

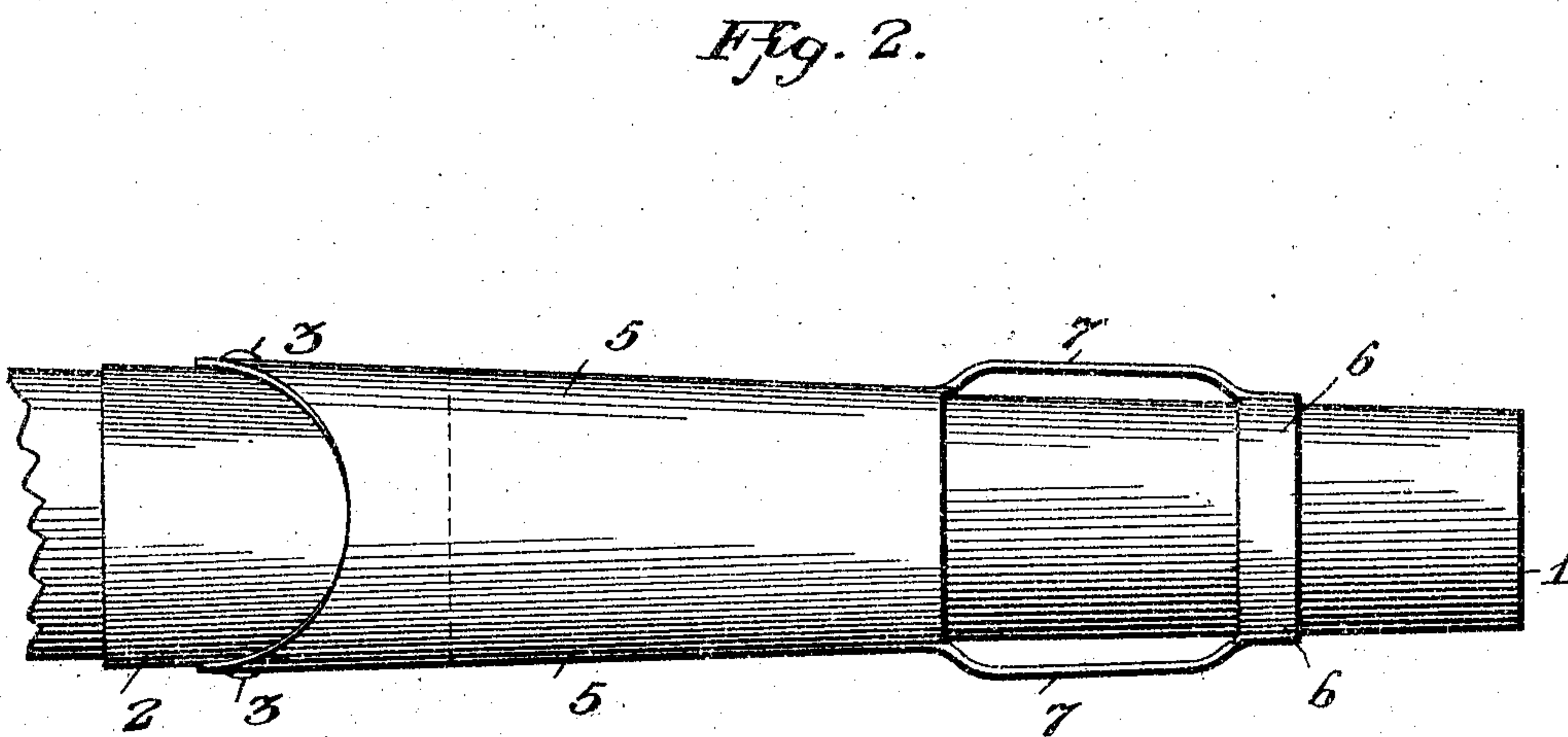
