

No. 749,480.

PATENTED JAN. 12, 1904.

A. E. FISHER.
CHECKING OR UNCHECKING DEVICE.

APPLICATION FILED APR. 15, 1902.

NO MODEL.

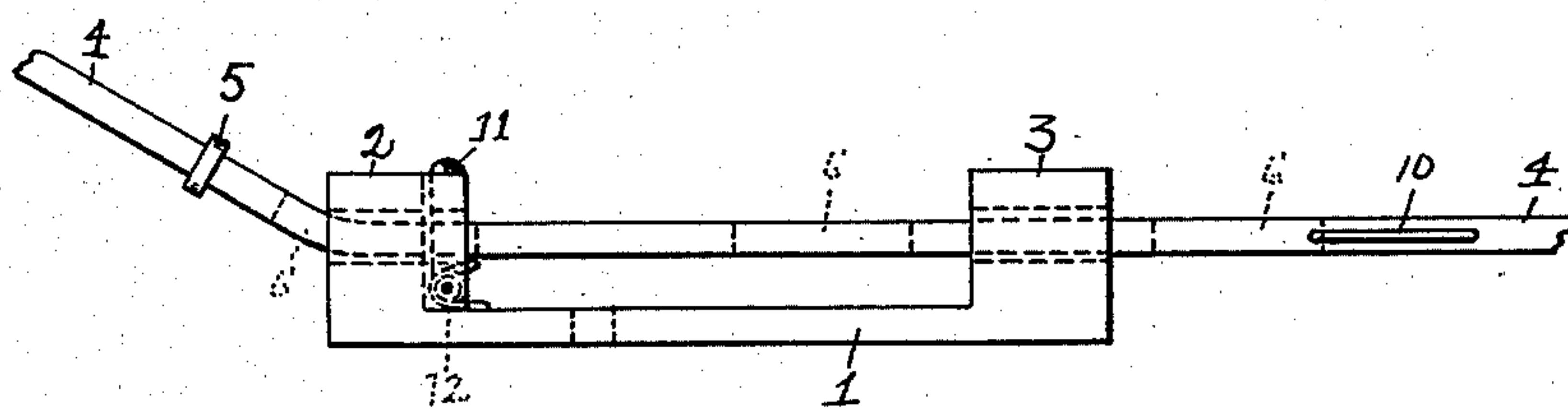
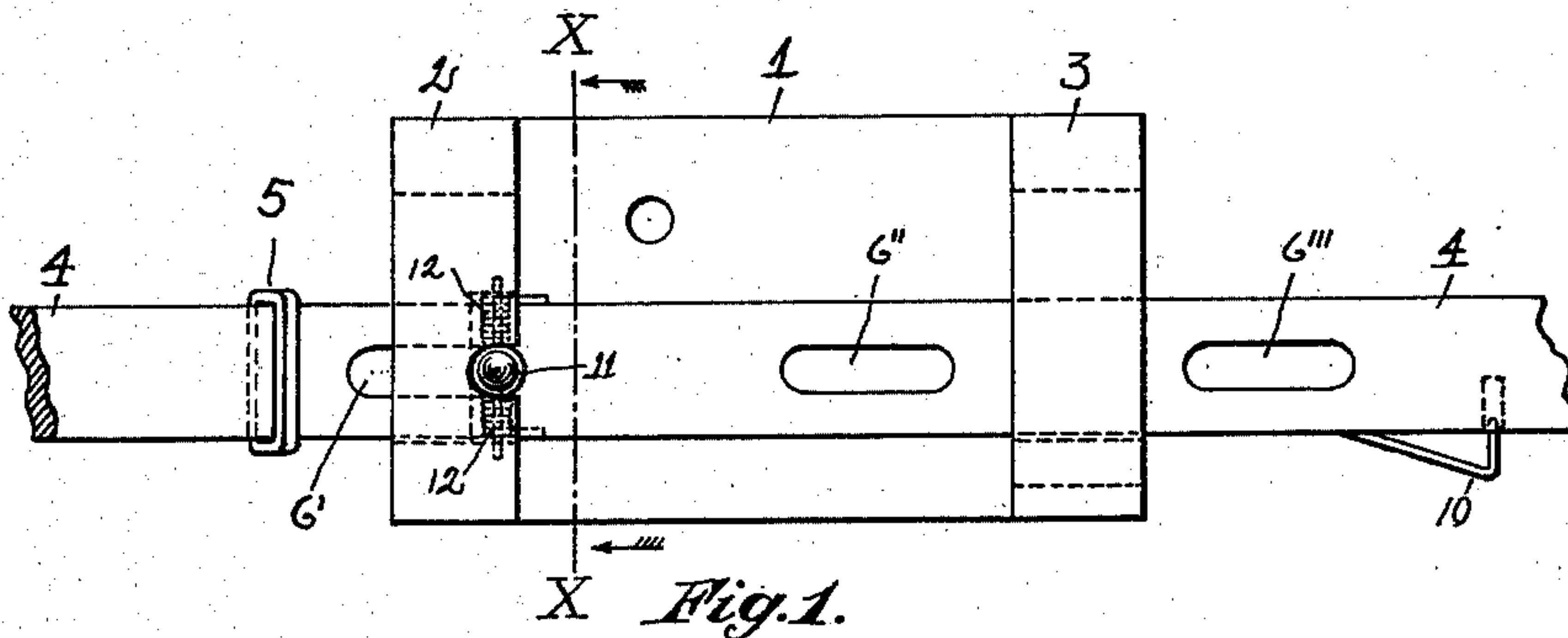


