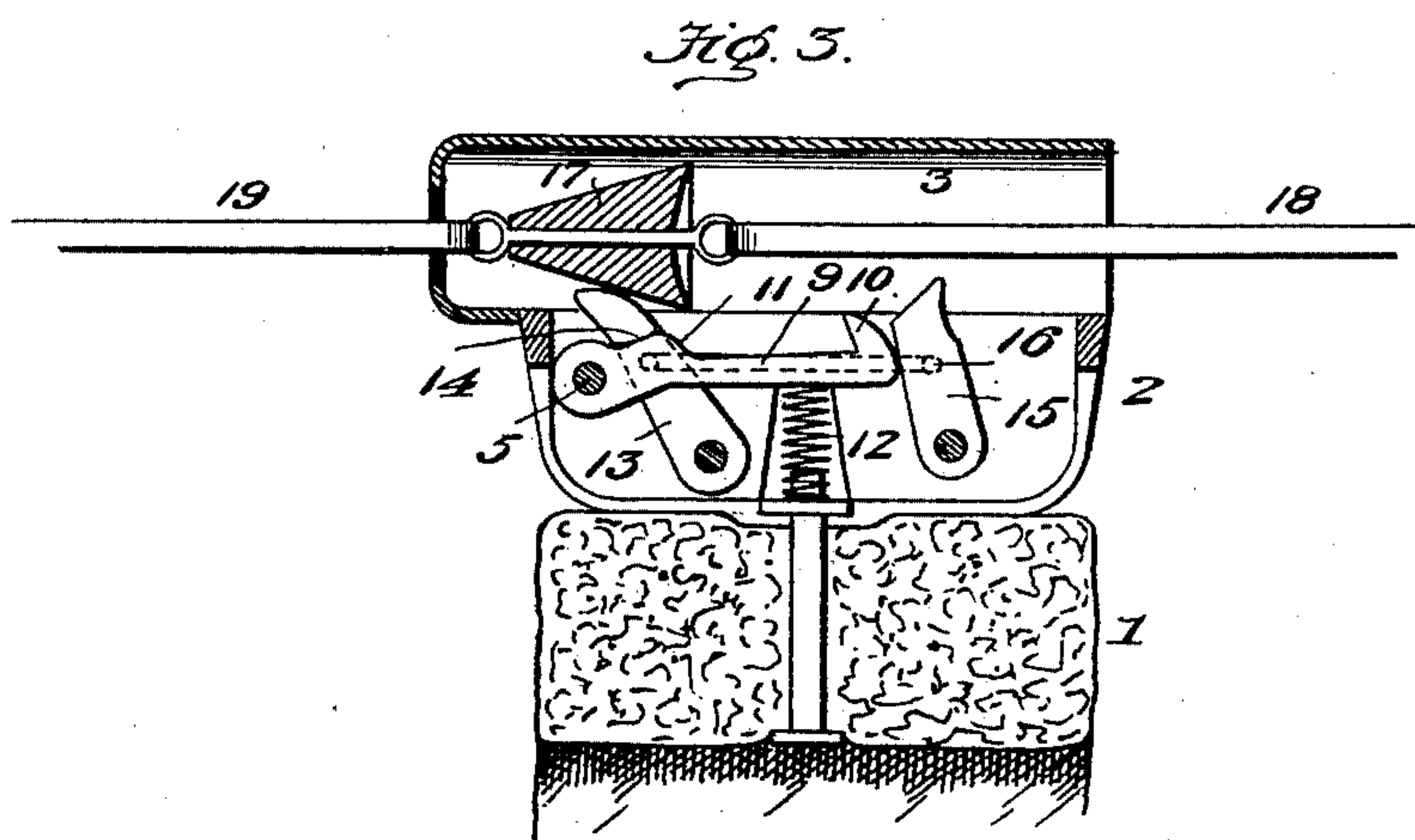