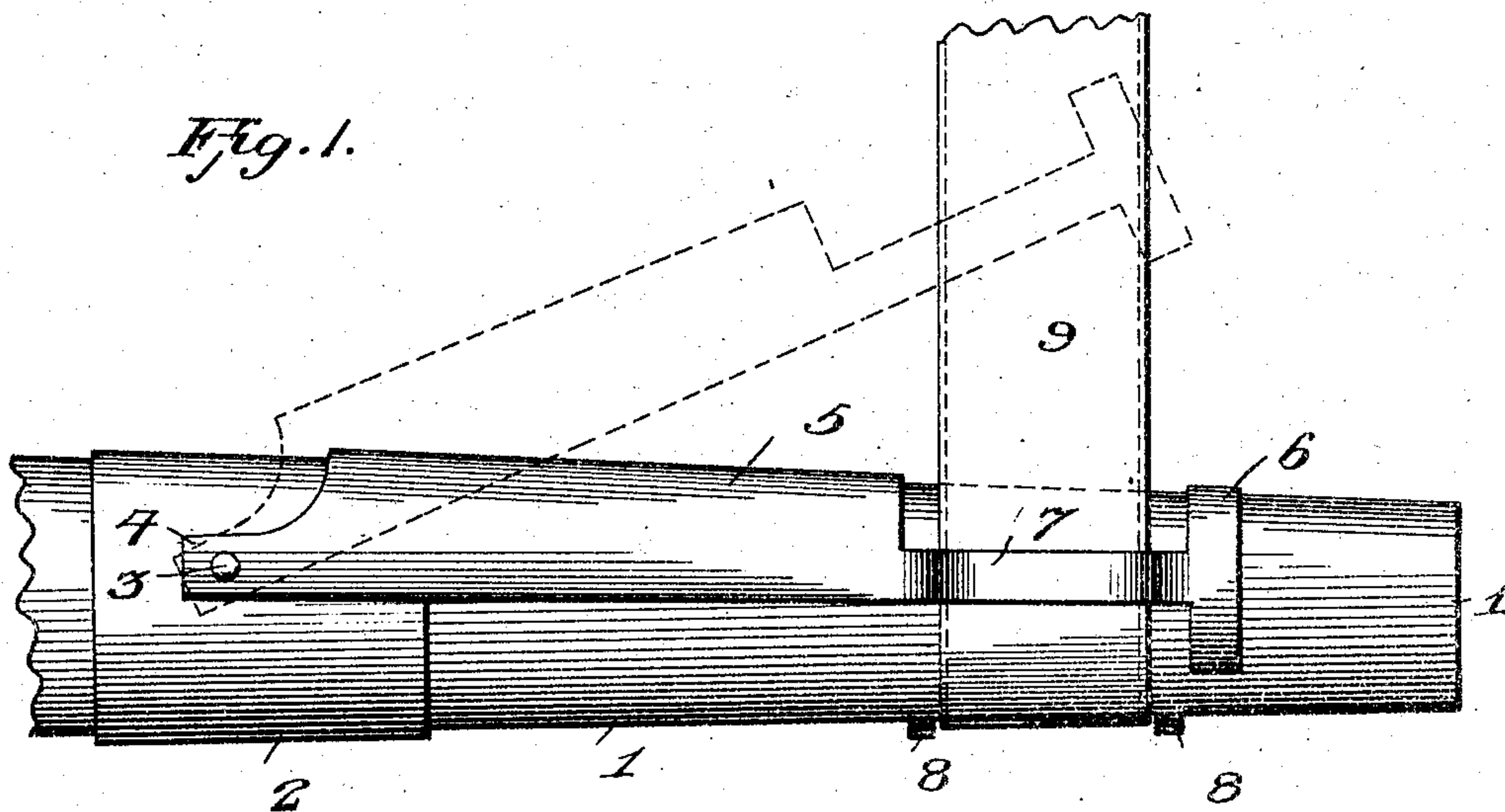
No. 772,835.