Fig. 2.

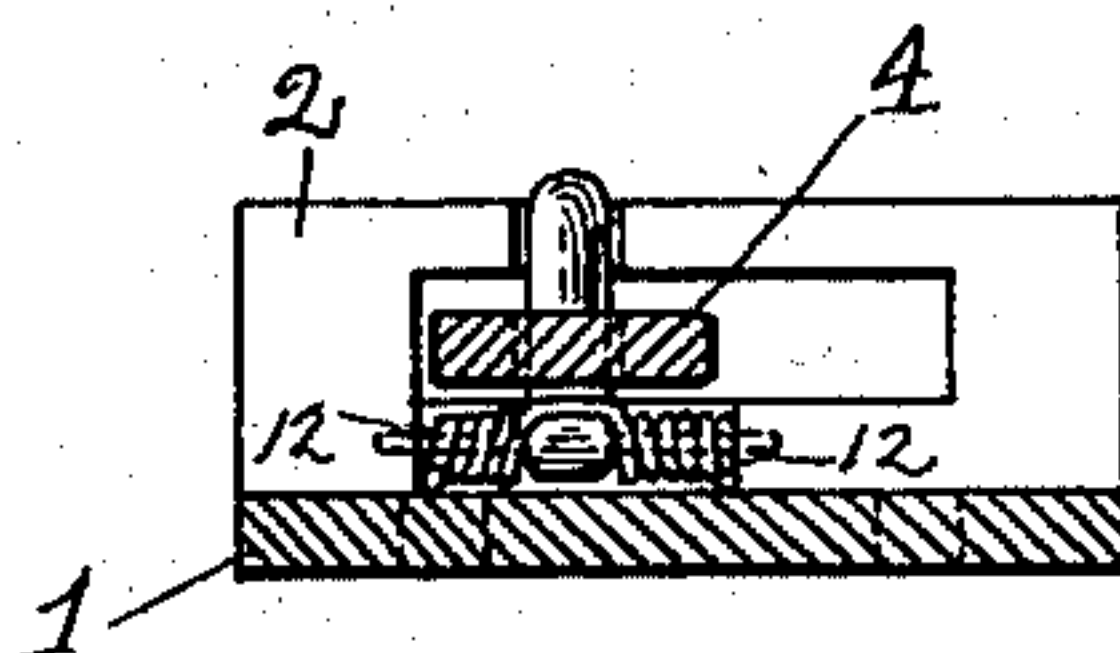


Fig. 3.