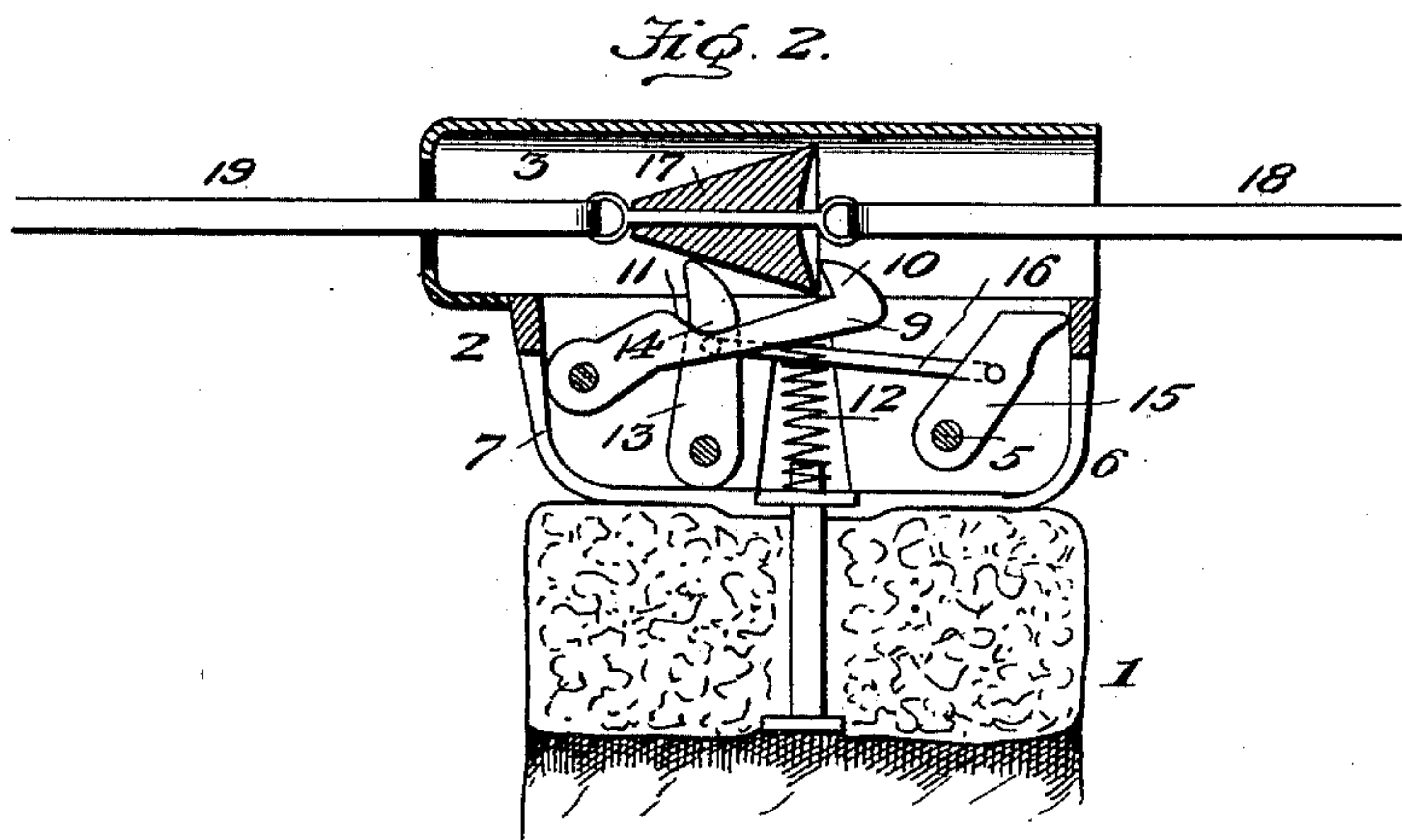
