

J. C. Tredway,

Horse Collar.

N^o 62,301.

Patented Feb. 19, 1867.

Fig: 1

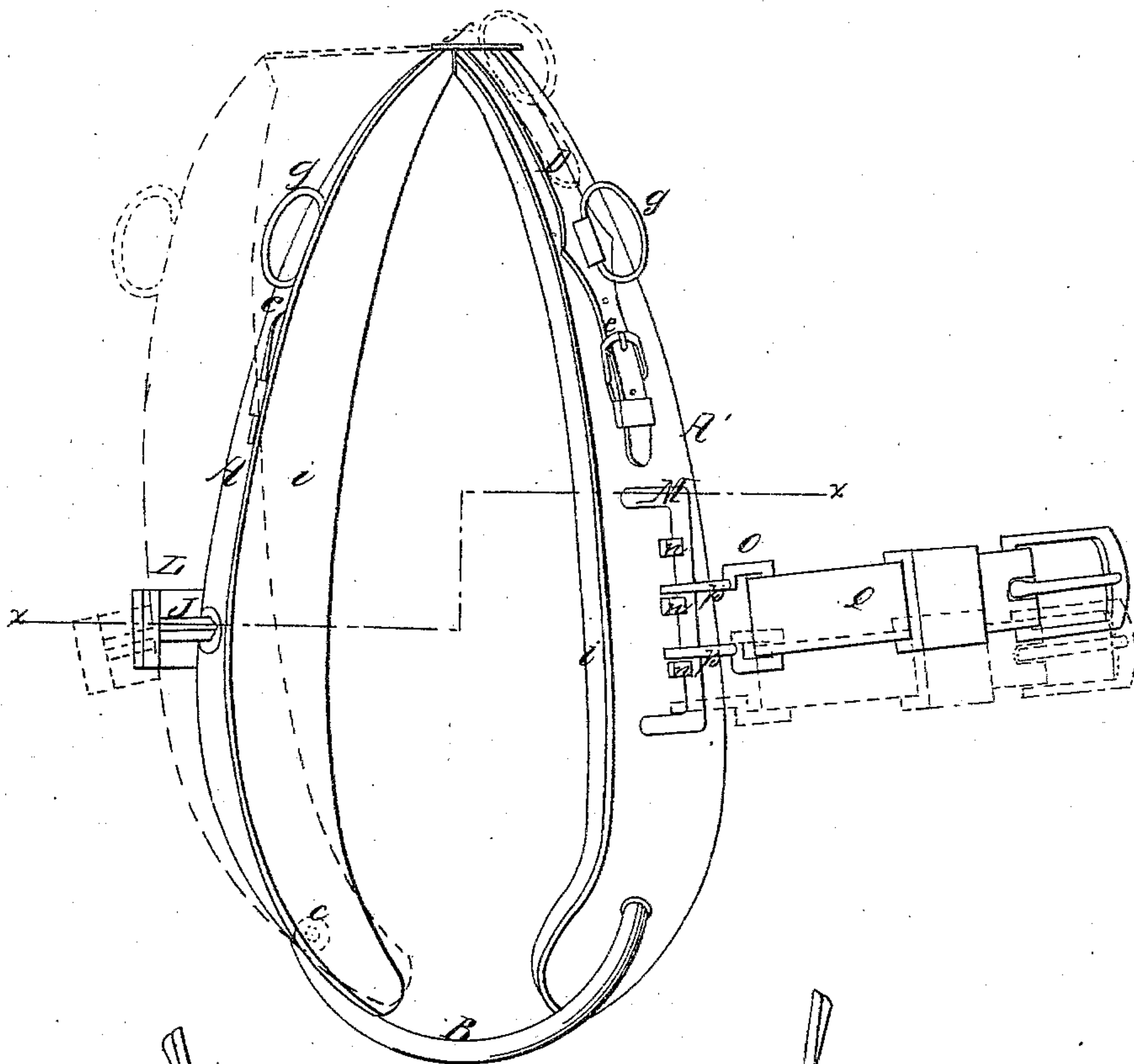
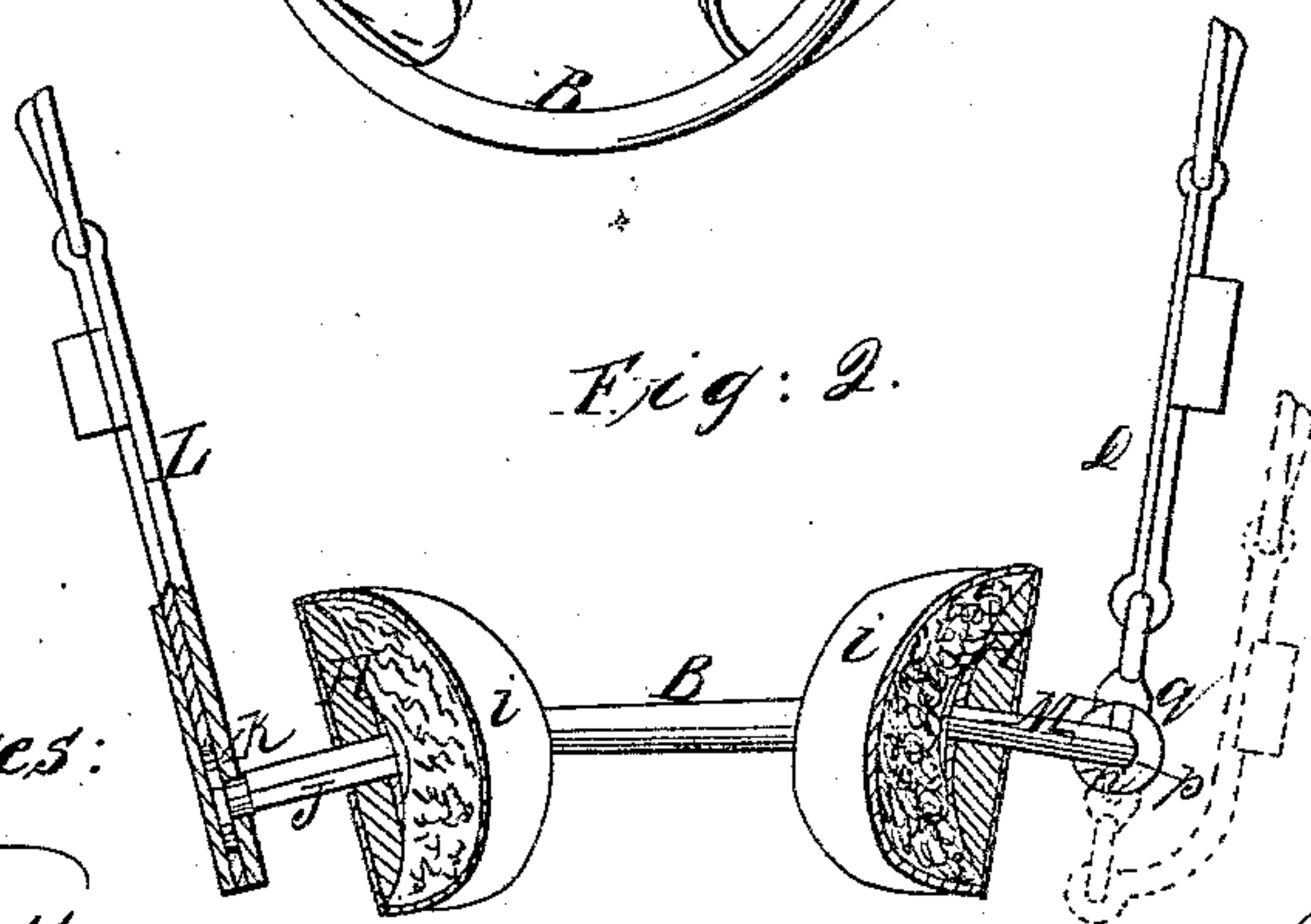


