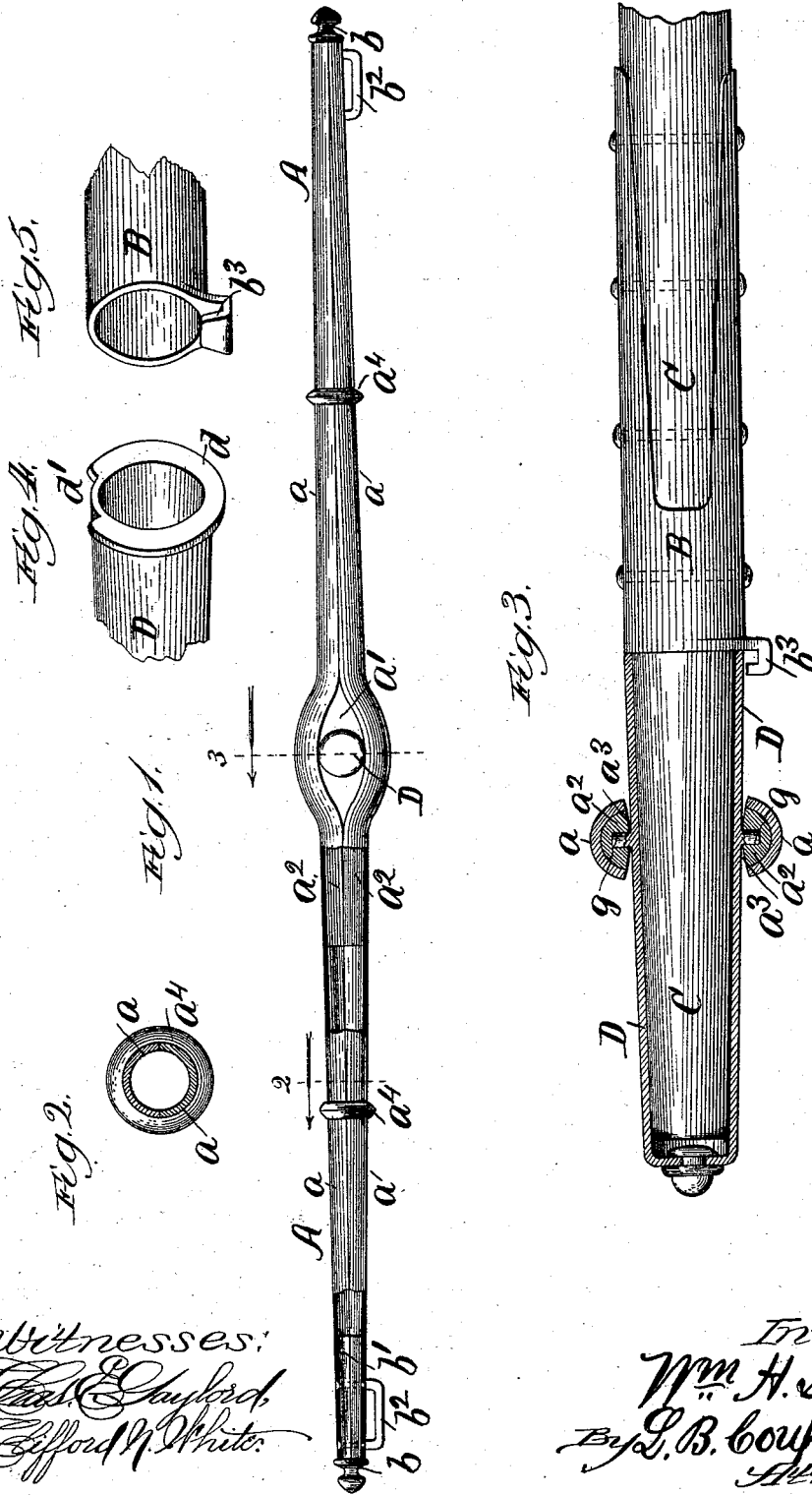


(No Model.)

W. H. SHOLL.
NECK YOKE.

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UNITED STATES PATENT OFFICE.

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NECK-YOKE.

SPECIFICATION forming part of Letters Patent No. 455,582, dated July 7, 1891.

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To all whom it may concern:

Be it known that I, WILLIAM H. SHOLL, a citizen of the United States, residing at Hobart, in the county of Lake and State of Indiana, have invented certain new and useful Improvements in Neck-Yokes, of which the following is a full, clear, and exact description, that will enable others to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to improvements in neck-yokes; and the same consists of certain novel features in the construction, combination, and arrangement of the several parts, as will be hereinafter set forth.

