct. 30, 1883.

Fig. 1.

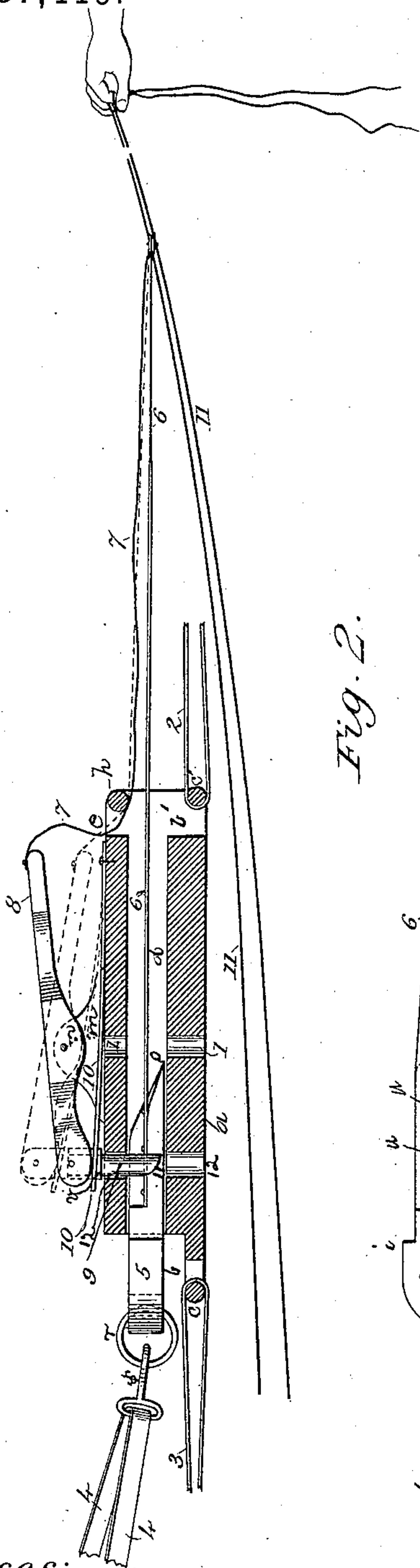


Fig. 2.

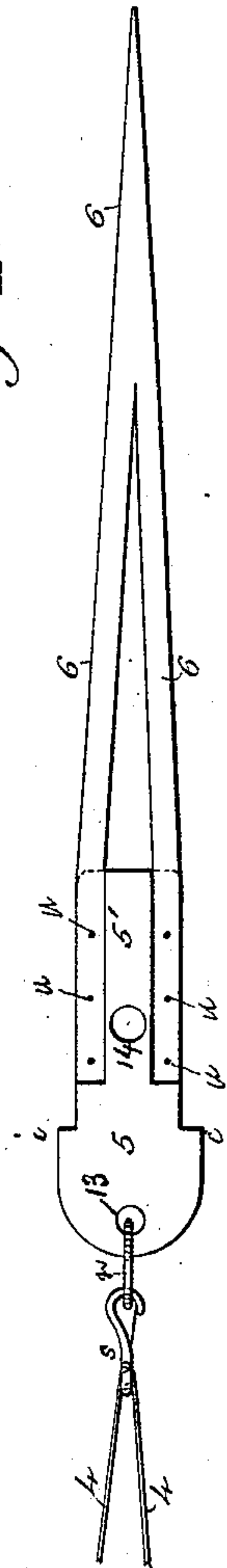
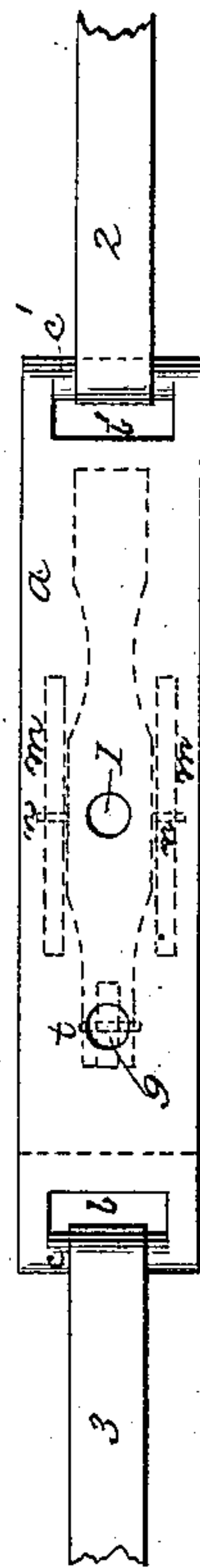


Fig. 3.



Witnesses:

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# UNITED STATES PATENT OFFICE.

DANIEL O. COX, OF MANNSVILLE, NEW YORK.

## HORSE CHECKING AND UNCHECKING DEVICE.

SPECIFICATION forming part of Letters Patent No. 287,419, dated October 30, 1883.

