

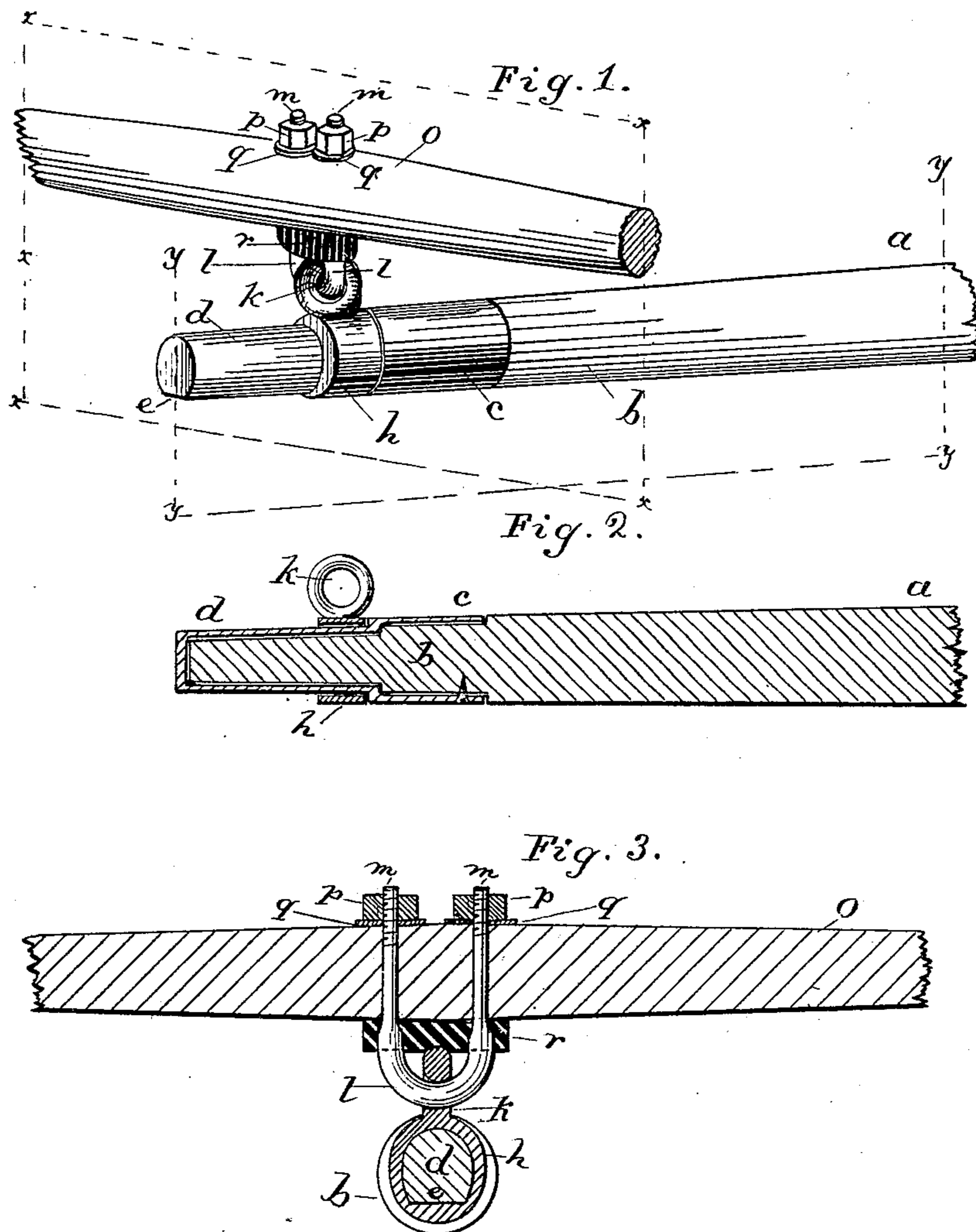
(No Model.)

A. KANZLER.

NECK YOKE.

No. 262,432.

Patented Aug. 8, 1882.



WITNESSES:
Thos. Houghton.
John A. Kemmer

INVENTOR:
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BY *[Signature]*
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UNITED STATES PATENT OFFICE.

AUGUST KANZLER, OF PRINCETON, KENTUCKY.

NECK-YOKE.

SPECIFICATION forming part of Letters Patent No. 262,432, dated August 8, 1882.

Application filed March 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, AUGUST KANZLER, of Princeton, Caldwell county, State of Kentucky, have invented a new and Improved Neck-Yoke; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a perspective view of my invention. Fig. 2 is a section of the pole-tip and tug in line *y y* of Fig. 1. Fig. 3 is a transverse section in line *x x* of Fig. 1.

My invention relates to improvements in neck-yokes for vehicles; and it consists in the peculiar construction and arrangement of the parts, as hereinafter more fully set forth.

In the accompanying drawings, *a* represents the pole of the vehicle.

b represents the pole-tip, having a ferrule, *c*, which receives the mortised outer end of the pole, and is secured thereto by a screw or rivet.

d represents the bolt portion of the pole-tip, which may be made flat on one side, as shown at *e*, or square, or octagonal, or oval, or polygonal, so as to fit a tug, *h*, similarly formed, and positively prevent the tug from turning on the pole-tip *v*.

To the upper end of the tug *h* is secured an eye, *k*, through which passes a staple, *l*, the plane of the staple being at right angles to the eye *k*, the shanks *m m* of the staples being

threaded and passing through holes in the middle of the neck-yoke *o*, and provided at their ends with nuts *p* and washers *q*, or otherwise secured.

r represents a rubber band or block passing around the staple between the neck-yoke *o* and the eye *k* of the tug *h*, to prevent rattling.

By this construction, it will be seen that it is impossible for the tug to turn on the pole-tip, which prevents all rocking of the pole, and imparts a steady movement to the carriage, thus preventing the wear of the tip, and therefore can be manufactured of less weight.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of the pole-tip *b*, provided with a flat or square side, with the tug *h*, similarly formed, and provided with the eye *k*, staple *l*, and neck-yoke *o*, substantially as described, and for the purpose set forth.

2. The combination of the pole *a*, pole-tip *b*, having ferrule *c* and bolt portion *d*, provided with a flat side, tug *h*, similarly formed and provided with an eye, *k*, staple *l*, having screw-threaded shanks, neck-yoke *o*, and rubber block *s*, substantially as described, and for the purpose set forth.

AUGUST KANZLER.

Witnesses:

SOLON C. KEMON,

CHAS. A. PETTIT.