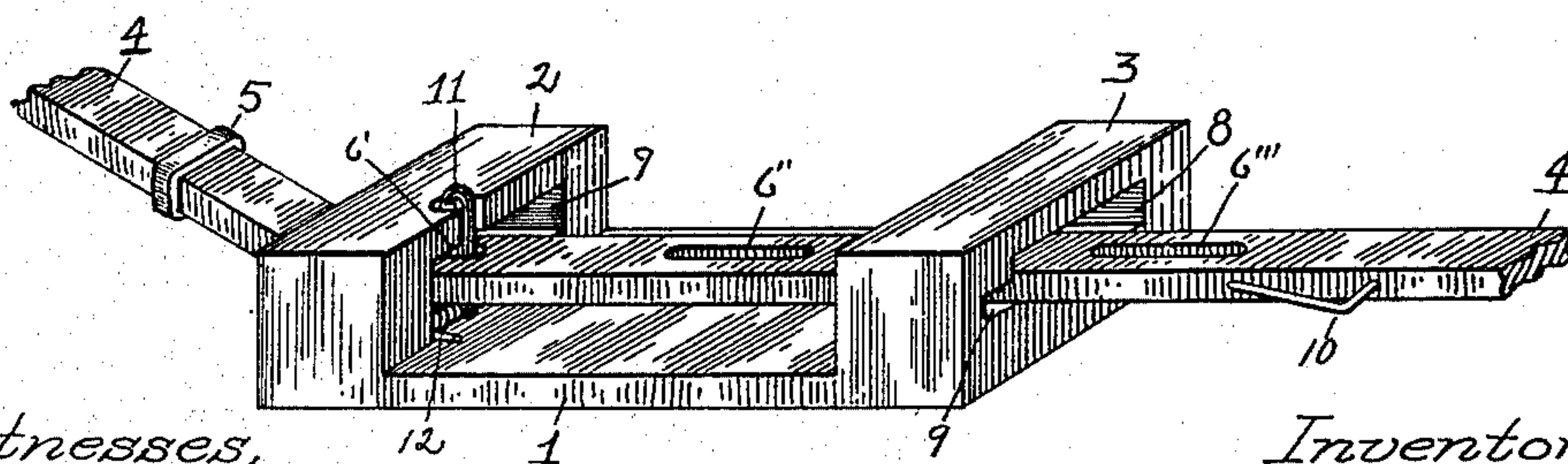


Fig. 4.

Witnesses,

J. G. Duwall.
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Inventor,

A. E. FISHER;
by his attorney,

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UNITED STATES PATENT OFFICE.

ADAM E. FISHER, OF HANNIBAL, MISSOURI.

CHECKING OR UNCHECKING DEVICE.

SPECIFICATION forming part of Letters Patent No. 749,480, dated January 12, 1904.

Application filed April 15, 1902. Serial No. 102,977. (No model.)

To all whom it may concern:

Be it known that I, ADAM E. FISHER, a citizen of the United States, residing in the city of Hannibal, in the county of Marion and State of Missouri, have invented and produced new and useful Improvements in Checking or Unchecking Devices, of which the following is a specification which is sufficiently clear and concise as to enable others skilled in the art to which it appertains to make and use the same; and my invention consists in the parts, arrangement, improvements, shape, and combinations thereof, substantially as hereinafter shown and described and specifically set forth in the appended claim terminating this specification.

The object of my present invention is the provision of a device whereby a horse may be checked up or unchecked by the driver seated in the vehicle to which the horse is attached without the necessity of the driver leaving his seat, and still another object is the provision of a checking and unchecking device which will be neat and attractive in appearance, strong and durable in its several parts, and which can be manufactured and sold at a comparative low price.

Other objects and advantages will appear from the following description and from the drawings forming a part of this specification.

Referring now to the drawings, Figure 1 represents a top plan view of the main portion of my invention. Fig. 2 is a side elevation of same. Fig. 3 is a cross-sectional view of same, taken on the line X X of Fig. 1; and Fig. 4 is a perspective view of the same.

Similar letters and figures of reference denote and refer to like parts throughout the several views.

The numeral 1 designates the base-plate of my device, which may be attached in the center of the harness-saddle in any well-known manner. Projecting upward from the front end of 1 is the portion 2, with a corresponding portion 3 extending upward from the rear end of 1. The parts 2 and 3 I prefer to be made integral parts of 1. Horizontally through the parts 2 and 3 are the respective slots 7 and 8 of substantially the same size and shape. The perpendicular space of the slots 7 and 8 should be slightly greater than the strap 4 which

operates therein, and said slots should have a lateral width of about double the width of the strap 4.

