

No. 771,173.

PATENTED SEPT. 27, 1904.

H. PETERSON.
NECK YOKE.

APPLICATION FILED MAR. 31, 1904.

NO MODEL.

Fig. 1.

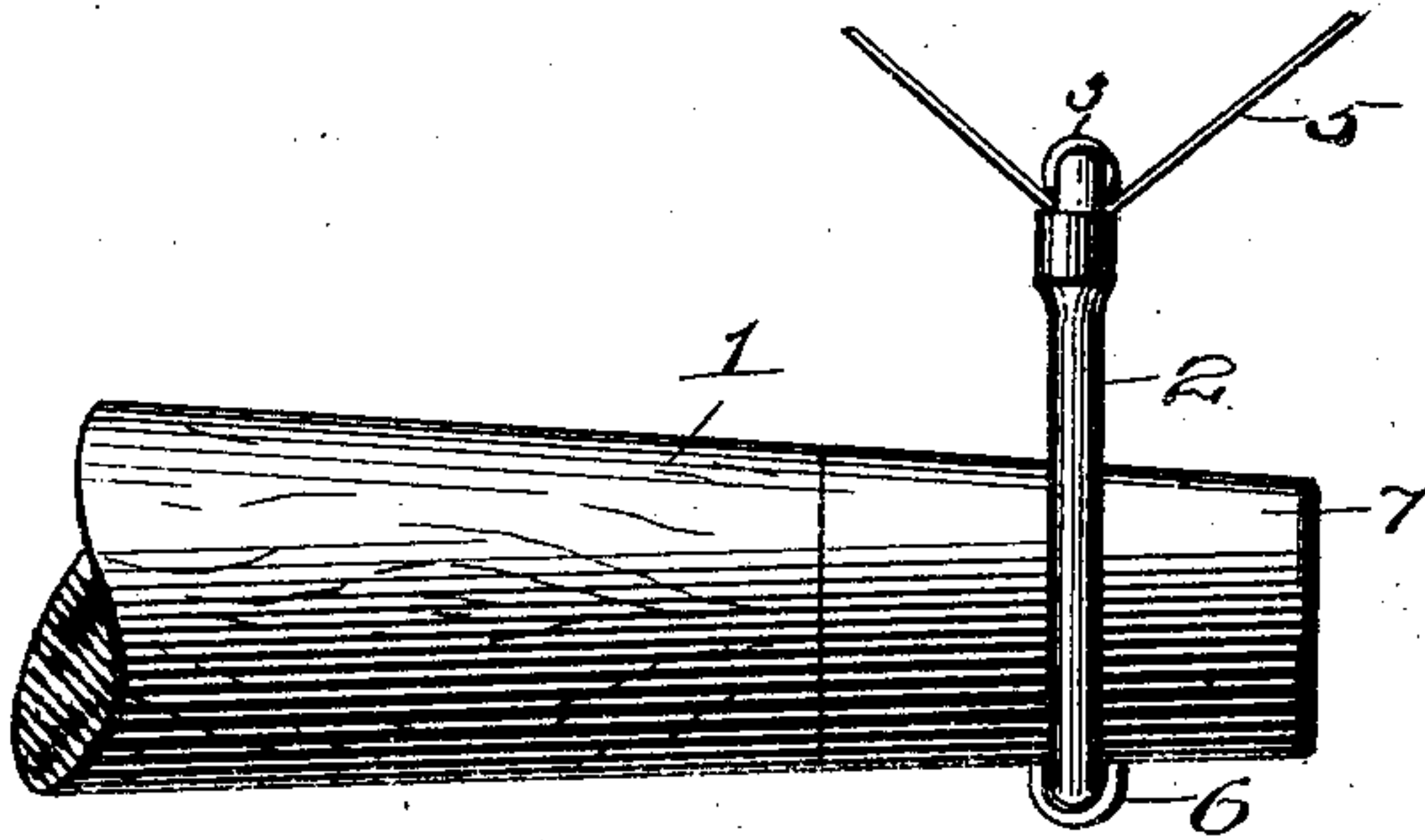


Fig. 2.

