(No Model.)

# J. A. OLSON.

## CHECK HOOK.

No. 360,462. Patented Apr. 5, 1887.

*Fig. 1.*

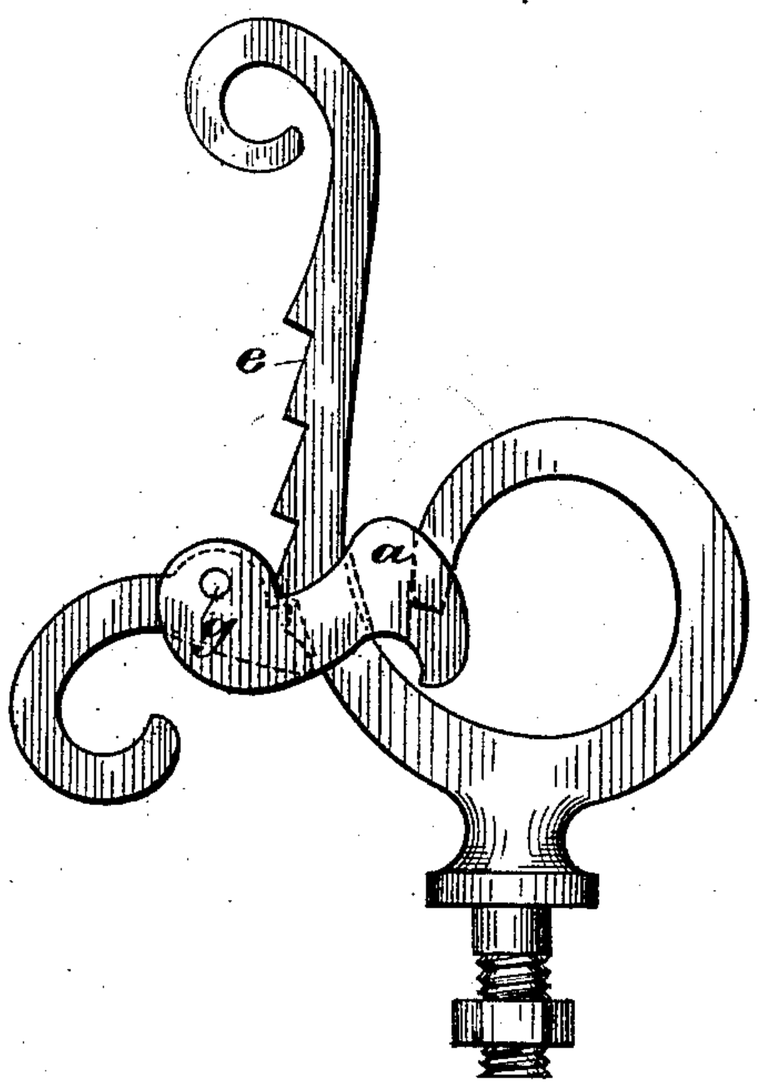



*Fig. 2.*

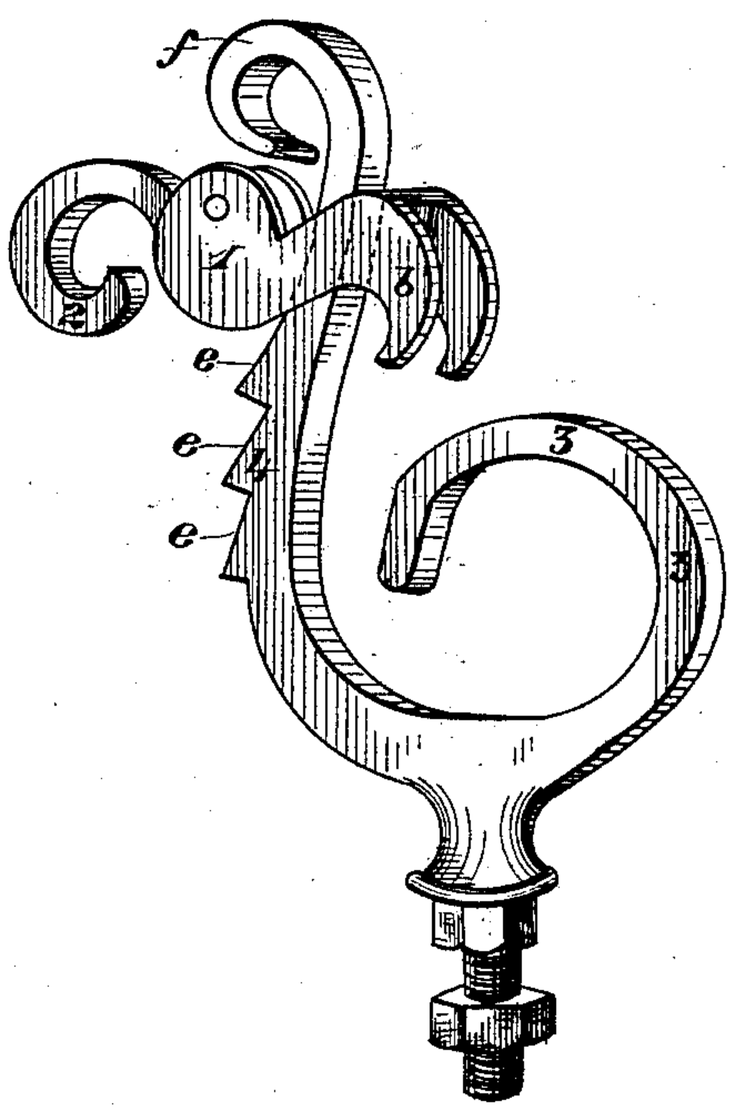
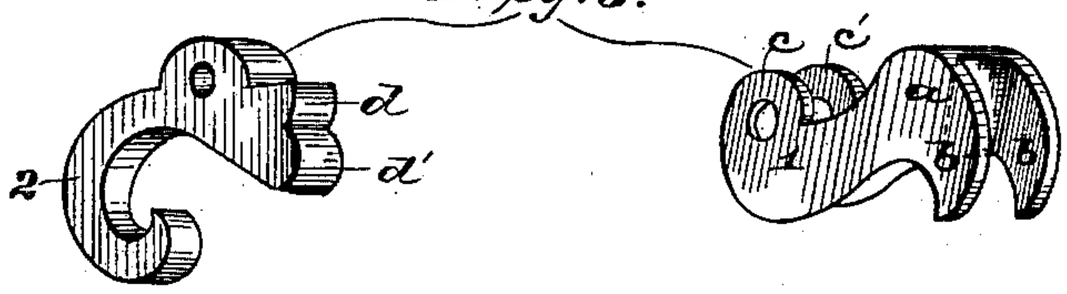



*Fig. 3.*

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# UNITED STATES PATENT OFFICE.

JOHN ANTHONY OLSON, OF LITCHFIELD, MINNESOTA, ASSIGNOR OF ONE-HALF TO JOHN BERNARD STEFFEN, OF BATHGATE, DAKOTA TERRITORY.

## CHECK-HOOK.

SPECIFICATION forming part of Letters Patent No. 360,462, dated April 5, 1887.

Application filed June 1, 1886. Serial No. 203,875. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN ANTHONY OLSON, a citizen of the United States, residing at Litchfield, county of Meeker, State of Minnesota, have invented a new and useful Improvement in Check-Hooks, of which the following is a specification.

My invention relates to "check-hooks" for harness, and has for its object the secure retention of the check-rein by a means simple, efficient, and cheap.

In the accompanying drawings, Figure 1 is a side elevation showing the safety-catch in position to prevent the escape of the check-rein. Fig. 2 is a perspective view showing the latch in position to allow removal of the check-rein. Fig. 3 is a detail showing the latch and pawl.

Similar numbers and letters refer to similar parts throughout.

1 is the security-latch. 2 is the pivoted pawl. 3 is the check-hook. 4 is the standard.