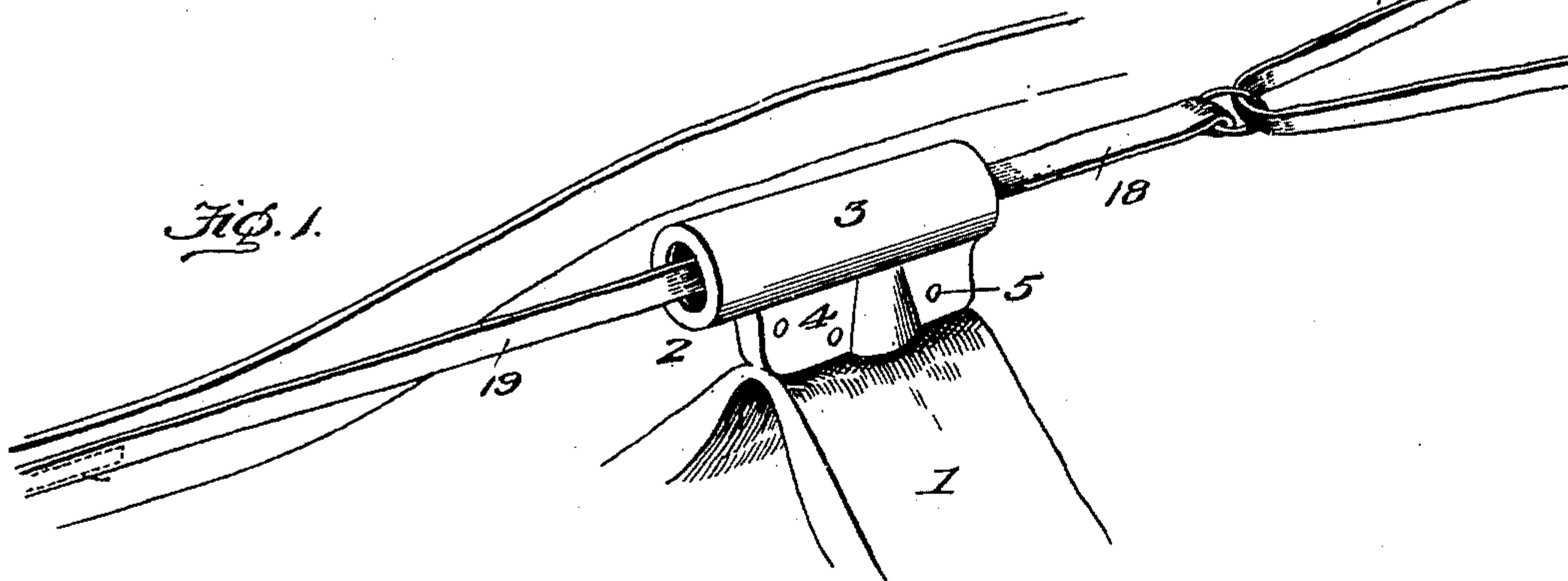


