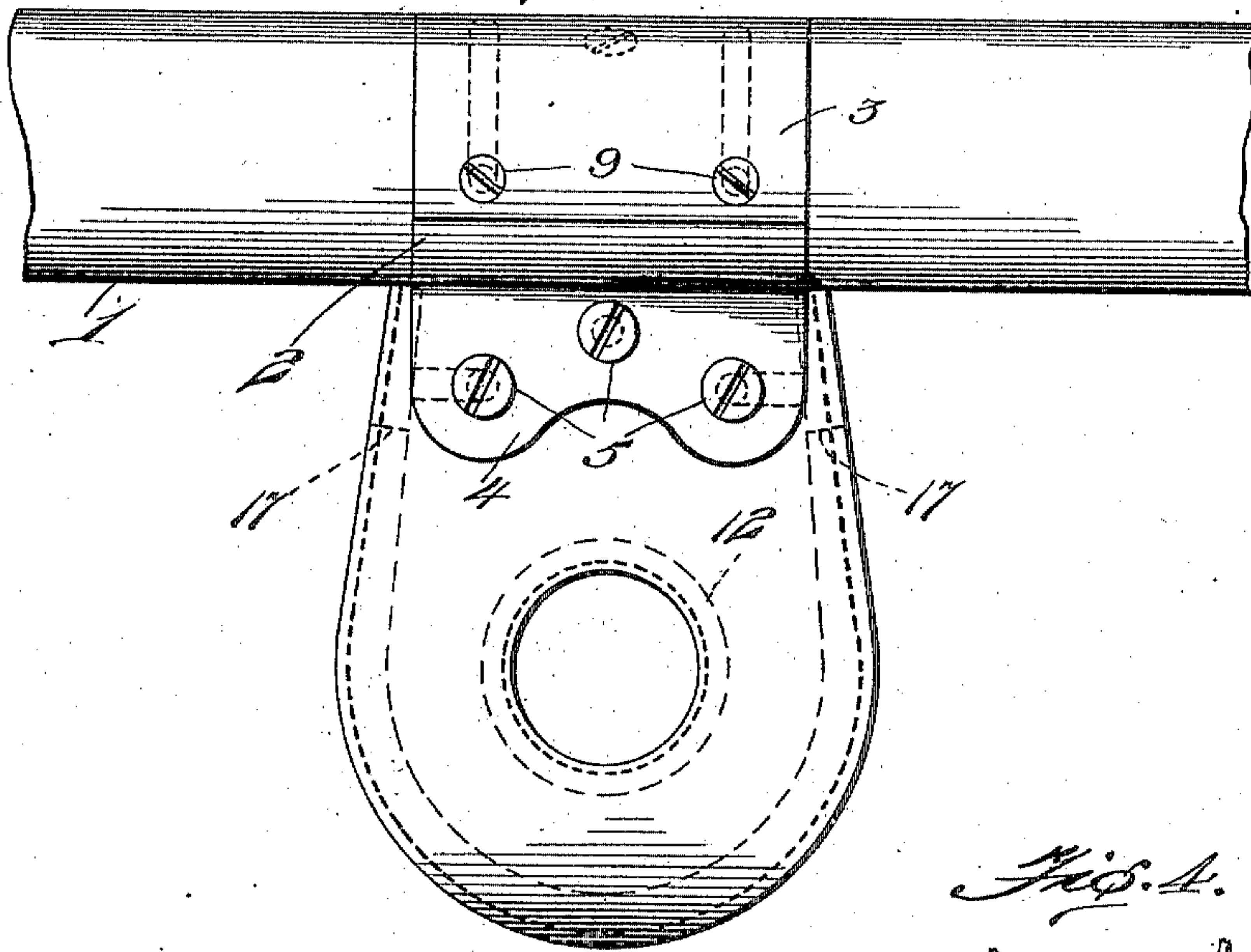


J. C. WISE.  
NECK YOKE CENTER.  
APPLICATION FILED