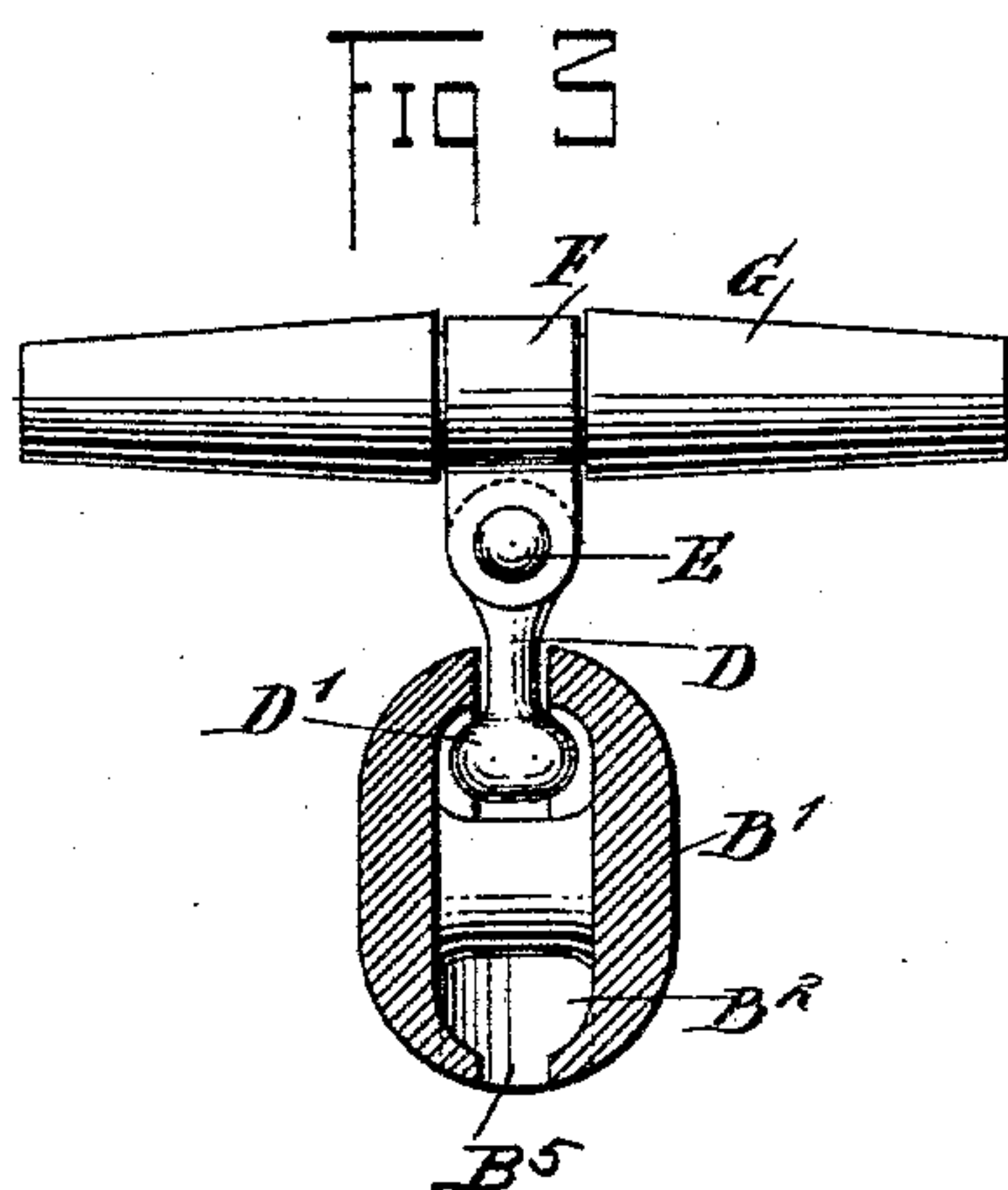
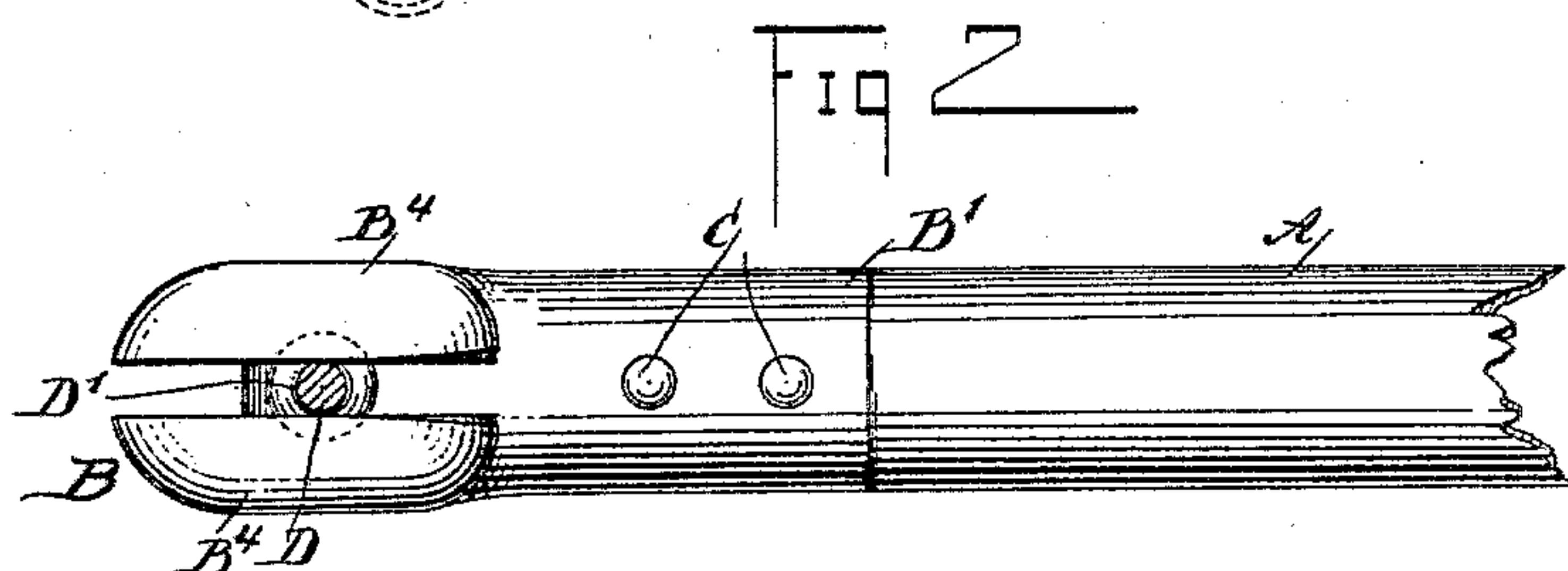
