No. 866,752. PATENTED SEPT. 24, 1907.

J. H. WAY.

MUFFLER.

APPLICATION FILED JUNE 26, 1907.

2 SHEETS—SHEET 1.

FIG. I.

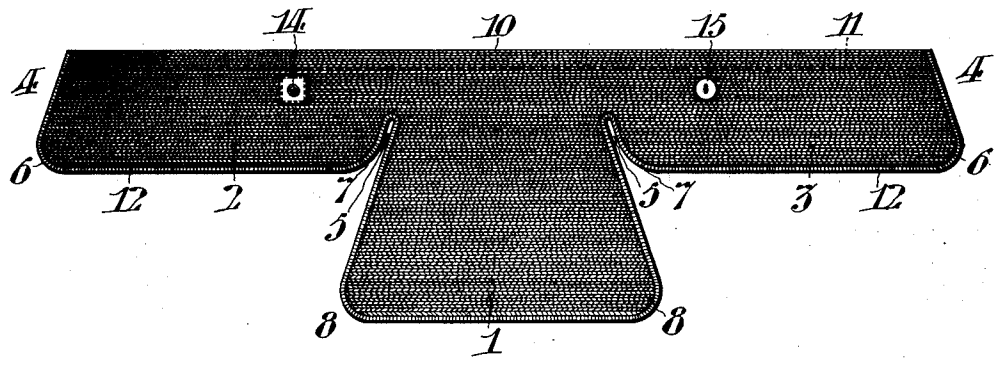


FIG. II.

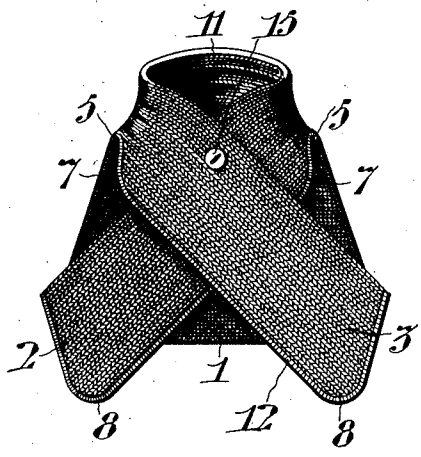
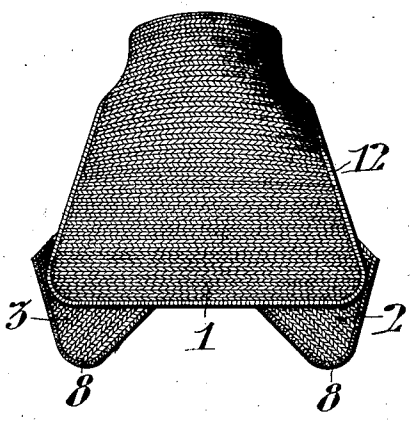


FIG. III.



WITNESSES:

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Wm. J. Speed

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2 SHEETS—SHEET 2.