4 represents the checking and unchecking strap, which projects forward where it is directly or indirectly connected with the bridle-bit and projects rearward to within reach of the driver, where it may be secured to the whip-socket or otherwheres, as desired. The strap 4 passes through the slots 7 and 8 and is adapted to be drawn back and forth endwise through said slots.

6', 6'', and 6''' represent longitudinal slots formed in the strap 4 at various points where desired for the purposes which will herein-after appear.

5 represents a band permanently secured around the strap 4 for the purpose of preventing the strap 4 from being drawn farther to the rear than is necessary.

9 represents a small auxiliary slot extending into the left-hand wall of 3 and opening into the slot 8.

10 represents a wire spring secured to the left-hand edge of the strap 4, substantially as shown. This spring 10 presents an angular forward surface and a rear shoulder at right angles to the strap 4.

11 represents a pin with rounded upper end, the lower end being secured to a shaft which is pivoted just below the inner opening of the slot 7. A coil-spring 12 encircles said shaft and is adapted to normally keep the pin 11 perpendicular, as shown in the drawings. It can be seen that 11 can be forced rearward at the top, so that it will lie at right angles to its position shown in the drawings, and when released the spring 12 will immediately return it to its normal position.

A represents a portion of a horse, B a portion of a buggy, C the harness-saddle, and D D the driving-lines, these parts being shown simply to show the relation of my invention to these parts.

It can now be seen that the driver can grasp the rear end of the strap 4, and pulling rearward on 4 it will pass through the slots 7 and 8, by which action the pin 11 will be withdrawn from the slot 6'. The strap 4 is then forced over to the right in the slots 7 and 8, when the

pin 11 will be disengaged from the strap 4 and will assume an upright position at the side of the strap 4, and the strap 4 will then be free to pass through the slots 7 and 8 and the horse 5 will be unchecked, or it can be checked in one of the other holes 6" or 6"', as desired. Desiring to check up the horse again, the line 4 is drawn rearward by the operator until the member 5 contacts with the forward part of 10 2, having first caused the strap to follow the left-hand edges of the slots 7 and 8, in which operation the shoulder of 10 will have engaged the pin 11 and have caused it to have assumed a horizontal position, in which position it will be held by the line, dropping alternately into the slots in the line until the slot desired is reached, when the strap 4 is released and the pin 11 will pass up through a slot in the strap 4, as shown in Fig. 4, and the 20 horse will thus be checked at this point or in same manner at one of the other points, as at 6" or 6"'. By this arrangement it is apparent that the driver will be able to check or uncheck the horse without leaving his seat in 25 the vehicle.

Having now fully shown and described my invention and the best mode for its construction to me known at this time, what I claim as new, and desire to secure by Letters Patent of the 30 United States, is—

In a checking and unchecking device in com-

bination, a base-plate 1 attached in the center of the harness-saddle, the portion 2 extending upward from and integral with the front end of the plate 1, the portion 3 with an auxiliary 35 slot 9 extending into the left-hand wall, said portion extending upward from and integral with the plate 1, the portions 2 and 3 having oppositely-disposed slots 7 and 8 formed there- 40 through, a strap 4 with slots therethrough said strap being adapted to operate through the slots 7 and 8, a band 5 secured around the strap 4, a wire spring 10 secured to the left-hand edge of the strap 4, said spring 10 hav- 45 ing a forward-sloping surface and a rear shoulder at right angles to the strap 4, the pin 11 with a rounded upper end with its lower end secured to a rocking shaft, the rocking shaft mounted above the plate 1 just below the inner opening of the slot 7, a coil-spring 12 en- 50 circling said shaft and adapted to normally keep the pin 11 perpendicular, and a casing 14 for housing said parts, all substantially as shown and for the purposes set forth.

In testimony whereof I have hereunto set my 55 name in the presence of two subscribing witnesses.

ADAM E. FISHER.

Witnesses:

ALFRED J. FISHER,
M. E. HAYMAN.