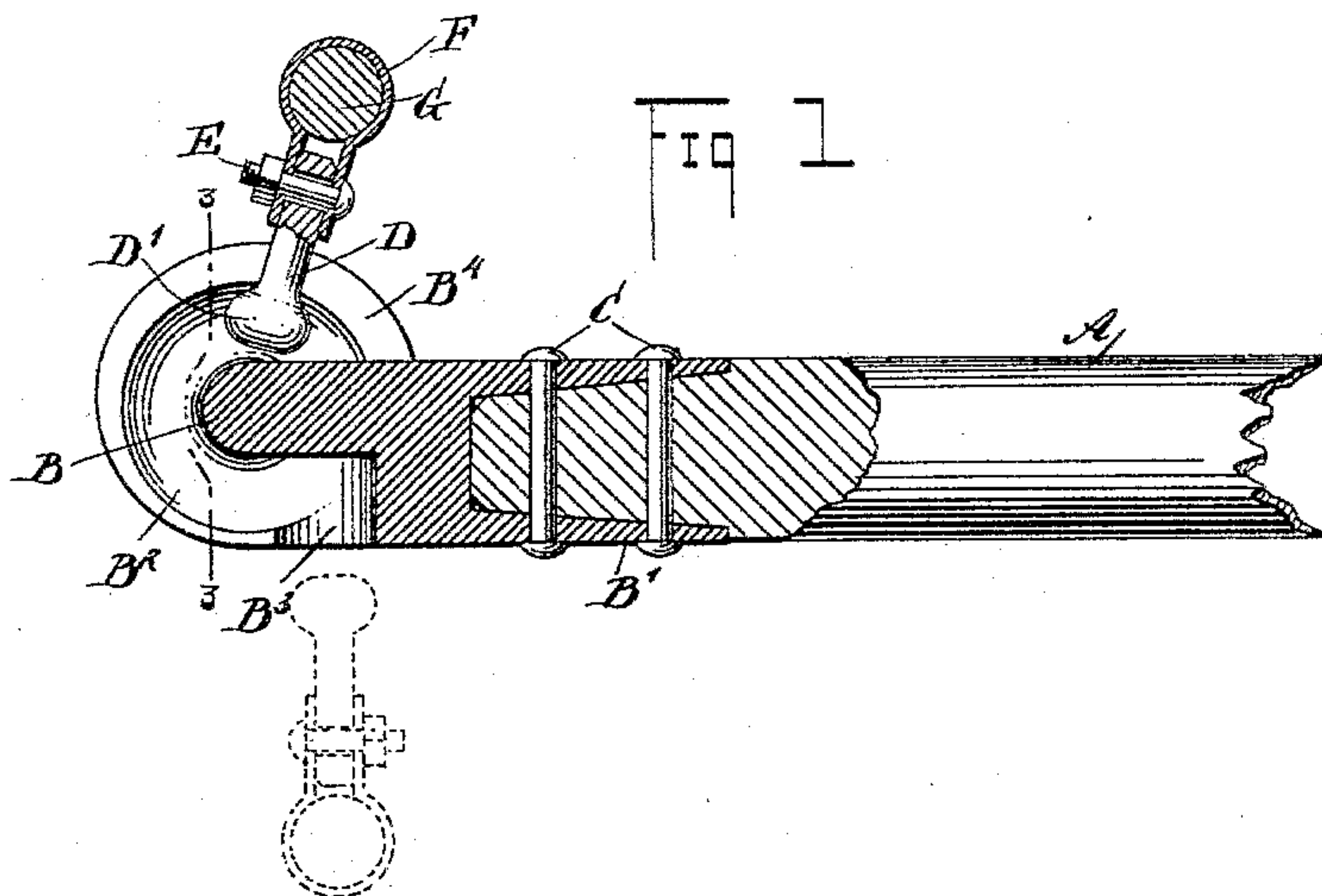


