

JAMES IVES.

Improvement in Neck-Yokes.

No. 127,605.

Patented June 4, 1872.

Fig. 1

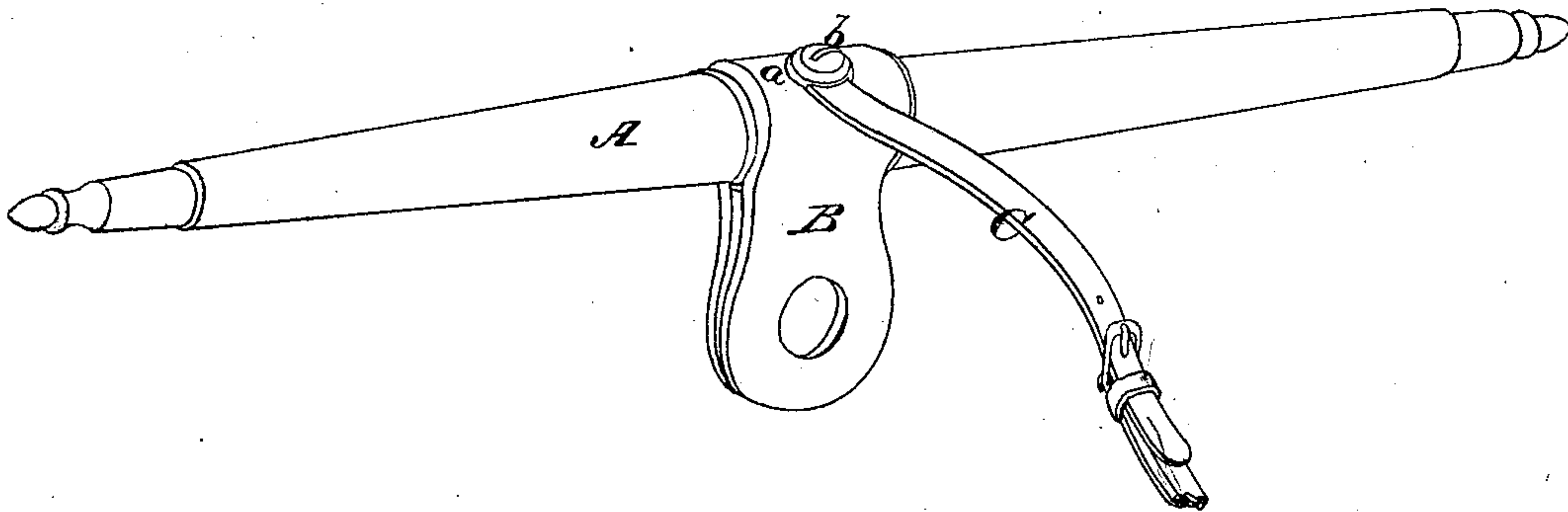


Fig. 2