JUNE 1, 1909.

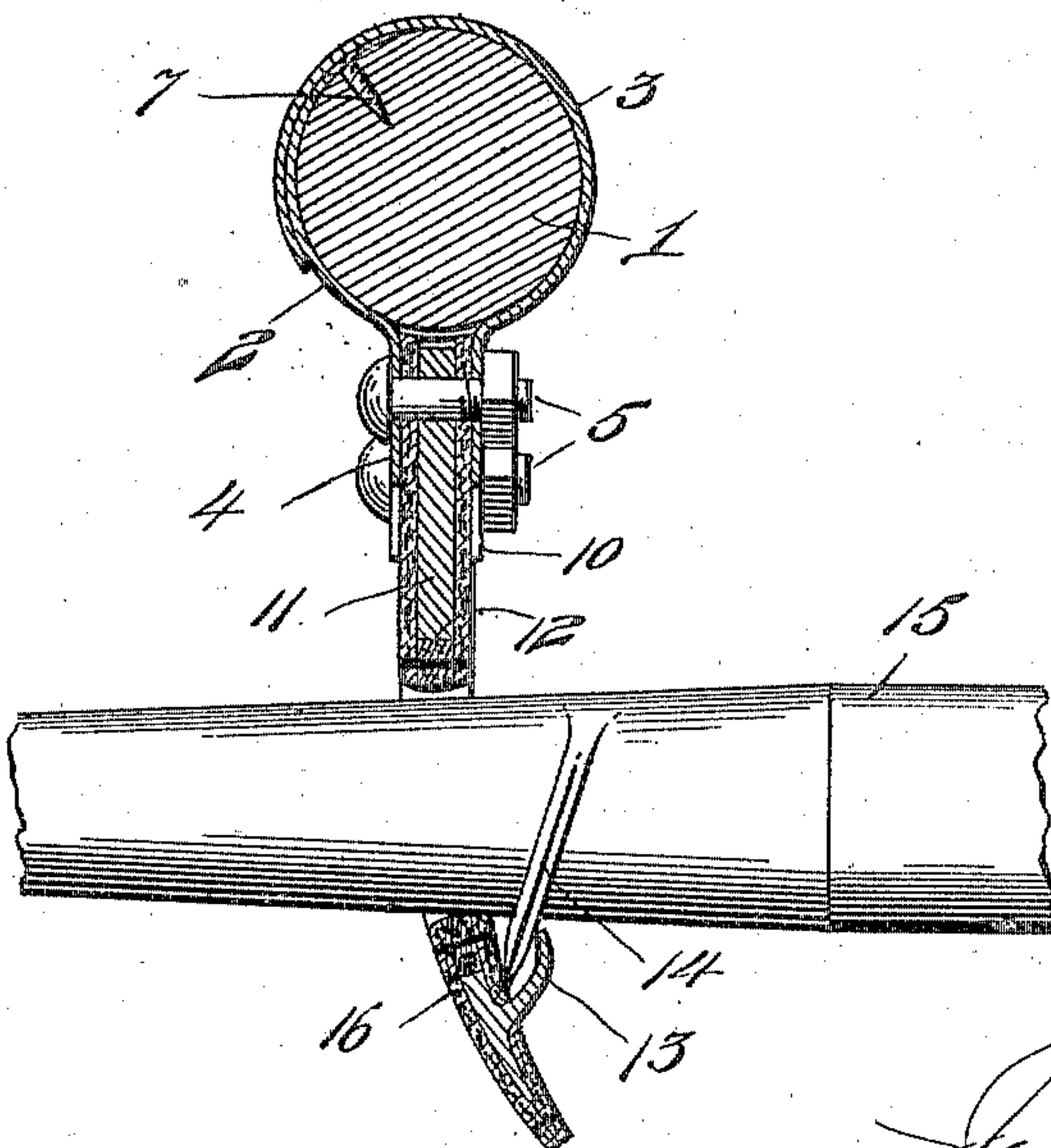
951,038.

Patented Mar. 1, 1910.

