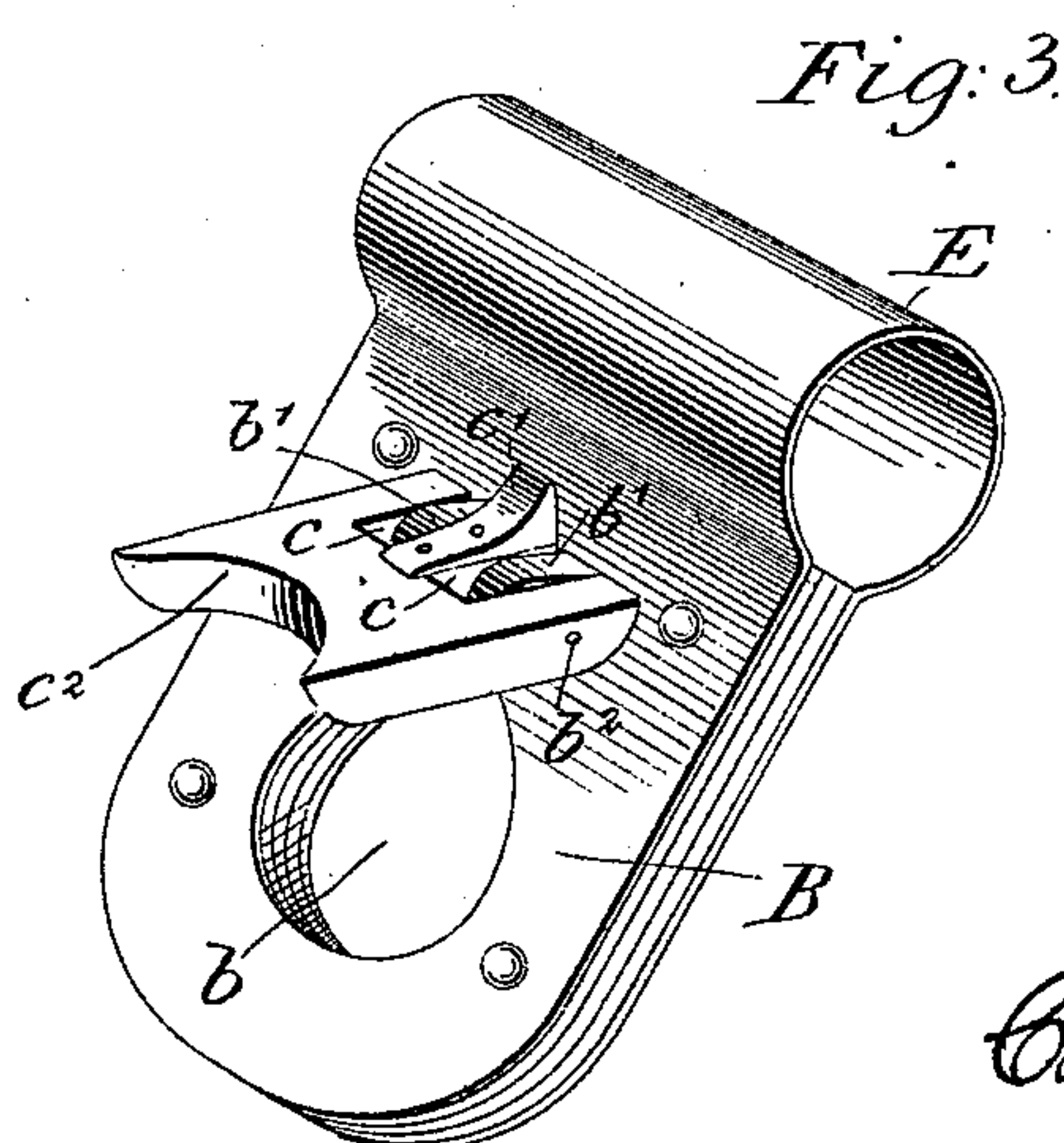