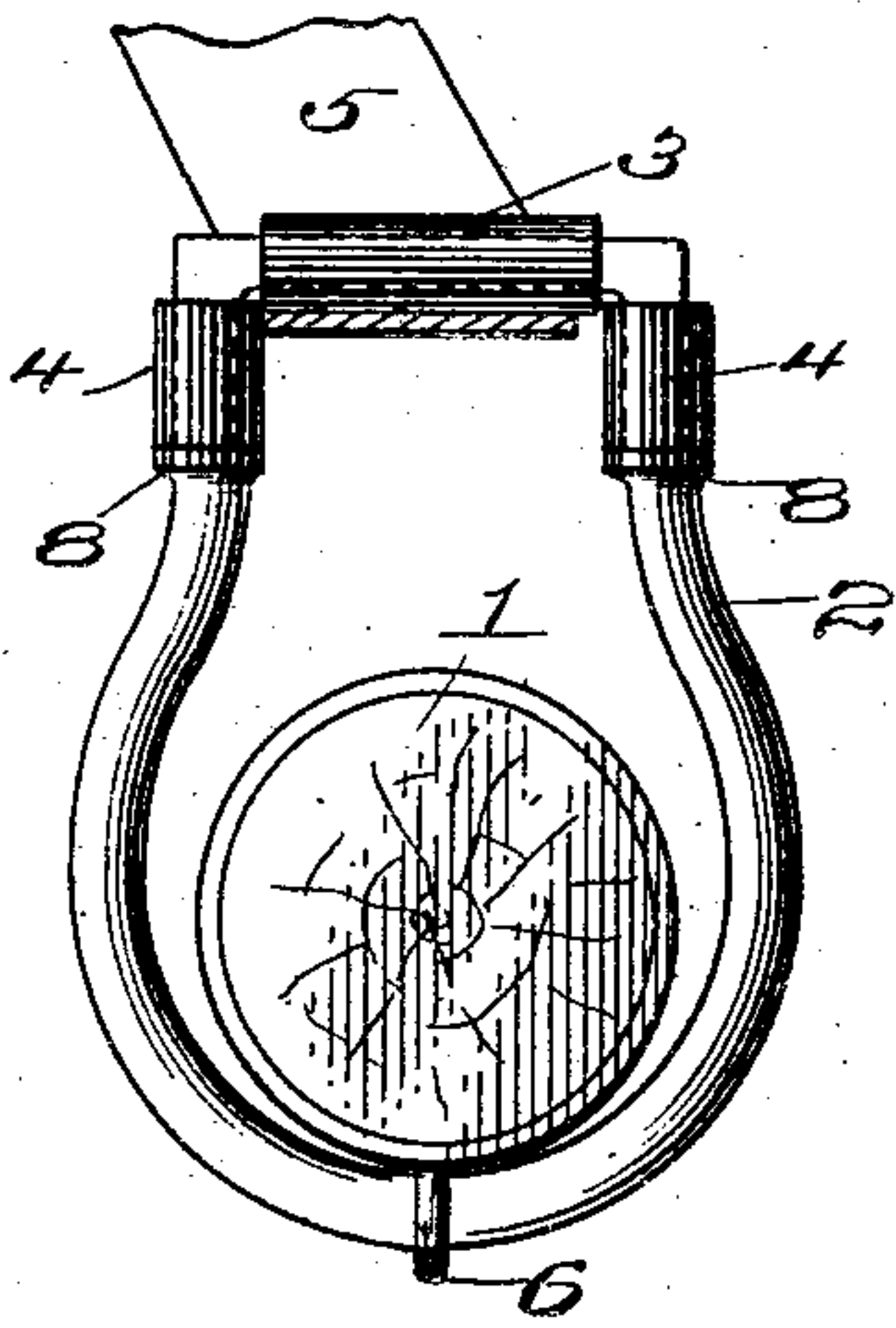
