

HORSE CHECK.

915,221.

2 SHEETS—SHEET 1.



Fig. 2.

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HORSE CHECK.

APPLICATION FILED MAY 9, 1908.

915,221.

Patented Mar. 16, 1909.

2 SHEETS—SHEET 2.

FIG. 3.

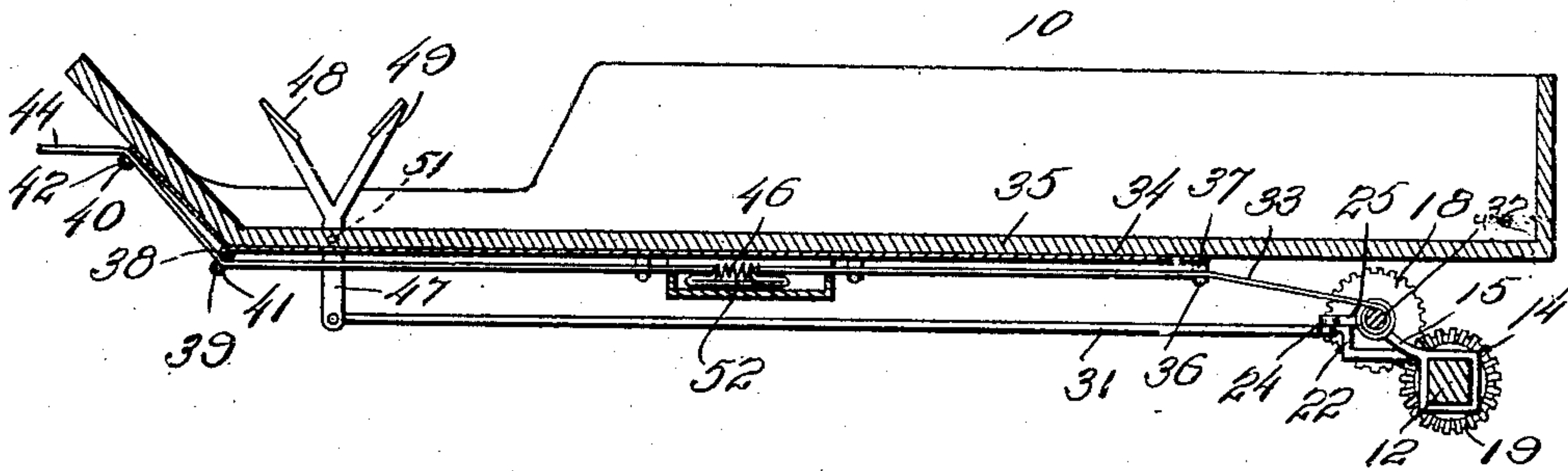
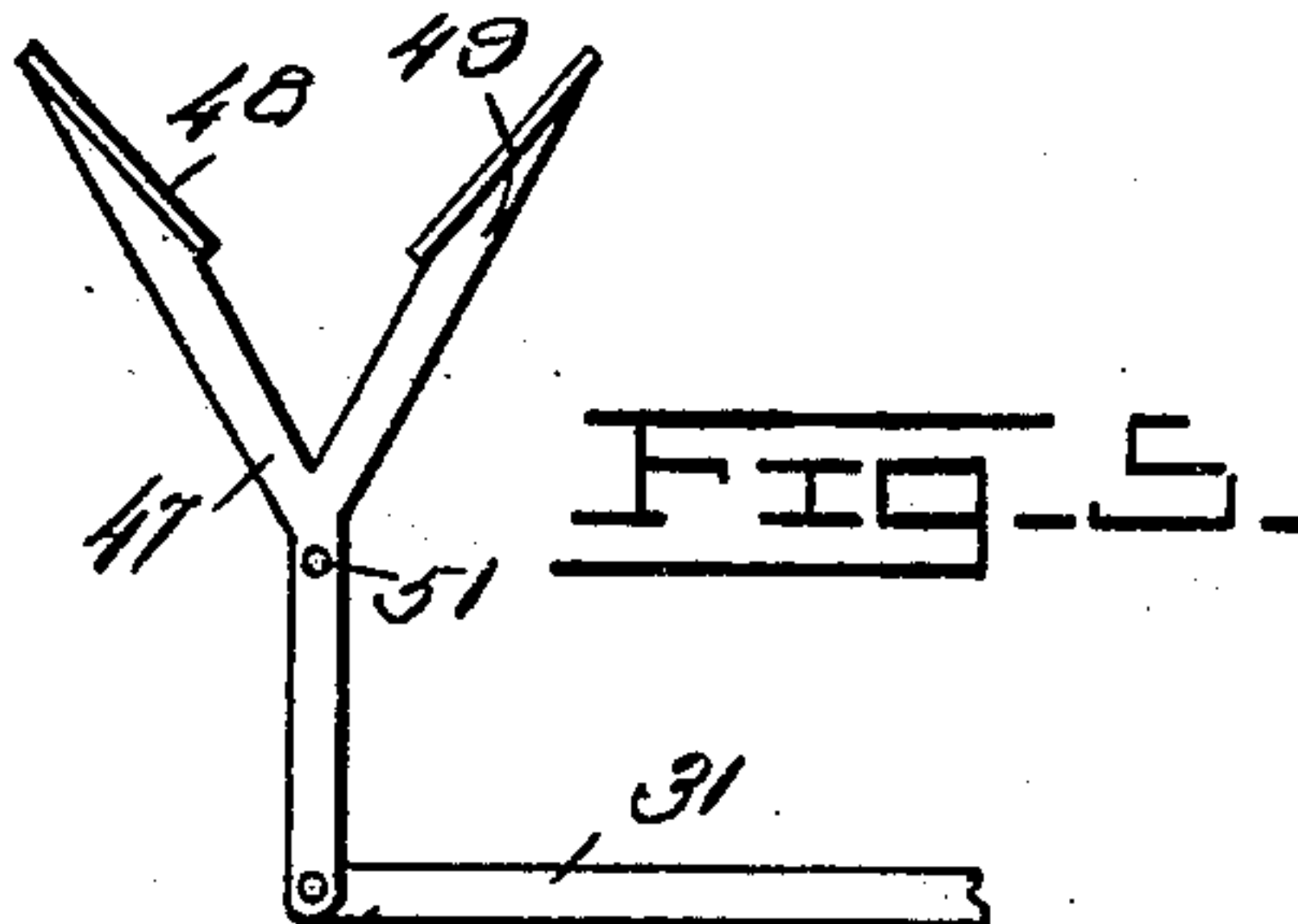
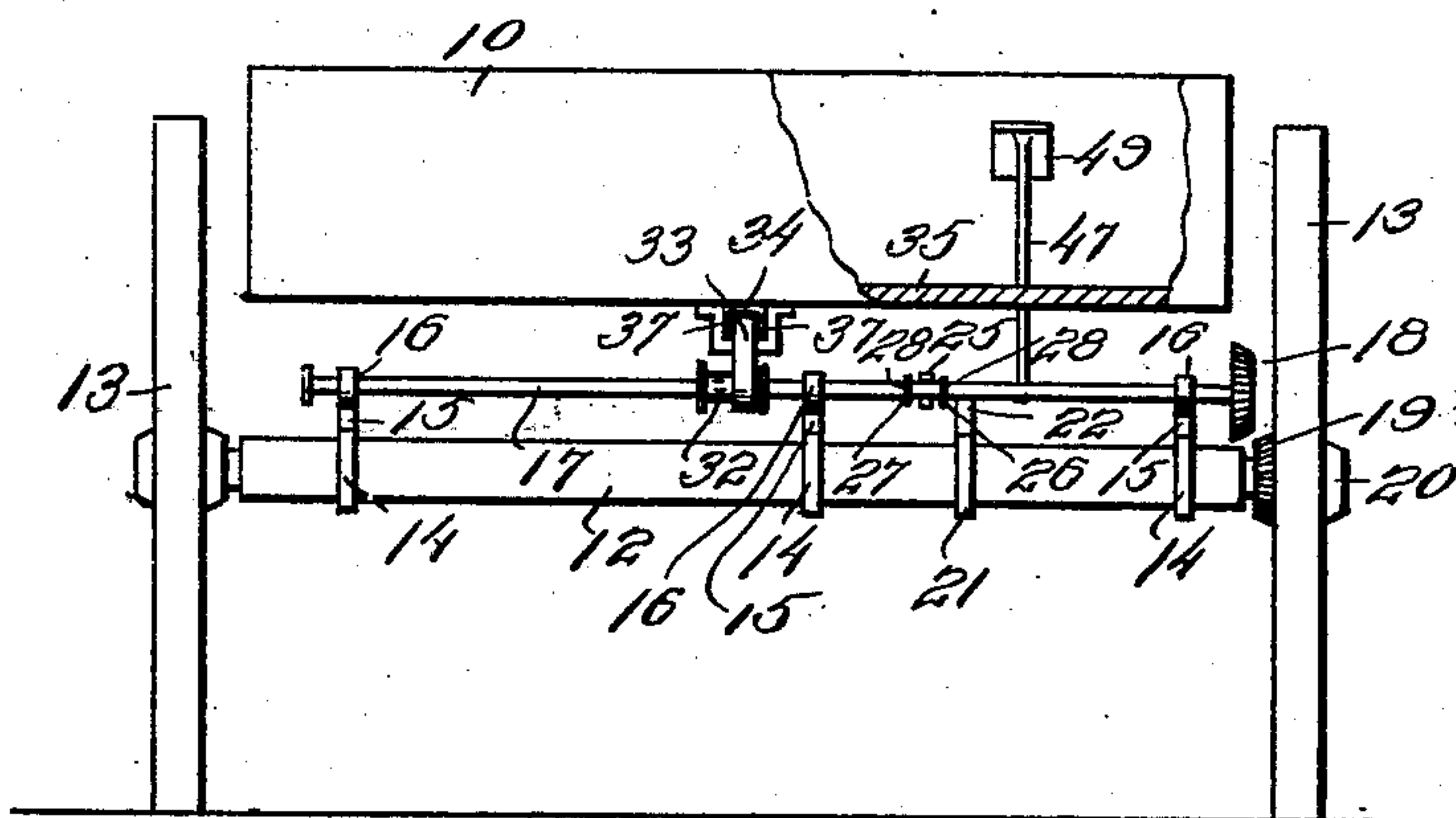