Application filed July 23, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL O. COX, a citizen of the United States, residing at Mannsville, in the county of Jefferson and State of New York, have invented certain new and useful Improvements in Devices for Checking and Unchecking Horses Harnessed to a Vehicle, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings and letters of reference marked thereon, in which—

Figure 1 is a longitudinal sectional elevation of my improved devices. Fig. 2 is a plan view of the wedge-shaped sliding block and parts of the harness, and Fig. 3 is a plan view of the box and straps connecting it with the crupper and collar.

My invention relates to improvements in that class of inventions in which the driver checks or unchecks a horse harnessed to a vehicle without leaving his seat; and my invention consists in the peculiar construction and arrangement of the parts, as hereinafter more fully set forth, and pointed out in the claims.

Referring to the drawings, *a* (see Figs. 1 and 3) represents a box secured to the saddle or back-band (not shown in the drawings) by a bolt (not shown in drawings) passing through the central orifice, 1, in the box *a*. The lower face of the box *a* is provided at its opposite ends with slots *b b'*, forming bars *c c'*. The opening *d* in the box *a* is provided with a slot, *e*, on its upper face, at its rear end, forming a round bar, *h*.

5 represents a block adapted to slide back and forth in the opening *d* in the box *a*, and provided with the holes 13 and 14, (see Fig. 2,) passing directly through the block 5, and stops *i i* on its opposite sides, to limit the backward movement of the block 5 in the opening *d* of the box. The forward part of the block 5 is of sufficient width and thickness to slide easily in the opening *d* of the box *a*, and at a short distance from its front end is rabbeted on each side of the central projection, 5', which is beveled downwardly near its rear end, as is also the rear end of the block 5, as seen at *o*, Fig. 1, for a purpose hereinafter explained.

To the top face of the box *a* are secured, at its middle, and opposite each other, the bearings *m m* of the lever 8, provided on its sides

with the journals *n n*, journaled in the bearings *m m*. The forward end of the lever 8 is bifurcated, and the slot between the bifurcations receives the upper end of a bolt, 9, which is pivoted to the front end of the lever 8 by a removable pin, *t*. The lower end of the bolt 9 is beveled rearwardly, to engage with the wedge-shaped rear end, *o*, of the block 5 in its backward movement.

6 represents a strap split longitudinally at its middle, near its front end, to form bifurcations, to fit in the rabbeted recesses on each side of the central projection, 5', in the block 5. The bifurcations of the strap 6 are secured to the block 5 by rivets *u*. The rear end of the strap 6 is secured to the driving-lines 11.

7 represents a cord or strap secured at one end to the rear end of the lever 8, thence passing through the slot *e* and partially around the round bar *h*, and the rear end of the strap or cord 7 is attached to the driving-lines 11.

*r* represents a ring passing through the hole 13 in the front end of the block 5.

4 represents a check-rein, to which one end of a snap-hook is secured, the opposite end of the snap-hook being attached to the ring *r*.

2 represents a strap passing through the slot *b'* in the rear end of the box *a* and partially around the bar *c'*, and is secured at its rear end to the crupper.

3 represents a strap passing through the slot *b* in the front end of the box *a* and partially around the bar *c*, and is secured at its front end to the collar.

10 represents a spring secured at one end to the rear end of the top face of the box *a*, the free front end of the spring resting upon projections *b* upon opposite sides of the bolt 9. The tension of the spring is exerted downwardly to force the spring into the opposite hole, 12, in the box *a* and the hole 14 in the block 5 in checking.

By this construction it will be seen that when it is desired to uncheck the horse it is accomplished by pulling on the strap 7, which raises the bolt 9, the spring 10 holding the bolt to its place ready to check the horse, when desired, and free the block 5, and allows the horse to lower his head, to drink or eat, without the driver leaving his seat in the ve-



hicle. To check the horse thus unchecked, the driving-lines are straightened up, which brings the straps 6 and 7 close to the hand of the driver; the strap 6 is drawn rearwardly and the horse checked, the spring 10 forcing the bolt through the hole 12 in the box and the hole 14 in the central projection, 5', in the block 5.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a box open at both ends and a lever journaled in bearings secured to the top face of the box, and carrying spring-pressed bolt beveled at its lower end and a strap at its rear end, for elevating the bolt in the box, of a block beveled at its rear end and adapted to slide in the opening in the box, and provided with a hole for the bolt, and connected at its front end with a strap secured to the driving-lines, whereby the block can be drawn into the box without operating the lever carrying the bolt, substantially as shown and described.

2. The combination, with the box *a*, open at

both ends, and provided with the holes 1 and 12, slots *b b'*, bars *c c'*, and bearings *m*, and the lever 8, having journals *n* at its middle and pivoted bolt at its front end, and having its lower end beveled, and a strap, 7, at its rear end secured to the driving-lines, of the rabbeted sliding block 5, beveled at its rear end, and having holes 13 14, and stops *i*, ring *r*, snap-hook *s*, check-rein 4, and strap 6, secured at its front end to the block 5, and at its rear end to the driving-lines 11, substantially as shown and described.

3. The combination, with the block 5, beveled at its rear end, and having holes 13 14, and central projection, 5', beveled at its rear end, and having recesses on its opposite side, of the strap 6, split at its forward end and secured in the recesses in the block, and having its rear end secured to the driving-lines 11, substantially as shown and described.

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Witnesses:

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