

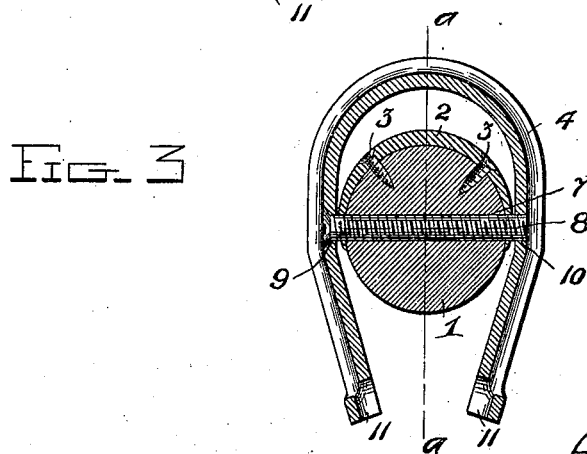
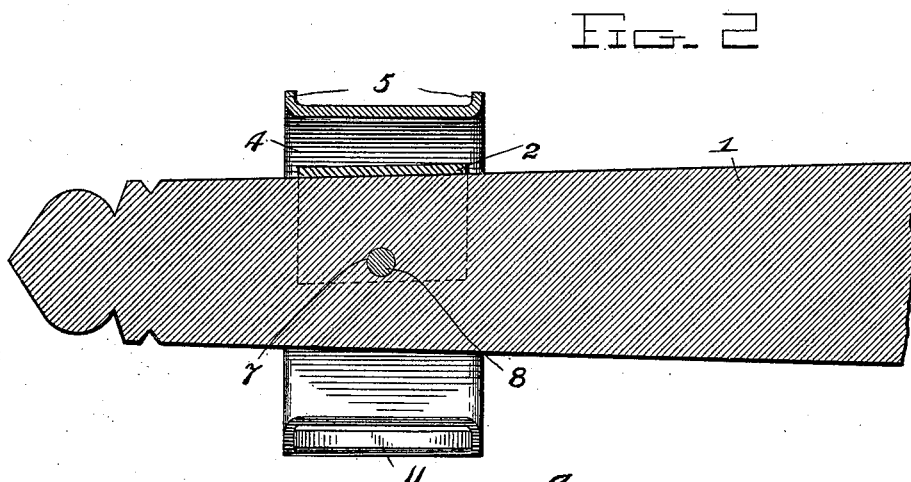
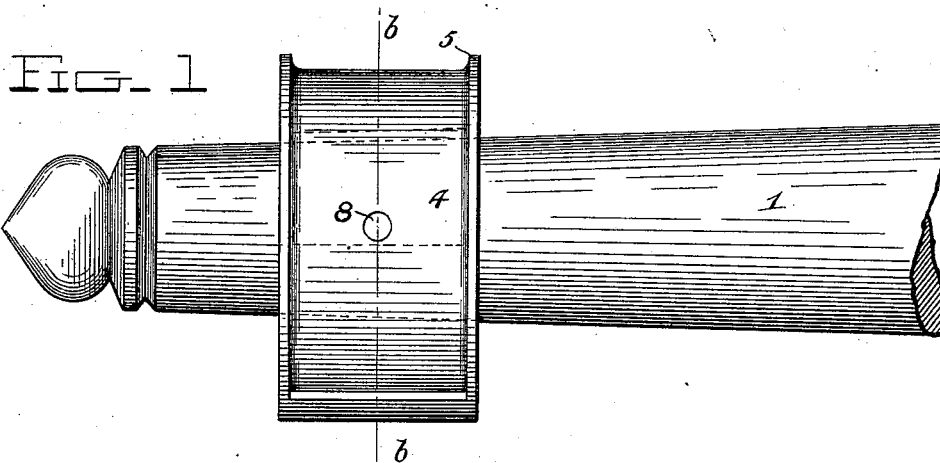
No. 649,269.

Patented May 8, 1900.

A. W. CLUMP.
NECK YOKE ATTACHMENT.

(Application filed Feb. 21, 1900.)

(No Model.)



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UNITED STATES PATENT OFFICE.

ADEN W. CLUMP, OF TERRIL, IOWA.

NECK-YOKE ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 649,269, dated May 8, 1900.

Application filed February 21, 1900. Serial No. 6,076. (No model.)

To all whom it may concern:

Be it known that I, ADEN W. CLUMP, a citizen of the United States, residing at Terril, in the county of Dickinson and State of Iowa, have invented certain new and useful Improvements in Neck-Yoke Attachments; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to neck-yoke attachments.

The object of the invention is to provide a device of this character which shall be simple of construction, durable in use, and comparatively inexpensive of production and which will be efficient in operation.

To this end the invention consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a vehicle-pole provided with my improved neck-yoke attachment. Fig. 2 is a vertical longitudinal central sectional view of the same, taken on the line *a a* in Fig. 1. Fig. 3 is a transverse vertical sectional view taken on the line *b b* in Fig. 1.

Referring by numerals to the accompanying drawings, 1 designates the vehicle-pole of any ordinary construction, with the exception that it is provided with a wear-plate 2, which latter is substantially semicircular in cross-section and is secured in place slightly to the rear of the front end or front portion of the vehicle-pole by radially-disposed screws 3 3.

4 designates the pole-clip or attaching device by which the neck-yoke is connected with the vehicle-pole and disconnected therefrom when necessary, said pole-clip 4 being provided with radially-projecting end flanges 5 5, between which that portion of the pole-strap 6 which engages said pole-clip rests when in place, the free ends of the pole-strap depending below said pole-clip when not buckled to place on the neck-yoke, which latter being so commonly known is not illustrated herein.

The vehicle-pole 1 is provided a short dis-

tance in rear of its front end or point with a transversely-disposed screw-threaded seat 7, into which the securing-screw 8, which holds the attachment in place upon the vehicle-pole, is inserted, passing first through a threaded seat 9 in one of the arms of the horseshoe-shaped attachment 4, thence through the threaded seat 7 in the vehicle-pole, and into the threaded seat 10 in the opposite member of the horseshoe-shaped attachment 4, thereby securing said attachment firmly yet removably in place upon the vehicle-pole.

The pole-straps used in connection with the attachment may be of any of the well-known constructions now used and are connected to the lower ends 11 11 of the attachment when they are in place. They are not shown herein.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of my improved neck-yoke attachment will be readily apparent without requiring an extended explanation.

The device is extremely simple, may be made at small cost, and is exceedingly useful for the purpose for which it is designed.

It will of course be understood that various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

In a neck-yoke attachment for vehicle-poles, the combination with the vehicle-pole provided with a horizontally-disposed diametrically-extending screw-threaded seat traversing said vehicle-pole near its front end and the semicircular wear-plate having threaded openings alined with said screw-threaded seat secured upon the upper portion of said vehicle-pole by radially-disposed securing-screws 3, 3; of the pole-clip 4 having its curved upper portion extending normally above the wear-plate and provided with projecting end flanges 5, 5; the securing-screw 8 passed through the seat 9 in one

arm of the horseshoe-shaped pole-clip 4,
through said threaded screw-seat 7 and into
the screw-seat 10, and means for connecting
pole-straps to the lower ends 11, 11, of the
5 depending arms of said pole-clip 4; substan-
tially as specified.

In testimony whereof I have hereunto set

my hand in presence of two subscribing wit-
nesses.

ADEN W. CLUMP.

Witnesses:

J. C. SMITH,

L. F. ROYERS.