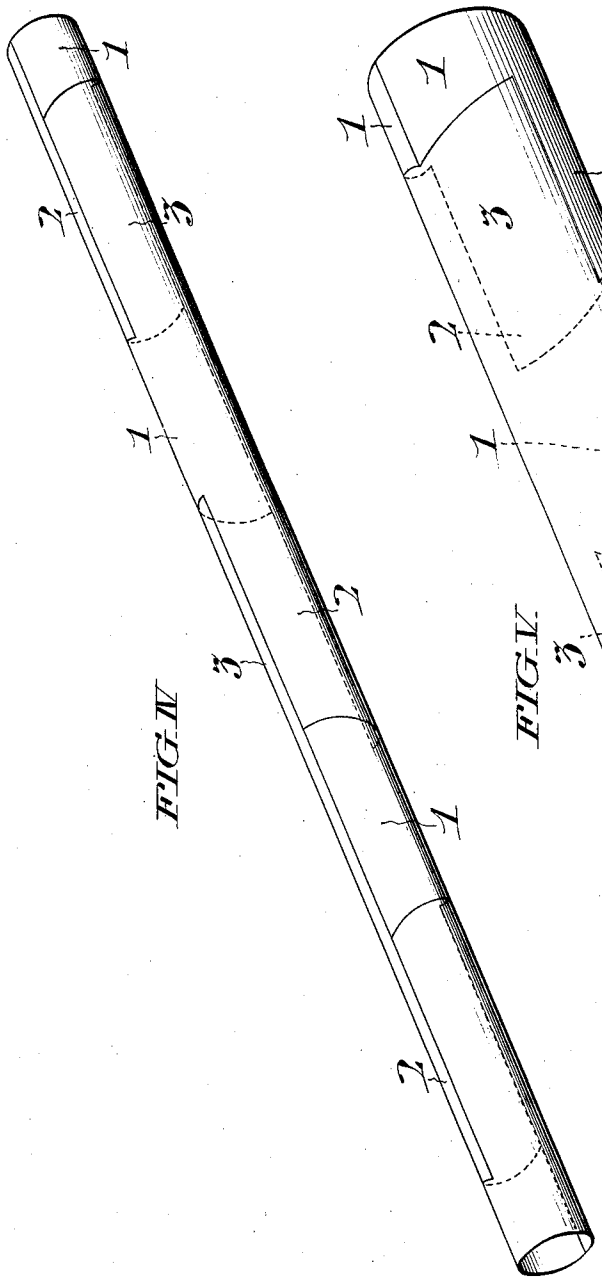


FIG. IV.

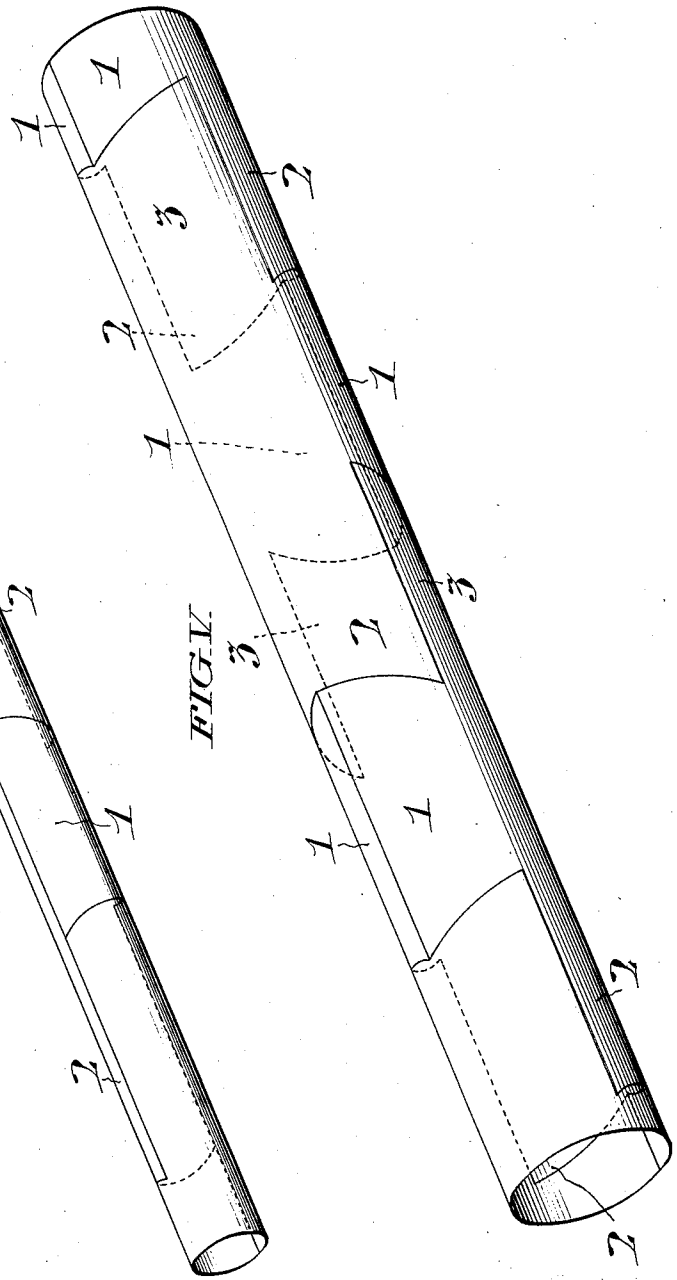


FIG. V.

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UNITED STATES PATENT OFFICE.

JOHN HOWARD WAY, OF ST. DAVIDS, PENNSYLVANIA.

MUFFLER.

No. 866,752. Specification of Letters Patent. Patented Sept. 24, 1907.

Application filed June 26, 1907. Serial No. 380,849.

To all whom it may concern:

Be it known that I, JOHN HOWARD WAY, of St. Davids, in the county of Delaware and State of Pennsylvania, have invented certain new and useful Improvements in Mufflers, whereof the following is a specification, reference being had to the accompanying drawings.

My invention relates to knit mufflers in which the entire garment may be produced from a single piece of knit fabric.