(No Model.)

J. H. NICHOLS.
CHECKREIN RETAINER.

No. 592,573.

Patented Oct. 26, 1897.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN HENRY NICHOLS, OF CHATTANOOGA, TENNESSEE, ASSIGNOR OF ONE-HALF TO FRED J. LINNELL AND ORLANDO J. JONES, OF SAME PLACE.

CHECKREIN-RETAINER.

SPECIFICATION forming part of Letters Patent No. 592,573, dated October 26, 1897.

Application filed February 27, 1897. Serial No. 625,357. (No model.)

To all whom it may concern:

Be it known that I, JOHN HENRY NICHOLS, a citizen of the United States, residing at Chattanooga, in the county of Hamilton and State of Tennessee, have invented certain new and useful Improvements in Checkrein-Hooks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a checkrein-hook.

The object of the invention is to provide a device of this character by means of which the checkrein may be released from the hook by the occupant of the vehicle and the animal allowed to bend its head, and which may be secured against detachment.

With this object in view the invention consists of certain features of construction and combination of parts which will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a view of a portion of a harness-saddle with my improved checkrein secured thereto, a portion of a checkrein, and a portion of one of the driving-lines. Fig. 2 is a longitudinal vertical sectional view through the checkrein-hook, showing the parts locked to prevent the animal bending its head. Fig. 3 is a similar view showing the parts in the position they assume to permit of the animal bending its head.

In the drawings, 1 denotes the saddle, and 2 the supporting frame or casing, which consists, preferably, of a tubular portion 3, having downwardly-projecting parallel flanges 4 and the catch-casing 6.

9 denotes the catch, one end of which is pivoted in the inner end of the catch-casing and which is provided with a catch-head 10, and to the rear of this head is provided a cam-surface or incline 11. 12 denotes a coiled spring seated in said casing and engaging the under side of the catch and exerting its energy to force the catch upward.

13 denotes a releasing-lever pivoted in the lower end of the casing and having a shoulder 14, which is adapted to engage the cam or inclined surface of the latch.

15 denotes a resetting-lever which is pivoted in the lower end of the casing, at the forward

portion thereof. This lever is connected with the releasing-lever by a pivoted link 16.

17 denotes a conical plug the base of which is slightly smaller in diameter than the cylindrical portion of the supporting-frame.

18 denotes a strap one end of which is secured to the base end of the conical plug and the other end of which is adapted to engage with the checkrein. 19 denotes a similar strap which is secured to the apex end of the plug and is adapted to be connected to one of the driving-lines.

In operation, the plug being arranged within the tubular portion of the casing and it is desired to check the animal, by pulling upon the driving-rein the conical plug will be drawn over the catch and the catch will be depressed, and as soon as the apex of the plug has passed the catch the spring will force said catch upwardly into engagement with the base of the plug, thereby firmly holding the checkrein-hook in its checked position. If it is desired to uncheck the animal to allow it to feed or drink, by pulling on the driving-line the plug will be drawn still farther backward and will engage the releasing-lever and force it rearward. The shoulder on the end of the releasing-lever will engage the cam or inclined surface of the catch and force the catch downward and hold it in that position.

A slight draft on the checkrein by the animal will cause the plug to be withdrawn forward, and its base coming in contact with the inclined end of the resetting-lever will ride upon and force said lever forwardly, thus releasing the plug and allowing the animal to lower its head. The forward movement of the resetting-lever will draw the releasing-lever from engagement with the cam or inclined surface of the catch, thus allowing said catch to be forced upwardly by its spring and be in readiness to engage the plug when it is desired to check up the head of the animal, which may be done by pulling upon the driving-rein to which the plug and its strap are attached.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a checkrein-hook, the combination with the supporting-frame having a tubular portion, a catch-casing secured to said supporting-frame, and provided with a catch 5 which projects upward within the tubular portion, a releasing-lever adapted to engage said catch, and a resetting-lever connected with said releasing-lever, substantially as set forth.
- 10 2. In a checkrein-hook, the combination with the supporting-frame having a tubular portion, a catch-casing secured to said supporting-frame, and provided with a catch which projects upward within the tubular 15 portion, a releasing-lever adapted to engage said catch, a resetting-lever connected with said releasing-lever, and a plug adapted to be engaged by said catch, substantially as set forth.
- 20 3. In a checkrein-hook, the combination with a frame provided with a tubular portion, a catch-casing secured to said tubular portion and provided with a catch, the head of which projects upward into the tubular portion of the frame, said catch having a cam 25 or inclined portion, a spring arranged beneath said catch to force the catch upward, a releasing-lever pivoted in the catch-casing, and having a shoulder adapted to engage the cam or inclined portion of the catch, a resetting- 30 lever pivoted in advance of the catch, a connection between the resetting-lever and the releasing-lever, a conical plug, one end adapted to be attached to the checkrein and the other end adapted to be attached to one of 35 the driving-lines, substantially as and for the purpose set forth.

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

JOHN HENRY NICHOLS.

Witnesses:

MARION F. HAM,
P. A. BRAUNER.