FIG. 4.



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UNITED STATES PATENT OFFICE.

HENRY ROSENTHAL AND FRANK C. TURNER, OF TAMPA, FLORIDA.

HORSE-CHECK.

No. 915,221.

Specification of Letters Patent.

Patented March 16, 1909.

Application filed May 9, 1908. Serial No. 431,932.

To all whom it may concern:

Be it known that we, HENRY ROSENTHAL and FRANK C. TURNER, citizens of the United States, residing at Tampa, in the county of Hillsboro and State of Florida, have invented certain new and useful Improvements in Horse-Checks, of which the following is a specification.

This invention relates to devices which are adapted to prevent horses from running away and has for an object a device which will automatically operate the reins to throw the full weight of the vehicle on the bit.

Another object is to throw the full weight of the vehicle gradually upon the reins so that there will not be any sudden jerk to injure the animal.

A further object is the provision of such a device that can be used for checking a horse when the driver is away and the horse is left alone, thus dispensing with check weights and hitching posts.

The invention has for a still further object the construction of a device of this nature that will be adaptable to vehicles of different constructions and will be simple, efficient and that can be made with but a small cost to the manufacturer.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific structure shown and described may be made within the scope of the claim and that any suitable materials may be used without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a bottom plan view of a wagon having this attachment thereon, Fig. 2 is a top plan of the same, Fig. 3 is a side elevation, the wheels removed from the rear side, Fig. 4 is a rear elevation, Fig. 5 is a detailed view of the treadle employed.

Referring to the drawings, 10 designates the body of a wagon having the usual axles 11 and 12 and the wheels 13. The rear axle 12 is substantially rectangular in cross section and supports a plurality of sleeves 14 which encircle said axle 12 and carry arms 15 forwardly and upwardly extending from the front side of said sleeves 14. Suitable journals 16 are carried on the upper extremities of said arms 15 which slidably and rotatably support a horizontally disposed shaft 17. On one extremity of said shaft 17

a gear 18 is carried, the same being rigidly mounted on the shaft 17 and being slightly tapered outwardly. A second gear 19 is carried upon the inner end of the hub 20 of one of the rear wheels 13, said gear 19 also being tapered but the tapered end extending inwardly toward the body of the wagon. Intermediately disposed upon said axle 12 is a sleeve 21 carrying an upwardly projecting arm 22 the upper end 23 of which is bent forwardly at right angles to the arm 22. A bell crank lever 24 is pivotally mounted upon said bent end 23 and is slidably connected to the shaft 17 by the forked arm 25. The shaft 17 carries two sleeves 26 and 27 which are adjustably secured thereto by set screws 28 and which are adapted to engage the forked arm 25 of the bell crank lever 24 for the purpose of longitudinally reciprocating said shaft 17. The opposite arm 29 of the bell crank lever 24 is provided with an eye 30 into which the rear end of a connecting rod 31 is adapted to be secured.