It is an object of my invention to thus produce from a single piece a muffler which will protect both the chest and back of the wearer as is accomplished by the scarf mufflers and yet avoid the disagreeable wrinkling and accumulation of the material over the shoulders which is characteristic of the scarf muffler. This is accomplished by providing cuts or recesses for receiving the shoulders of the wearer, and otherwise shaping the garment as I will describe.

It is a feature of my invention that the mufflers may be produced from a knit tube, the various parts of each style of muffler being so shaped as to fit about or match with the respective parts of the adjoining muffler in such a manner as to allow them to be cut out without any loss of material except such as may be removed in rounding the corners.

In the accompanying drawings, Figure I, represents the completed garment lying flat. Fig. II, is a front view of the garment as in place upon the wearer. Fig. III, is a rear view of the garment. Fig. IV, is a diagrammatic view of a knit tube showing how the material is utilized to produce single thickness mufflers. Fig. V, is a similar view showing how the material is utilized for double thickness mufflers.

The garment is formed of a single integral web of ribbed knit fabric, and comprises a body portion or flap 1, for the back and a pair of laterally extending flaps 2, 3, for the chest. At each side of the back flap 1, at the region of its union with the chest flaps 2, and 3, are the cuts 5, 5, which are intended to receive the shoulders of the wearer and allow the chest flaps to be folded without causing wrinkles across the shoulders and around the neck. These cuts are at an angle to each other and form a continuation of the sides of the flap 1. The outer ends of the flaps 2, 3, are tapered along the line 4, 4, and the lower corners 6, 6, and 7, 7, are rounded, as clearly shown in Fig. I. By thus rounding the corners of the chest flaps they may be readily tucked under an outer garment, and the tapered ends give the muffler a neat appearance when the flaps are crossed in position upon the wearer.

The flap 1, is usually made flaring toward its lower edge and the corners 8, 8, are rounded as shown in the drawing. By thus increasing the width of the body portion toward the bottom, it effectually covers the entire back of the wearer, yet is narrow enough at the region of shoulders to prevent wrinkling. The upper edge 10, of the muffler is formed straight and in the instance shown, is turned over to form a narrow hem 11. But the hem may be greatly deepened to produce a double-thickness collar or the muffler may be made of double thickness throughout.

In the production of single thickness mufflers, a tube of knit fabric is formed (as shown in Fig. IV), having its circumference equal to the distance from the lower edge of the flap 1, to the upper edge 10, plus the width of the hem 11. To cut out the mufflers this tube is split along an element and flattened out. The muffler pattern is laid upon it, and the fabric is cut accordingly. To cut the next muffler the pattern is reversed with the flap 1, extending in the opposite direction from that in the previous case.

It will be noted that the bevel on the ends of the flaps 2, and 3, corresponds to the obliquity of the sides of the flaps 1, thus allowing the mufflers to be cut without the loss of any material except such as is removed to round the various corners.

In producing the double thickness muffler, a tube (as shown in Fig. V), is formed having a circumference equal to twice the width of the muffler from the bottom of the flap 1, to the upper edge 10. This tube is then flattened to form a double thickness of material and the mufflers are cut out in the same manner as described.

The entire edge of the garment (except the upper hemmed edge which comes in contact with the neck of the wearer), is overstitched as indicated by the double line 12, 12, extending from one upper corner to the other upper corner. Upon the flaps 2, and 3, are placed the fasteners of the garment, as for instance, ordinary ball and socket fasteners 14, 15.

The garment is shown with a convenient shape of chest pads, but the size and shape of these pads may be varied to afford greater or less protection for the chest. The cuts for the shoulders allow the muffler to lie snugly against the side of the neck and under the ears without the production of disagreeable wrinkles, irrespective of the size of the chest flaps.

Having thus described my invention, I claim:

1. A knit muffler including a back portion and laterally extending chest flaps, said flaps being partially separated from the back portion by cuts which extend from the lower edge of the flaps and at substantially a right angle

to a line passing lengthwise through said flaps, said cuts being located to receive the shoulders of the wearer, whereby said muffler will fit snugly the wearer without wrinkling said flaps.

2. A knit muffler having a back portion and laterally extending chest flaps, the upper edge of said muffler being formed on substantially a straight line and the flaps being partially separated from said back portion by cuts extending at an angle to said upper straight edge for the reception of the shoulders of the wearer, whereby said muffler will fit snugly the wearer without wrinkling said flaps.

In testimony whereof, I have hereunto signed my name, at Philadelphia Pennsylvania this twenty-fifth day of June 1907.

JOHN HOWARD WAY.

Witnesses:
JAMES H. BELL,
E. L. FULLERTON.