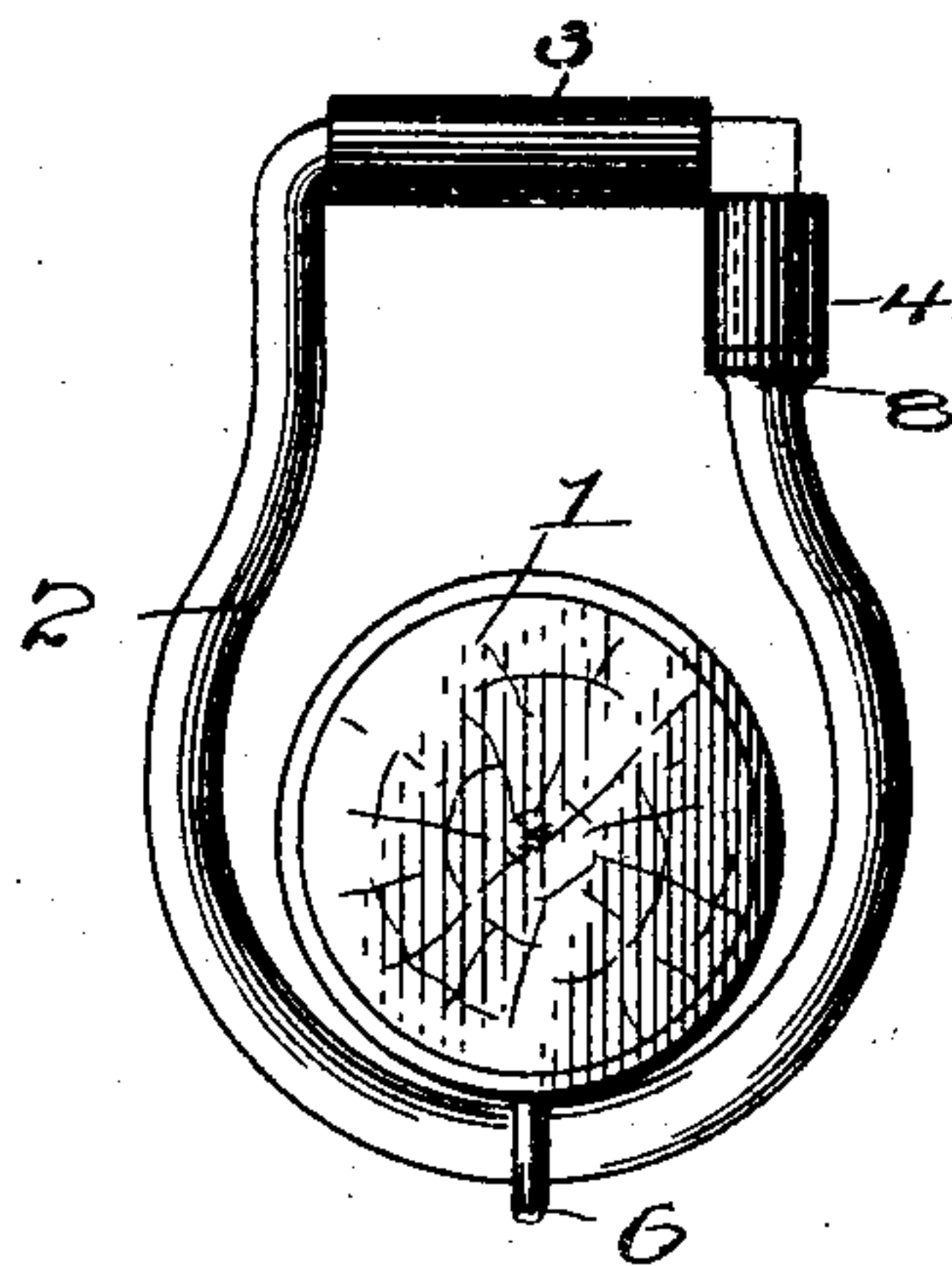