The shaft 17 carries centrally a drum 32 which is rigidly mounted thereon and rotates therewith when said shaft is actuated. Secured in the periphery of the drum 32 is a connecting strap 33 which is adapted to be wound on the drum 32 for a purpose hereinafter described. A metallic strip 34 is secured longitudinally to the under side of the bottom 35 of the body 10. At its rear end, extending downwardly are links 37 which carry a roller 36 for the reception of a connecting strap 33. The connecting strap 33 passes forwardly in parallel with the strip 34 to the forward end where it is engaged by the rollers 38 and 39 and passes to the end roller 40 of the strip 34. The rollers 38 and 39 are disposed near the front end of the strip 34, the roller 38 being directly engaged by the upper ends of the depending lugs 41 of the metal strip 34 while the roller 39 is disposed directly beneath in the lower ends of said lugs 41. The metallic strip 34 is curved upwardly and forwardly from the point of the formation of the lugs 41 and supports the roller 40 in lugs 42 at its upper end. The strap 33 is forked at its upper end forming the branches 43 and 44 each of which carries a buckle 45 to be secured to the reins.

The strap 33 is looped centrally as at 52 and held in that position by the tension of a spring 46 which is connected to the strap 33 at the opposite ends of the looped portion. The connecting rod 31 is fastened at the front

end to the lower extremity of the foot lever 47 which carries a pedal 48 at its upper forward end and which also carries a rearwardly projecting arm 49 having a pedal 50 at its 5 outer extremity. The lever 47 passes upward through the bottom 35 of the wagon body 10 and is pivoted to the under side of the bottom 35 as at 51. A boxing 53 is positioned on the bottom 35 of the wagon 10 for the purpose of protecting the loop 52 and spring 46.

In operation, the foot lever 48 is thrown forward which pushes on the connecting rod 31 and swings the bell crank lever 24. The 15 forked arm 25 engaging the sleeve 27 on the shaft 17 withdraws the gear 18 from engagement with the gear 19 and allows the strap 33 to unwind from the drum 32 thus releasing the reins. If a horse runs away the driver 20 presses his foot upon the pedal 50 of an arm 49 forcing the same backwardly. By this movement the connecting rod 31 throws the arm 29 of the lever 24 forwardly and swings the forked lever 25 outwardly abutting 25 against the sleeve 26 and carrying the shaft 17 to throw the gear 18 in operative position. As the wheel 13 is in rotation the gear 19 turns the meshing gear 18 and rotates the shaft 17 and drum 32. This winds the strap 30 33 on said drum 32 shortening the same. Owing to the spring 46 the tension upon the reins will be gradual and will not be fully ap-

plied until the loop 52 is drawn out. If it is desired to simply check the horse while the driver leaves the vehicle the same action will 35 take place when the lever 47 is thrown backwardly.

What is claimed is:

A device of the character described comprising a wagon, a gear on the wheels of said 40 wagon, a gear in slidable engagement with the first gear, a shaft for supporting said second gear, journals carried by the axle of said wagon adapted to slidably and rotatably 45 carry said shaft, a bell crank lever on said axle, a forked arm on said lever, said forked arm adapted to engage said shaft, sleeves on said shaft, a connecting rod carried by said lever, a foot lever for supporting said connecting rod at its opposite end and to operate 50 the same, a drum on said shaft, a strap on said drum, a metallic strip carried by the bottom of said wagon, rollers on said strip, said strap adapted to pass over said rollers, a forked end on said strap, buckles carried by 55 said forked end and a spring carried by said strap adapted to loop the same.

In testimony whereof we affix our signatures, in presence of two witnesses.

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FRANK C. TURNER.

Witnesses:

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