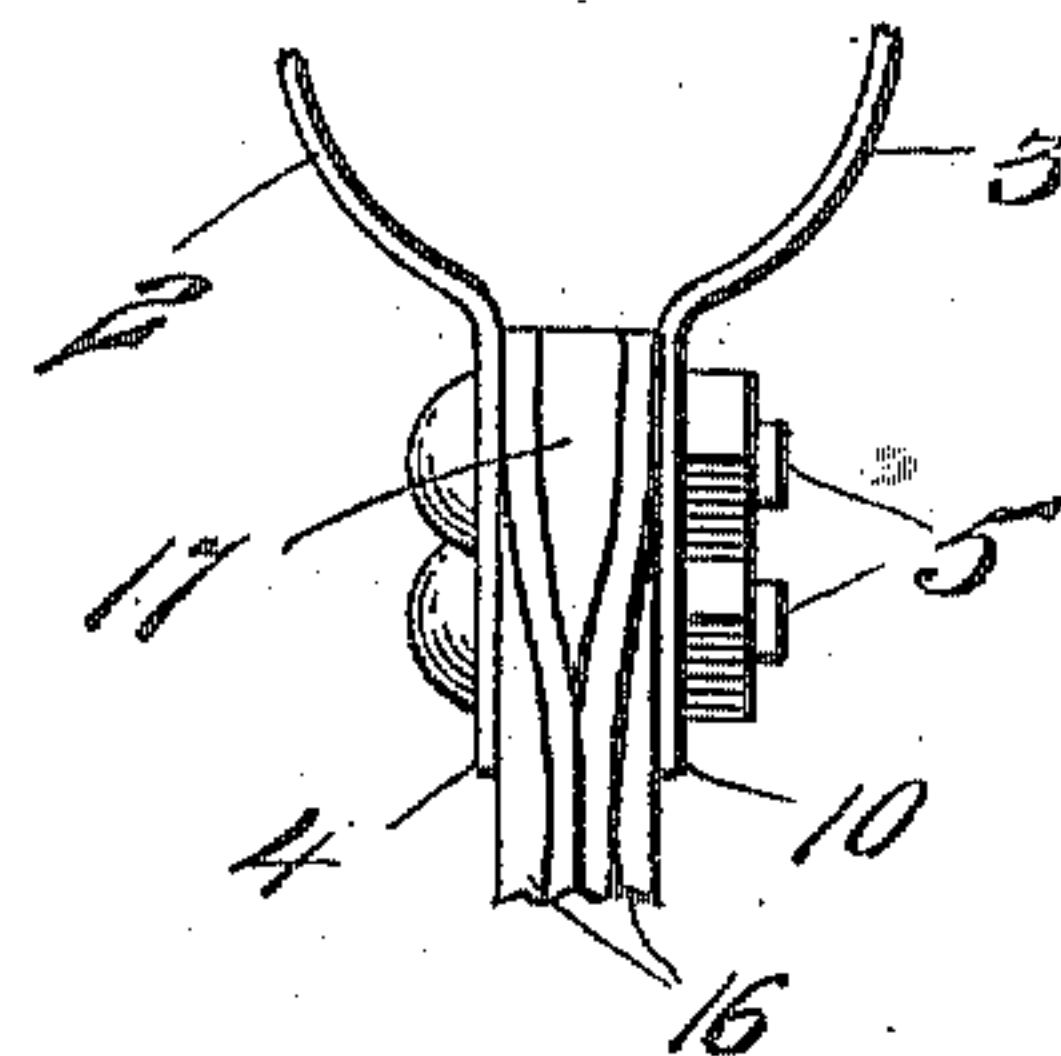
*Fig. 1.*



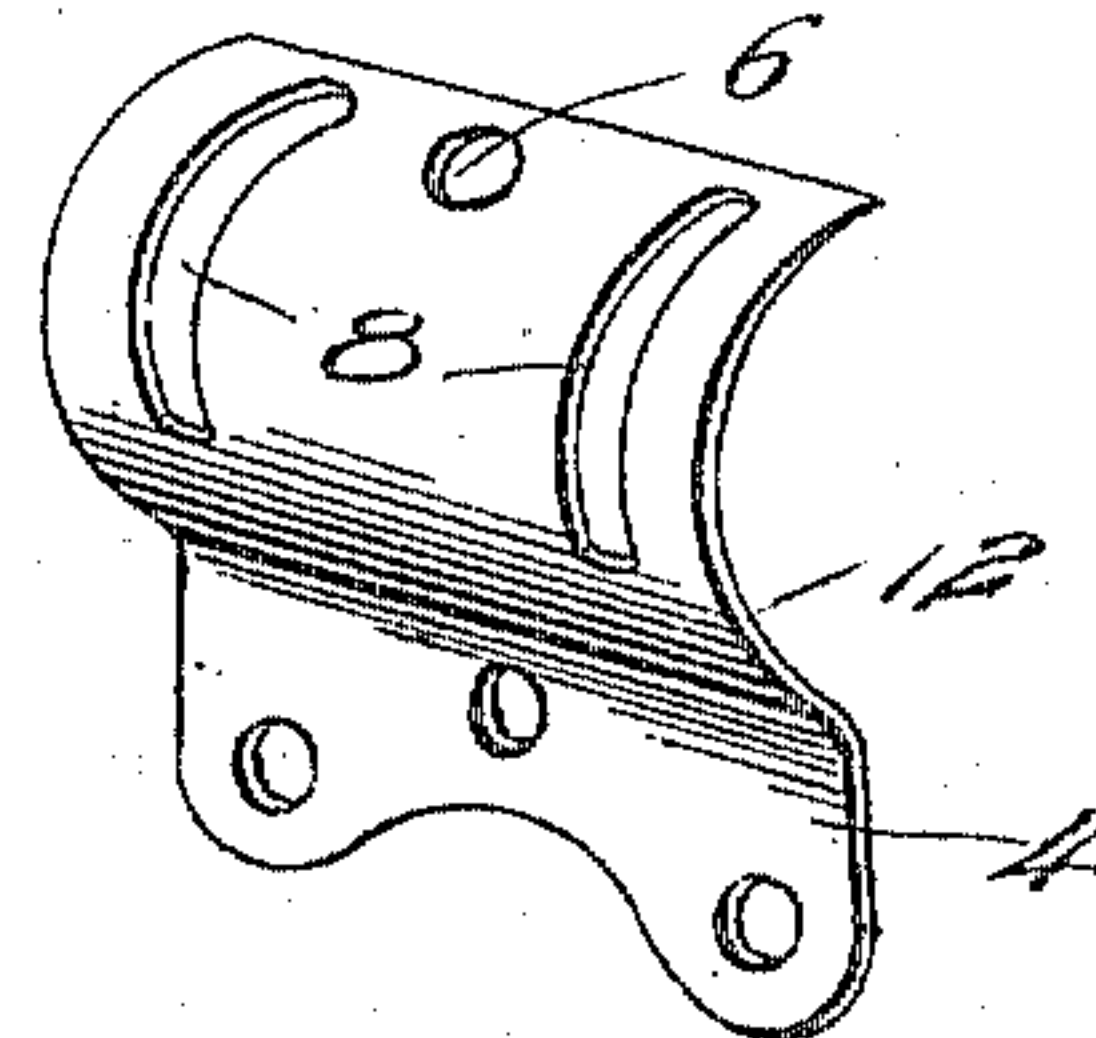
*Fig. 2.*



*Fig. 4.*



*Fig. 3.*



*Joseph C. Wise* Inventor

*Wm. J. Moore* Attorney

Witnesses

*Wm. J. Moore*  
*W. E. Moore*



# UNITED STATES PATENT OFFICE.

JOSEPH COOPER WISE, OF HILLSBORO, IOWA, ASSIGNOR OF ONE-HALF TO JOHN C. F. FRYE, OF STOCKPORT, IOWA.

## NECK-YOKE CENTER.

951,038.

Specification of Letters Patent.

Patented Mar. 1, 1910.

Application filed June 1, 1909. Serial No. 499,273.

*To all whom it may concern:*

Be it known that I, JOSEPH C. WISE, a citizen of the United States, residing at Hillsboro, in the county of Henry and State of Iowa, have invented certain new and useful Improvements in Neck-Yoke Centers, of which the following is a specification.

My invention relates to improvements in neck yoke centers, and the leading object of my invention is the provision of a device of this character which can be adjusted to fit any size of neck yoke and which will make a secure, smooth and neat connection therewith.

Another object of my invention is the provision of a neck yoke center which cannot possibly become accidentally detached from the pole of the carriage or vehicle but which can be instantly removed when desired without unhitching the team.

With these and other hereinafter disclosed objects in view, my invention consists in the novel features of construction and combination and arrangement of parts substantially as disclosed herein and as illustrated in the accompanying drawings.

Figure 1, represents a front elevation of my complete device applied in position to a neck yoke. Fig. 2, represents a cross-sectional view of my device applied to the pole of the vehicle. Fig. 3, represents a perspective view of one of the plates for attaching the center to the yoke, and Fig. 4, represents an enlarged detailed view of a part of the center and attaching plates.