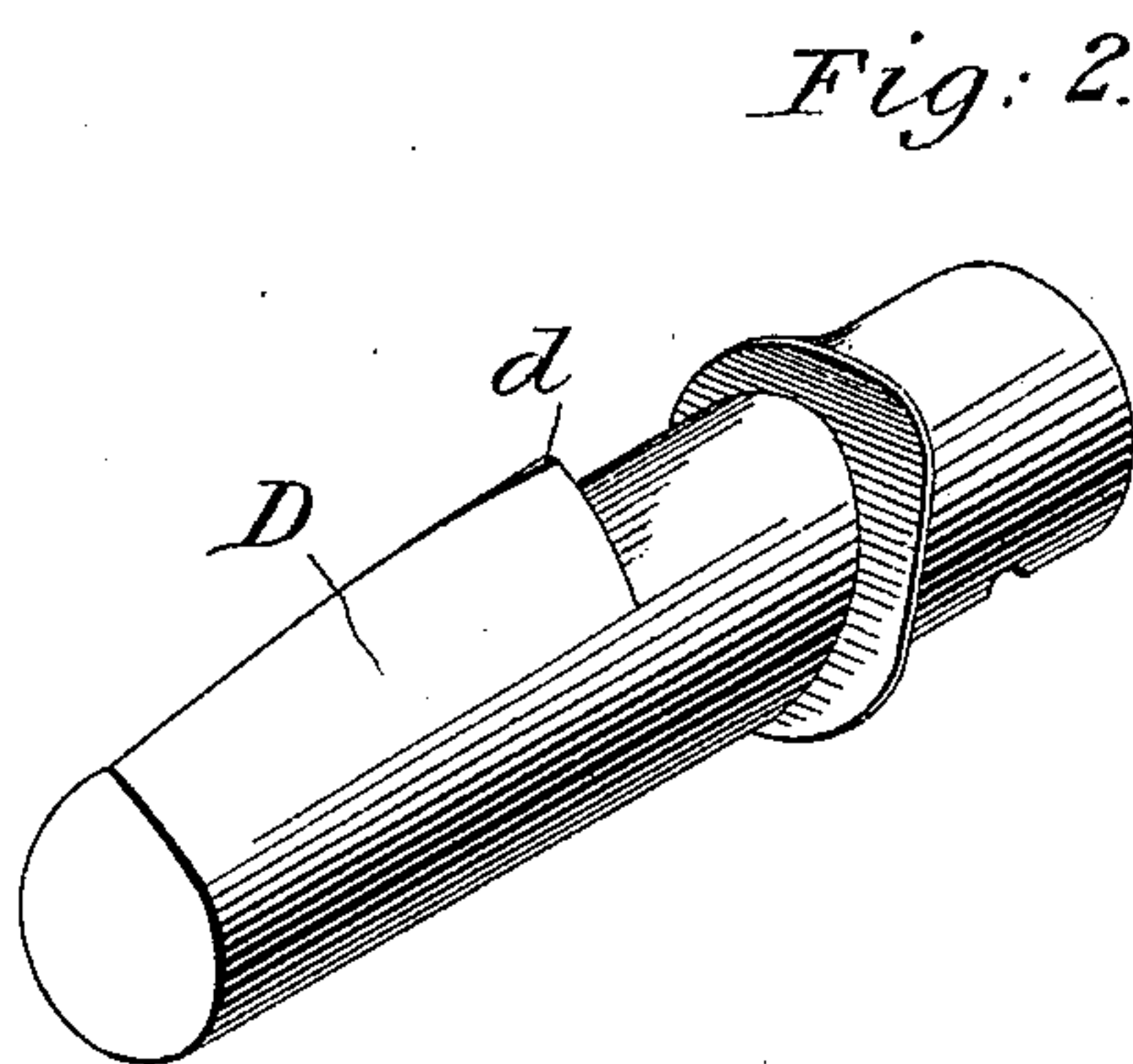