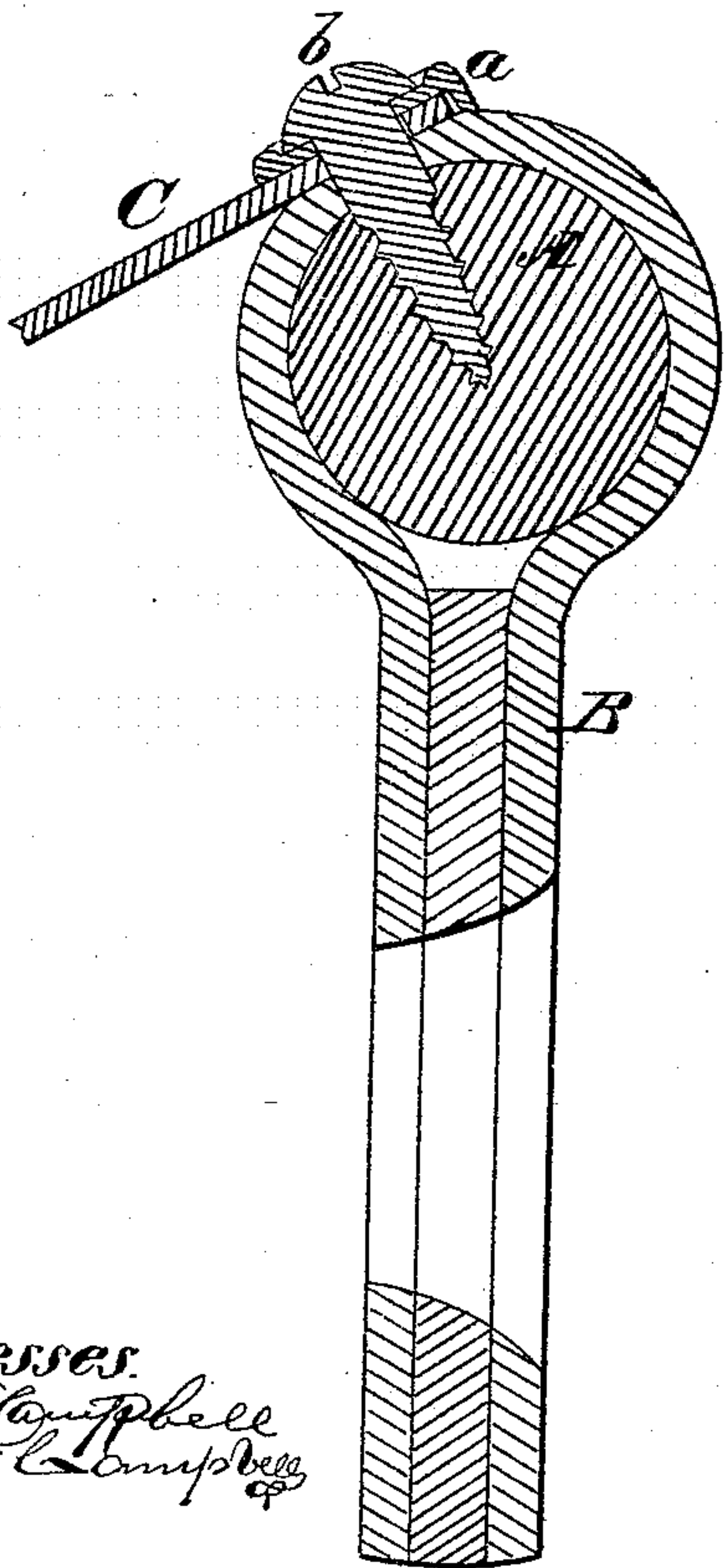


Fig. 3

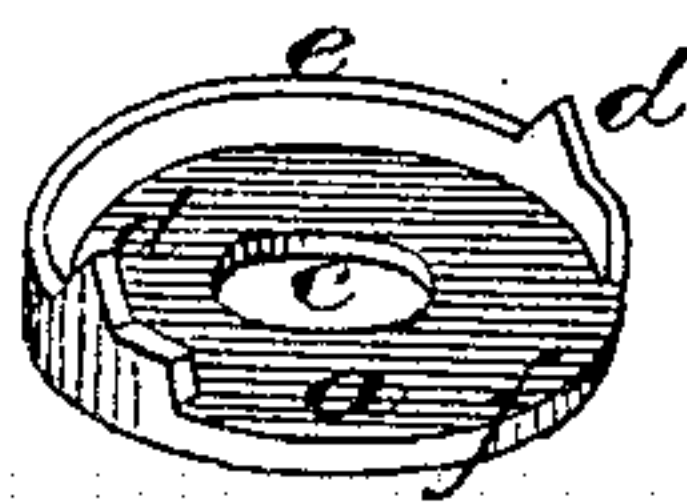
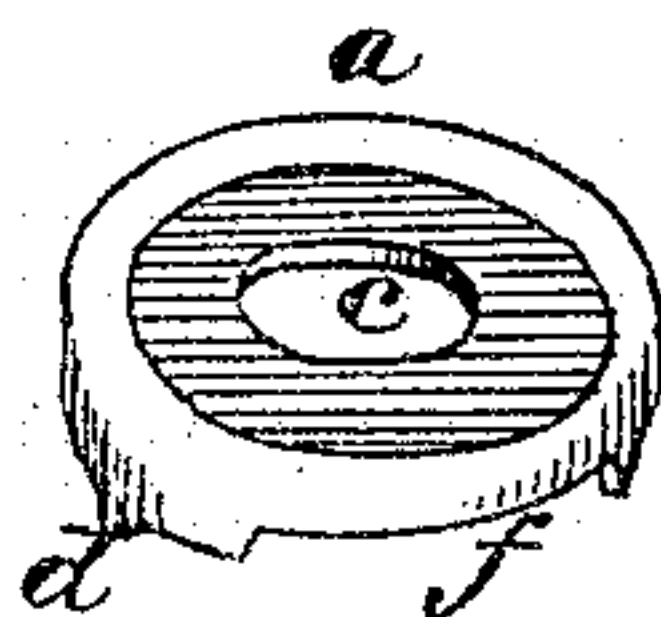