In the drawings, Figure 1 is a front elevation showing the device in position on the draft-pole; Fig. 2, a transverse section on line 2, Fig. 1, looking in the direction indicated by the arrow; Fig. 3, a transverse section of the device on line 3, Fig. 1, and a broken-away longitudinal section and part elevation of the draft-pole and part attached thereto; and Figs. 4 and 5 are broken-away details of construction.

Referring to the drawings, A represents the neck-yoke or cross-bar constructed of sheet metal and consisting of the two semicircular members *a a*, joined together, forming a tubular structure. The two members comprising the yoke are bowed outwardly from each other at the center to provide the elongated eye-shaped opening *a'*, through which the end of the vehicle-pole is passed in placing the yoke in position for use. This central part of the yoke is strengthened by the insertion of two companion filling-pieces *a² a²*, the respective ends of which come together in the tubular body at each side of the opening *a'*, as shown by the broken-away part in Fig. 1. At the point where the yoke rests on the pole, the faces of the filling-pieces *a² a²* are cut away or beveled outwardly from the center to each edge, as at *a³*, Fig. 3. The edges of the yoke members are also cut away in a corresponding plane at this point. A number of annular beads *a⁴* add strength to the yoke, and are also of an ornamental character. The tubular ends of the yoke are closed and strengthened by the caps *b b*, provided with the pin ends *b'*, which extend inside some

way, as shown by the broken-away part, Fig. 1, and into which the ends of the staples *b²* are secured. The metal socket-piece B is slipped onto the pole C and rigidly fastened thereto at some distance from the end, as shown in Fig. 3. This socket-piece is provided on its outer end and underneath with the hook-shaped catch *b³*, as shown in Figs. 3 and 5. The metal sleeve D fits loosely over the end of the pole projecting through the socket-piece, and abuts against the end of the same. This sleeve is provided on its inner abutting end with the annular flange *d*, notched or cut away on the upper side, as at *d'*, Fig. 4. The pivot-pins *g g* are formed on the upper and under side of the sleeve D and are seated in the companion filling-pieces *a² a²* of the yoke-bar, as shown in Fig. 3. By this arrangement the yoke and sleeve are loosely secured together, the yoke being placed upon or removed from its working position on the end of the pole by slipping the sleeve on and off. The yoke-bar should be placed on the pole upside down, so that the notch in the flange *d* on the sleeve will coincide with the catch *b³*, formed on the socket-piece, and allow the two abutting ends to come close together, as shown in Fig. 3. The yoke and sleeve should then be turned on the pole to bring the notch in the flange on the upper side. The yoke is now in position to receive the attaching-straps of the harness, the abutting ends of the socket-piece and the sleeve occupying the relative position shown in Figs. 4 and 5. The catch overlapping and interlocking with the edge of the flange renders it impossible for the yoke to become detached from the pole under any circumstance, thus avoiding all accidents from this cause. The yoke and attaching-sleeve are free to turn on the pole, and the yoke-bar is adapted to have a rocking movement on its sleeve both up and down and in a plane parallel to the pole, and thereby have a free and independent adjustment with reference to the pole and prevents unnecessary strain on the horses.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A neck-yoke or cross-bar consisting of two members joined together and bowed outwardly from each other in the center to pro-

vide an eye-shaped opening, the filling-pieces inserted in the bowed parts and having their respective ends come together in the tubular body of the structure at each side of said opening, the caps provided with projecting pins, which extend inside of and close the tubular ends, the staples riveted through said ends, and the means, substantially as described, for detachably securing the yoke to the vehicle-pole, as and for the purpose set forth.

2. In a neck-yoke structure, the combination, with a vehicle-pole, of a socket-piece provided with a hook-shaped catch and rigidly secured to said pole, a sleeve provided on the inner end with an annular flange cut away or notched at one side, the pivot-pins

projecting from the upper and under side of said sleeve, and the yoke-bar secured to the sleeve by means of said pins, substantially as described.

3. In a neck-yoke structure, the combination, with the sleeve provided on the upper and under side with pivot-pins, of the yoke-bar provided with an eye-shaped opening to receive said sleeve and the filling-pieces inserted in the respective yoke members and in which the pivot-pins are seated, substantially as described.

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