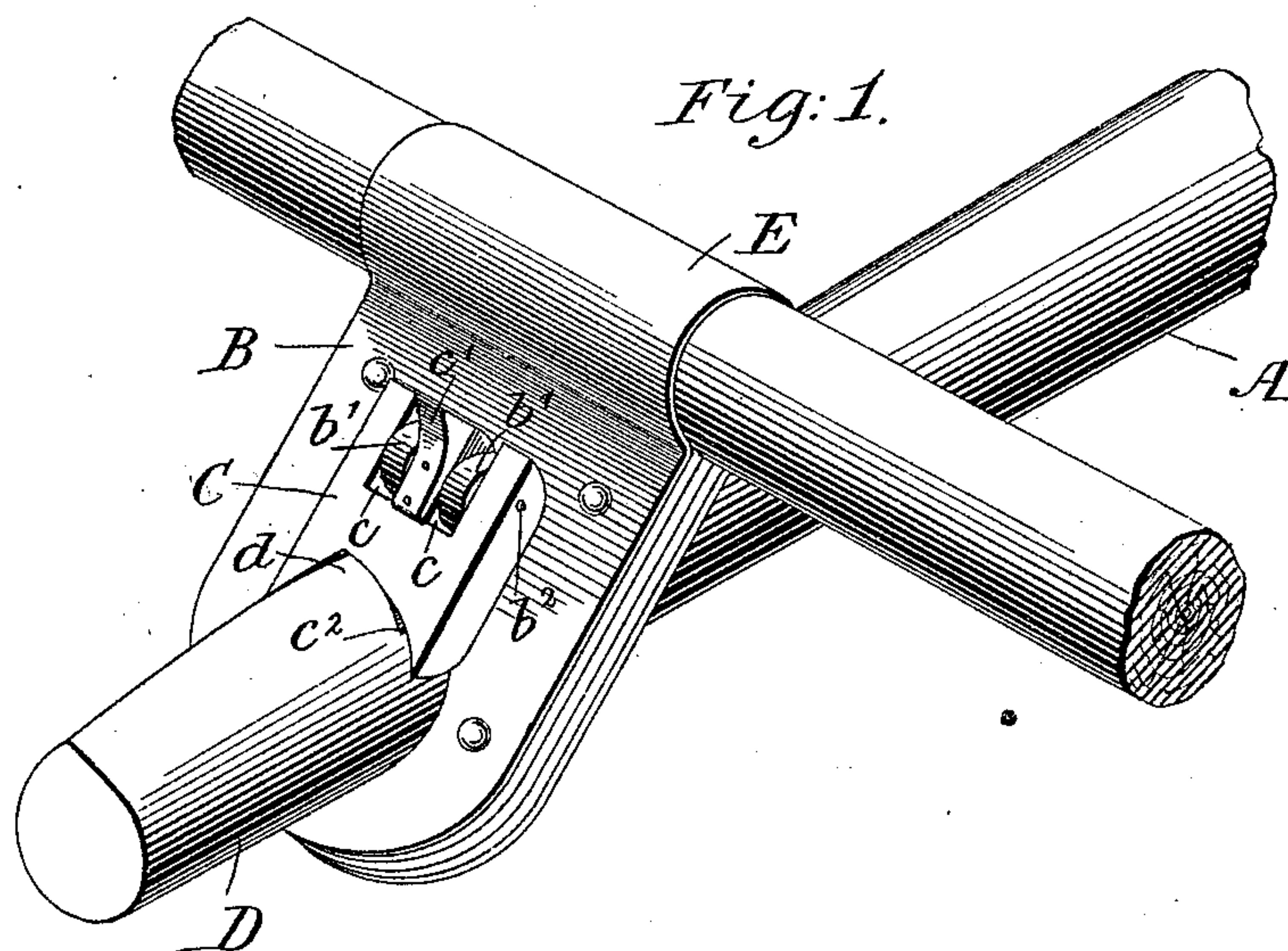