Fig: 2.



Witnesses:
Jay Hoyatt
James Perkins

Inventor:
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United States Patent Office.

JAMES CLIFFORD TREDWAY, OF BUFFALO, NEW YORK.

Letters Patent No. 62,301, dated February 19, 1867.

IMPROVED HORSE-COLLAR.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JAMES CLIFFORD TREDWAY, of the city of Buffalo, in the county of Erie, and State of New York, (formerly resident of London, England,) have invented certain new and useful improvements in Horse-Collars; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a perspective view of a collar provided with my improvements.

Figure 2 is a cross-section of the same in the plane of line *x x*, fig. 1.

Like letters designate corresponding parts in both figures.

My improvements relate to that class of horse-collars where the hames and collar are combined, the padding being permanently attached to the hames; and the invention consists in the special arrangement of the strap at the top for fastening the collars together, and for partially loosening the same, to allow the collar to pass over the animal's head; in the peculiar construction of the draught irons by which the heavy tug is made adjustable; and also in the manner of attaching the light tug to the collar or hames.

In the drawings, *A A'* represent the two side portions of the collar, which are connected together at the bottom by means of the curved bar or rod *B*, one end of which is rigidly secured to the side portion *A'*, while the other is hinged or jointed to *A* in any suitable manner, as shown at *c*, fig. 1. *D* is a strap, passing over the top of the collar, and secured to the same by buckles *e e* fastened at its sides. It may be kept in place at the top by a loop, *f*, through which it passes. The rein-rings *g g* are secured to this strap at the proper position in any suitable manner, which, with the loop *f*, also act as stops to prevent the ends of the collar from being entirely disconnected or drawn too far apart, as shown in red lines, fig. 1. *H H*, fig. 2, are the wooden or hame portions of the collar, to which are secured the pads *i i* in any suitable manner. *J* is a bar or rod, firmly fastened to these hame portions by riveting, as shown, or in any other suitable way, and having a head, *k*, formed on its outer end, which is secured within the end of the light tug *L* by sewing, or otherwise, so as to allow the latter to turn thereon as required, as clearly shown in fig. 2. For heavy or draught harness I provide a staple, *M*, of the construction shown, secured in any suitable manner to the hames, (when such are used with an ordinary collar,) having lugs or ears *n n* projecting from the front side of the same for adjusting the draught iron *O* to which the heavy tug *Q* is fastened. This draught iron is made as shown, having two eyes, *p*, with notches or recesses *q* formed in the same, so as to allow the former, when turned in the position represented in red lines, fig. 2, to pass the lugs *n n*, and allow the tug to be raised or lowered for adjusting the draught. To put on or to remove the collar from the horse, it is only necessary that the end of the strap be unbuckled, when the strap slides through loop *f* till stopped by the ring *g*, and allows the collar to open sufficiently for its easy insertion or removal.

The advantages of my improvements are as follows: The arrangement of the strap with its rings *g* and loops *f* prevents the strap from becoming entirely disconnected from either side, and hence is always in position to be most easily buckled as occasion requires. This strap serves as a means of adjusting to the size of the horse's neck, as well as to keep the parts of the collar more compactly together when not in use, and forms a convenient means for hanging up the same. The construction of the adjusting draught irons with the lugs *n n*, and corresponding notches *q q*, in the manner described, while it enables the draught to be easily adjusted by raising or lowering, also prevents the possibility of any accidental misplacement or disturbance of the draught iron by the play or vibration of the same, as is frequently the case with other devices in use for the purpose, as the iron *O* cannot be changed in position without turning it half a revolution to make the notches correspond with the lugs *n n*. Constructing the draught iron *O* with two eyes or bearing surfaces in contact with the staple, distributes the wear on the same, and also draws more equally and uniformly on the collar, keeping it more steady, besides maintaining the tug in its proper position, and preventing in a great measure its excessive vibration. The manner of attaching the tugs for light harness is desirable for its neatness, simplicity, and cheapness of construction. Hinging the collar at the bottom by means of the curved rod *B*, so as to leave an open space between the ends of the former, forms an ample and unobstructed space for the windpipe, and prevents the possibility of any contact with the same. By thus leaving the windpipe free, all choking, which impairs the immediate efficiency and power of the animal, is avoided, and likewise that irritation which is such a prolific cause of heaves and other throat and pulmonary affections. The iron *B* also acts as a brace to keep

the lower extremity of the collar expanded, so that it cannot compress the windpipe and obstruct breathing when drawing heavy loads.

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

1. Staple M, provided with lugs *n n*, draught iron O, having eyes *p p* and notches *q q*, in combination with the tug Q and collar A A, as constructed and arranged, substantially as set forth.

2. I also claim the manner of attaching a light tug, L, to the collar or hames by means of the projecting standard J, provided with the head K, which is secured in the end of the tug substantially as described.

3. I also claim the curved bar B, rigidly attached to the collar frame on one side, and jointed to the other, in combination with the padded frame of the collar, when the latter is so constructed as to preserve ample space for the windpipe, substantially as and for the purposes described.

J. C. TREDWAY.

Witnesses:

JAY HYATT,

JAMES CALKINS,