(No Model.)

L. O. SNELL.
NECK YOKE COUPLING.

No. 598,029

Patented Jan. 25, 1898.



WITNESSES :

WITNESSES:
prob. chm.
Geo. E. Brown

INVENTOR

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BY

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UNITED STATES PATENT OFFICE.

LORD O. SNELL, OF ATHENS, PENNSYLVANIA.

NECK-YOKE COUPLING.

SPECIFICATION forming part of Letters Patent No. 598,029, dated January 25, 1898.

Application filed September 27, 1897. Serial No. 653,227. (No model.)

To all whom it may concern:

Be it known that I, LORD O. SNELL, of Athens, in the county of Bradford and State of Pennsylvania, have invented a new and Improved Neck-Yoke Coupling, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved neck-yoke coupling which is simple and durable in construction and by which the yoke-bar may be easily adjusted on the pole after or before attachment to the harness and which is not liable to become accidentally detached from the pole, so that the latter is always held up and is not liable to cause accidents and damage to the harness in case of a broken whiffletree or harness.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional side elevation of the improvement. Fig. 2 is a plan view of the same, and Fig. 3 is a transverse section of the same on the line 3 3 of Fig. 1.

The pole A of a buggy, wagon, mowing-machine, reaper, or other vehicle is provided at its forward end with a head B, formed with a hollow shank B', into which fits the pole end, the latter being secured in place in the shank by suitable rivets or bolts C, as is plainly indicated in Fig. 1. The head B is formed with a longitudinal and segmental slot B⁵, commencing where the head joins the shank and terminating at a point directly therebelow. By this slot are formed two cheeks B⁴, each cheek having a groove in its inner face, which grooves correspond in direction to the slot B⁵ and form the segmental guideway B². This guideway B² is engaged by a link D, arranged in such a manner as to slide in the said guideway and be free to turn therein, the said link being connected at its outer end with a pivot E, securely held in a clip F, carrying a yoke-bar G.

Now by the arrangement described the yoke-bar G is free to swing on the pivot E, and as the link D is movable in the guideway B² and is free to turn therein it is evident

that the yoke-bar G can readily move in any desired direction without binding to give the desired freedom to the animals attached to the vehicle.

The link D is provided at its inner end with a head in the form of a ball D', and the lower end of the guideway B² is enlarged to form the entrance-opening B³ to permit of conveniently inserting the link in the guideway by passing the head D' through the said enlarged opening with the shank of the link extending through the slot of the guideway. The upper portion of the head B extends a suitable distance above the top of the shank B', so that the link D, with the yoke-bar, can readily pass to the rear of the head, as indicated in Fig. 1, and when it is desired to disconnect the neck-yoke from the pole it is only necessary to slide the link forwardly and downwardly in its guideway until the head D' finally registers with the enlarged opening B³, whereupon the link will pass out of the guideway in the neck-yoke and become disconnected from the pole.

Now it will be seen that by the arrangement described the neck-yoke can be readily adjusted either before or after attachment to the harness, and the neck-yoke is not liable to become detached from the pole in case of a broken whiffletree or harness, and consequently the pole is not liable to drop down and cause serious accident.

The device is easily adjusted when hitching or unhitching and readily adapts itself to the movement of the horses and without strain on any of its parts. When attached to the pole, said device becomes perfectly tight and continues so as long as used, and hence there is less liability of wear and breakage than in other devices heretofore constructed for the same purpose. The end of the pole does not extend in front of the neck-yoke, and consequently catching of the reins or running against stationary objects and causing accidents is prevented.

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

1. A neck-yoke coupling, consisting of a head provided with a shank formed for attachment to a pole, said head extending above the top of the shank and having formed

therein a segmental guideway commencing where the head joins the shank and terminating at the under side of the head in an entrance-opening, a link formed with a ball-shaped head adapted to enter said entrance-opening and being free to move and turn in said guideway, and a clip pivotally connected with said link and attached to the yoke-bar, as and for the purpose set forth.

2. A neck-yoke coupling, consisting of a head provided with a shank formed for attachment to a pole, said head being formed with two cheeks partially separated from each other by the segmental slot B⁵ and each

formed with a groove on its inner face which grooves form the guideway B³, said guideway terminating at the under side of said head in the entrance-opening B³, a link D formed with a ball-shaped head adapted to enter said entrance-opening and turn and move in said guideway, the shank portion of said link extending through said slot B⁵, and a clip pivotally connected to said link and attached to the yoke-bar, as and for the purpose set forth.

LORD O. SNELL.

Witnesses:

J. T. CORBIN,

W. HOWARD ALLEN.