*a* is a wedge-shaped or otherwise suitably shaped piece of metal or other material, provided with short jaws *b b* in front and longer jaws, *c c*, in the rear, these parts being all cast or made in one piece.

Between the lips of the jaws *c c* is pivoted the gravity-pawl 2, which is provided with shoulders *d d'*, and is pivoted at such a point as to lock the catch against the standard by its own weight.

The standard 4 is provided with a ratchet, *e*, on its rear surface, consisting of a series of notches and shoulders, and is curved on itself at the top to form a stop, *f*, for limiting the upward movement and preventing the loss of the latch. The point of the check-hook approaches the standard, leaving only sufficient space for the ready admission or removal of the check-rein.

The standard and check-hook are preferably made in one piece and continuous with a base stem and shoulder, having screw extension and nut for fastening to the harness-pad; but the fastening to the pad may be made in any suitable manner, and the standard and check-hook may be in separate pieces.

All the parts, 1, 2, 3, and 4, and the details of each may be of any suitable material, and may be of any size.

The parts having been separately made are put together by placing the standard between the jaws *c c*, and attaching the pawl by the pivot-pin *g*, and the whole device is ready for attachment to any harness-pad. The standard acts as a guide and stay for the latch.

In operation, when the latch is in its lowest position on the standard, the wedge *a* fits and fills tightly the space between the end of the check-hook and standard, the jaws *b b* engage each side of the end of the hook, and the pawl grips the standard from the rear, thus holding the latch firmly in such a position as to prevent the escape of the check-rein. By taking hold of the latch, preferably on its sides, it may be freely moved upward to any point on the standard, and the ratchet and gravity-pawl will then hold it out of the way until the check-rein can be removed, but will not retain it against any violent shaking, such as is caused by the horse traveling, so that if, by any accidental negligence, the latch should be left in any position away from its locked position, it will fall of its own weight into the locked position, thus giving an automatic security-latch for check-hooks.

What I claim, and desire to secure by Letters Patent of the United States in this application, is as follows:

1. The check-hook 3, provided with the vertical standard 4 at the rear, the point of the hook being brought approximately near said standard, the security-latch 1, vertically movable on said standard, and the pawl 2, pivoted to said latch in the rear of said standard for securing the latch in any position on the standard, in combination, substantially as described.

2. The check-hook 3, provided with the vertical standard 4 at the rear, the point of said hook being brought approximately near said standard, the wedge-shaped security-latch 1, vertically movable on said standard and provided with the jaws *b b*, for engaging the point of said hook and preventing lateral movement of said latch, and the pawl 2, for securing the latch in any desired position on said standard, in combination, substantially as described, for the purpose set forth.

3. The check-hook 3, provided with the vertical standard 4 at the rear, the point of said hook being brought approximately near said

standard, the security-latch 1, vertically movable on said standard, the pawl 2, and the stop *f* at top of said standard, for limiting the upward movement of the latch, in combination, substantially as described.

4. A check-hook provided with a vertical standard at the rear, the point of said hook approaching approximately near said standard, a wedge shaped security-latch vertically movable on said standard for closing the space between the point of the hook and the standard when in its lowest position, and a pawl or equivalent device for securing said latch in any desired position on said standard, in combination, substantially as described.

5. The check-hook 3, provided with the vertical standard 4 at the rear, the point of the hook being brought approximately near the standard, the security-latch 1, the pawl 2, and the ratchet *e*, in combination, substantially as described, for purpose set forth.

6. The check-hook 3, provided with the vertical standard 4 at the rear, the point of the hook approaching near the standard, the security-latch 1, provided with the jaws *b b*, for inclosing the point of the hook and preventing lateral movement of the latch, and provided with the jaws *c c*, for inclosing the standard and giving pivotal points of support for a pawl, the pawl 2, pivoted to the jaws *c c* in the rear of the standard, and the ratchet *e* on the rear of said standard, in combination, substantially as described.

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