(No Model)

C. H. ANDERSON.  
COUPLING FOR VEHICLE POLES.

No. 582,803.

Patented May 18, 1897.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

CARL H. ANDERSON, OF OGDEN, IOWA.

## COUPLING FOR VEHICLE-POLES.

SPECIFICATION forming part of Letters Patent No. 582,803, dated May 18, 1897.

Application filed December 18, 1896. Serial No. 616,214. (No model.)

*To all whom it may concern:*

Be it known that I, CARL H. ANDERSON, a citizen of the United States, residing at Ogden, in the county of Boone and State of Iowa, have invented certain new and useful Improvements in Pole-Couplings; and I do hereby 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.

This invention relates to improvements in harness, and has more particular relation to pole-couplings for coupling the neck-yoke to the forward end of the pole.

The invention consists of certain novel constructions, combinations, and arrangements of parts, all of which will be hereinafter more particularly set forth and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 represents a perspective view of the device embodying my invention. Fig. 2 represents a detail perspective view of the sleeve for attachment to the front of the pole, and Fig. 3 represents a detail perspective view of the attaching-plate with the catch in its raised position for leaving the aperture of said plate free for the insertion or withdrawal of the end of the pole.

A in the drawings represents the pole; B, the attaching-plate; C, the pivoted catch; D, the sleeve adapted to be applied to the end of the pole, and E the attaching-strap for securing the plate B to the neck-yoke. The said pole A is of the ordinary construction, and the sleeve D, which is provided with a lateral offset *d*, is secured to the end of the same in any suitable manner, so that said offset projects upward. The attaching-plate B is preferably constructed of a plurality of thicknesses of leather suitably riveted together and provided with a pear-shaped opening *b*, whereby said plate may be slipped over the end of the pole and the sleeve D with its projection *d*. The said plate B is adapted to be connected to the neck-yoke by a strap E, which is suitably secured about the periphery of said plate B by screws, rivets, or the like and passes up to said neck-yoke. The said plate B is provided just above the aperture *b* with a plurality of apertured lugs *b'*, suitably secured thereto. The said catch C is provided with a plurality of spaced apertured

lugs *c*, adapted to be pivotally connected to the apertured lugs *b'* by a suitable pivot-pin *b<sup>2</sup>*, a suitable shoulder or projection *c'* being mounted on said catch, whereby it may be rotated on its pivot at will. The lower portion of the catch is formed with a segmental recess *c<sup>2</sup>*, adapted to correspond with the contour of the end of the pole A.

It will be observed from the foregoing description that when the end of the pole A is forced through the aperture *b* from the inside the catch C is forced upward, but automatically drops back of the shoulder *c'*, because of its inherent specific gravity. After said catch has once fallen behind said shoulder the accidental displacement of the attaching-plate B is next to impossible, and thus the holdbacks of the harness are effectively guarded against any accidental displacement which might result in serious injury to the occupants of the vehicle.

When it is desired to release the attaching-plate B from the end of the pole, it is simply necessary to raise the catch C from over the upper end of the aperture *b*, which will leave said aperture free for the withdrawal of the end of the pole.

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

1. In a pole-coupling, the combination with a sleeve having an offset and adapted to be applied to the end of a pole, of a plate formed with an aperture of sufficient size to be slipped over said sleeve and its offset, means for connecting said plate to the yoke, and an independent pivoted gravity-catch mounted upon said plate and adapted to normally extend over a portion of the aperture in said plate and prevent the offset of the sleeve from passing through said aperture and thus hold the plate against accidental displacement from the end of the pole, substantially as described.

2. In a pole-coupling, the combination with a sleeve having an offset and adapted to be applied to the end of a pole, of a plate formed with an aperture of sufficient size to be slipped over the end of said sleeve and the offset of the same, a strap formed into a loop for the reception of the neck-yoke and having its opposite ends secured to said plate, and an independent pivoted gravity-catch mounted

upon said plate and adapted to normally extend over a portion of the aperture in said plate to prevent the offset of the sleeve from passing through said aperture and thus allow accidental displacement of the plate from the end of the pole, substantially as described.

3. In a pole-coupling the combination with a sleeve having an offset and adapted to be applied to the end of a pole of an apertured plate adapted to be slipped over said sleeve, spaced apertured lugs mounted on said plate,

a gravity-catch formed with spaced apertured lugs and a pivot-pin for connecting the lugs of the catch and the lugs mounted upon the plate, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CARL H. ANDERSON.

Witnesses:

CHAS. ANDERSON,  
C. G. SWANSON.