Fig. 4



Inventor

James Ives

Wm. Jewell & Son

Witnesses.
J. P. Campbell
J. H. Campbell

UNITED STATES PATENT OFFICE.

JAMES IVES, OF MOUNT CARMEL, CONNECTICUT, ASSIGNOR TO IVES, WOODRUFF & CO., OF SAME PLACE.

IMPROVEMENT IN NECK-YOKES.

Specification forming part of Letters Patent No. 127,605, dated June 4, 1872.

To all whom it may concern:

Be it known that I, JAMES IVES, of Mount Carmel, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement on Neck-Yokes; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 is a perspective view of my improved neck-yoke. Fig. 2 is a cross-section taken through the yoke at the middle of its length. Figs. 3 and 4 are perspective views of the collar.

Similar letters of reference indicate corresponding parts in the several figures.

The object of my invention is to improve the old mode of fastening the leather holdback straps and safety-straps to neck-yokes by the employment of a clamping-collar, which is adapted for receiving through it the screw which confines said parts to the yoke, and also for receiving into it the end of the safety-strap, as will be hereinafter explained.

The following is a description of my improvement.

In the accompanying drawing, A represents a neck-yoke; B, the well-known holdback-leather, which embraces the yoke at the middle of its length; and C represents the safety-strap, which is buckled back on the pole for the purpose of preventing the yoke slipping off the same should the traces become detached.

The old plan of applying the holdback B and strap C to the yoke was to stitch the holdback around the yoke, between two beads which were turned thereon, to prevent the holdback from displacement laterally, and then,

after inserting one end of the safety-strap through a slit made through the holdback, to fasten the strap by a screw. I dispense with the beads on the yoke, and after completing the holdback I slip it upon the yoke to its proper place and employ a metal clamping-collar, *a*, and a screw, *b*, for confining the strap C and holdback B to the yoke, as shown in Figs. 1 and 2. This collar *a* is a circular piece of metal, which is perforated centrally at *c*, constructed with a flange or rim, *e*, and also with spurs or teeth *d d*. The rim *e*, which is on the bottom of the collar, does not extend entirely around it; consequently there is a space, *f*, left about the width of the safety-strap C, for receiving the same.

When the holdback and strap C are adjusted on the yoke the collar *a* is applied over the end of the strap C, and the screw *b* is inserted through them and set up tight. It will be seen that the head of the screw *b* will embed the collar *a* into the holdback and firmly confine it as well as the strap C in their places, the end of the safety-strap being outside of the holdback, but beneath the collar *a*.

The spurs *d d* may be omitted, and, if desirable, there may be a depression into the outer side of the collar to receive the head of the screw *b*.

Having described my invention, I claim, as a new article of manufacture—

The clamping-collar *a*, constructed to receive the screw *b* and safety-strap C, as and for the purposes described.

JAMES IVES.

Witnesses:

LYMAN H. BASSETT,
W. W. WOODRUFF.