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

HANS PETERSON, OF OSHKOSH, WISCONSIN.

NECK-YOKE.

SPECIFICATION forming part of Letters Patent No. 771,173, dated September 27, 1904.

Application filed March 31, 1904. Serial No. 200,928. (No model.)

To all whom it may concern:

Be it known that I, HANS PETERSON, a citizen of the United States, residing at Oshkosh, in the county of Winnebago and State of Wisconsin, have invented new and useful Improvements in Neck-Yokes, of which the following is a specification.

This invention relates to improvements in harness-rings, and particularly to that class of rings which is especially adapted for neck-yokes.

The invention consists in a ring provided with rollers for engaging straps passed through it, the rollers being arranged at an angle to each other to prevent undue friction and wear upon the sides and edge of the strap.

It also consists in certain other constructions, combinations, and arrangements of parts, as will be hereinafter fully described and claimed.

In the drawings, Figure 1 is a side elevation of a portion of a neck-yoke, showing my improved neck-ring in place thereon. Fig. 2 is an end view of the same, the ring being shown in side elevation; and Fig. 3 is a similar view showing a less number of rollers upon the ring.

The improved ring forming the subject-matter of this invention is adapted for use in connection with harness and straps of various kinds, but is especially well adapted for use in connection with the neck-yoke of a running-gear. In the accompanying drawings the ring has been illustrated as applied to a neck-yoke, and I will now proceed to describe the same with such illustration.

1 in the drawings represents a neck-yoke, and 2 a yoke-ring secured to the end thereof by staple 6, which is carried by the usual end ferrule 7. The ring is formed with a comparatively straight strap-engaging portion, which is provided with a roller 3. The adjacent portions of the ring on each side of the roller 3 are preferably bent at an angle to the portion carrying the said roller 3, as clearly illustrated in Fig. 2. The portions of the ring adjacent to the roller 3 are provided with antifriction-rollers 4, which approximate the ends of the said roller 3, as shown in Fig. 2. The breast-strap of the harness 5 passes

through the ring and usually rests with one edge against one side of the ring. In a ring constructed in accordance with my invention, the edge of the strap 5 will bear against one of the antifriction-rollers 4, and in this manner the strap will be protected from undue wear both by its engagement with the roller 3 and the said roller 4. The rollers 3 and 4 are so closely fitted with respect to one another that although they do not bind against each other they will afford no cutting edge to wear the strap.

It will be understood that the breast-strap usually pulls at an angle to the rear, as shown in Fig. 2, only the rear edge of the breast-strap drawing against a side roller. The other roller is thus usually free. It would, therefore, be only necessary to employ one roller 4 if the neck-roller is always used in the same position. As, however, the yoke is apt to be reversed, it is often advantageous to have the ring provided with two rollers 4, as shown in Fig. 2. When the neck-yoke is so employed that it is not likely to be reversed, it is only necessary to employ one edge-engaging roller, as shown in Fig. 3.

When edge rollers are employed, they are held in position by angular shoulders 8, formed upon the ring 2. In this manner the rollers are held in proper relation to the strap-roller 3, and yet are capable of rotating freely upon the ring when engaged by the edges of the strap.

The invention is simple and yet effective for the purpose desired and is beneficial in protecting the breast-straps of harnesses or relieving the friction upon any straps which may be passed through the rings of the harness.

Having now described the nature of my said invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A strap-engaging ring provided with a ring proper, a strap-engaging roller journaled upon the body portion of the ring, and an antifriction edge-engaging roller arranged at an angle thereto.

2. A harness-ring comprising a ring proper formed straight for a portion of its length, a strap-engaging roller mounted on said straight

portion, and antifriction edge-rollers mounted upon the ring at an angle to the strap-engaging rollers.

3. A harness-ring comprising a body portion formed straight for a suitable distance to engage a strap, a strap-engaging roller mounted thereon, the portions of the ring adjacent to the ends of the rollers being arranged at an angle thereto, antifriction-rollers mounted upon said adjacent portions and forming with the strap-engaging rollers antifrictional corners in the said ring.

4. A neck-yoke ring comprising a body portion made straight for a portion of its length, a strap-engaging roller carried upon the straight portion, the said body portion being bent at an angle to the straight part at the end of the roller and an antifriction-roller mounted upon the body portion so as to engage the edge of the strap bearing upon the first roller, and

means for preventing the antifriction-roller from slipping upon the said ring.

5. A neck-yoke ring comprising a body portion formed with a straight part, a strap-engaging roller journaled on said straight part, the ring being bent at a sharp angle to the straight portion at each end thereof, antifriction-rollers carried by the ring adjacent to the ends of the straight portion and angular shoulders or abutments for holding the said antifriction-rollers from slipping out of position.

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

HANS PETERSON.

Witnesses:

A. R. WATERHOUSE,
H. A. HENKEL.