In the drawings: The numeral 1, designates the yoke bar, to which is attached by means of the plates 2 and 3 my improved center. The plate 2 is of substantially semi-circular shape and terminates on one side in the flange 4, said flange being provided with openings through which pass the bolts 5 for connecting it to the center proper, and the curved portion is provided with the opening 6 through which passes the securing screw 7 which retains the plate on the yoke bar, and said plate has also a pair of slots 8 through which the screws 9 are passed and secured in the yoke bar. The plate 3 is of almost circular shape having a similar flange 10 provided with openings through which the bolts 5 pass, said bolts thus passing through the center and the attaching plates on each side thereof and engaging

said plates with their heads and the securing nuts on their ends and secure the center firmly to the yoke bar. The plate 3 is provided near the end of the curved portion with a pair of openings through which the screws 9 pass, securing the plate to the yoke bar.

It will thus be seen that I provide a secure and neat connection between the center and yoke bar, the plate 2 fitting under the plate 3 and said latter plate fitting over the screw 7 and absolutely preventing it from coming out, while the upper plate can be adjusted to fit any size of yoke, and its overlapping edge is beveled to make a smoother joint with the plate 2.

My neck yoke center proper consists of the metal plate 11, slightly curved in shape and having openings through which the bolts 5 pass, and having also the large circular opening near its center in which is inserted the ring or disk 12 of sole-leather or similar substance. Said plate 11 bears on its lower portion the integral upwardly projecting curved lug or hook 13 which engages the usual arc shaped flange or abutment 14 near the end of the pole 15 of the vehicle, as is shown in Fig. 2. To provide a more neat finished appearance for my center, I cover the plate 11 on both sides with the heavy leather covering 16, having an opening through which the lug 13 projects and being secured in position by being stitched around the edge and through the sole-leather disk 12 in the opening in the plate. To insure a snug fit between the plates 2 and 3 and the covering 16, I insert between the coverings of the two sides at their upper edges the wedge shaped pieces of leather 17, which extend from the plate 11 to the edge of the covering and thus insure a snug joint between the plates and covering preventing mud, moisture, or other foreign matter which might have a deteriorating effect upon the device from getting into the same.

As will be seen by reference to Fig. 2, when the yoke is in a forward position where the natural tendency is to draw or force it forward and off of the pole, the hook 13 engages the flange 14 and renders it impossible to remove the yoke without destroying either the hook or flange. When, however, it is desired to remove it from the



pole, it is not necessary to unharness the horses, as is the case with almost all other devices of this character, but merely to throw the yoke bar to the rear, when the bend in the plate of the center, which formerly held the lug in contact with the flange, now carries it downward and out of engagement therewith and makes it possible to quickly and easily remove the yoke from the pole.

From the foregoing description taken in connection with the drawings the operation and advantages of my device will be readily understood and appreciated.

It will be understood that by employing the central plate 11 I secure strength and durability for my device, while at the same time by the insertion of the disk 12 which contacts and bears against the pole of the carriage I obviate the noise and to a great extent the wear occasioned by the bearing of an iron center thereagainst, and the leather covering of the plate while adding to the attractive appearance of the center also serves to prevent it from rattling against the pole and strengthens the center enabling me to use a smaller plate and thus provide a lighter device.

I claim:

1. In a device of the character described, a center plate having an opening therein to permit the passage therethrough of the carriage pole, and means for securing the plate to the yoke bar, the end of the plate below the opening being curved and having an upwardly projecting lug formed near the lower end thereof, said lug being so constructed as to engage the flange of the carriage pole as the yoke is moved forward and to release

the same upon the reverse movement of the yoke bar.

2. In a device of the character described, a center plate having an opening therein to permit the passage therethrough of the carriage pole, a leather ring or disk forming a buffer inserted in said opening, means for adjustably securing the plate to the yoke bar, the end of the plate below the opening being curved and having an upwardly projecting lug formed near the lower end thereof, said lug being so constructed as to engage the flange of the carriage pole as the yoke is moved forward and to release the same upon the reverse movement of the yoke bar.

3. In a device of the character described, the combination with a central plate having an opening to receive the pole of the carriage, said plate having a curved lower end provided with means for automatically engaging and releasing the flange on the pole, of a plate secured to the upper end of the central plate and to the yoke bar and having a pair of longitudinal slots formed therein, another plate secured on the opposite side of the central plate and passing almost around the yoke bar, and means passing through openings in said plate and through the slots in the other plate and engaged in the yoke bar for adjustably securing the two plates and thus the central plate to the yoke bar.

In testimony whereof I affix my signature, in presence of two witnesses.

JOSEPH COOPER WISE.

Witnesses:

JOHN CARTER,  
C. P. LOWTHOR.