PATENTED OCT. 18, 1904.

W. G. SCHULZ.
SAFETY NECK YOKE ATTACHMENT.

APPLICATION FILED JUNE 1, 1904.

NO MODEL.



Inventor

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Witnesses

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SAFETY NECK-YOKE ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 772,835, dated October 18, 1904.

Application filed June 1, 1904. Serial No. 210,721. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM G. SCHULZ, a citizen of the United States, residing at Elmore, in the county of Faribault and State of Minnesota, have invented new and useful Improvements in Safety Neck-Yoke Attachments, of which the following is a specification.

My invention relates to new and useful improvements in neck-yoke attachments for vehicle-poles; and its object is to provide a device which can be readily secured to the pole of the vehicle and which will securely fasten the strap of the neck-yoke in position without the necessity of buckling it or weakening the pole by drilling the same for the reception of holding devices.

The invention consists of a ferrule having an arched plate pivoted thereto and which is connected to a bow-shaped head by means of outwardly-extending straps. The strap of the neck-yoke is secured to the pole by looping it and inserting the loop between the straps of the attachment and around the pole. Said attachment is then swung downward upon the pole, where it remains seated by gravity and holds the neck-yoke strap securely in position.

The invention also consists in the further novel construction and combination of parts, hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing the preferred form of my invention, and in which—

Figure 1 is a side elevation showing a strap secured in place upon a pole by means of my improved attachment, said attachment being shown raised by dotted lines; and Fig. 2 is a plan view of the attachment and that portion of the pole adjacent thereto.

Referring to the figures by numerals of reference, 1 is a vehicle-pole having a ferrule 2, secured in position thereon in any suitable manner, and pivoted to opposite sides of the ferrule upon pins 3 are rearwardly-extending arms 4, which are formed at the edges of an arched plate 5, which is adapted to swing downward upon the pole and fit snugly thereon. A bow-shaped head 6 is connected to one

end of the plate 5 by means of straps 7, and these straps are bent outward, so as to form a space between them and the pole 1. If desired, lugs 8 may be arranged upon the bottom of the pole at points below the ends of the straps 7.

When it is desired to secure the strap 9 of a neck-yoke upon the pole 1, the same is looped and the plate 5 and its strap 7 and head 6 are then swung upward into the position shown in dotted lines in Fig. 1. The looped strap 9 is next inserted between straps 7 and placed over the end of pole 1 and between lugs 8. Plate 5 is then pressed downward upon the pole 1 and the strap 9 assumes a position between said pole and strap 7. Head 6 fits snugly upon the pole 1, and it is therefore understood that accidental displacement of the strap 9 is absolutely prevented, and to remove it from the pole 1 it first becomes necessary to swing the plate 5 upward, whereupon the operation above described can be reversed.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing any of the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

Having thus fully described the invention, what is claimed as new is—

1. The combination with a pole of a vehicle; of a ferrule surrounding the pole at a point removed from the end thereof, and a neck-yoke attachment connected to the ferrule and formed in a single sheet of metal, said attachment comprising an arched plate pivoted to opposite sides of the ferrule at one end and cut away between the pivots, a curved head adjacent the other end of the plate, said plate and head being adapted to fit snugly upon the pole and oppositely-bent straps integral with the head and plate.

2. The combination with the pole of a vehicle having lugs depending therefrom; of a ferrule surrounding the pole at a point removed from its ends, a curved plate overlapping the ferrule and adapted to partly sur-

round the pole, said plate being pivoted to
opposite sides of the ferrule and cut away at
points between its pivots, a curved head ad-
jacent one end of the plate and adapted to fit
5 snugly upon the pole adjacent its end, and
oppositely-bent arms integral with and con-
necting the plate and head.

In testimony whereof I affix my signature in
presence of two witnesses.

WILLIAM G. SCHULZ.

Witnesses:

P. H. WILLIAMS,
C. D. WILLIAMS.