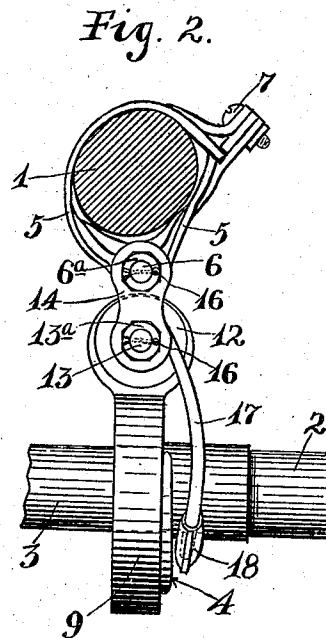
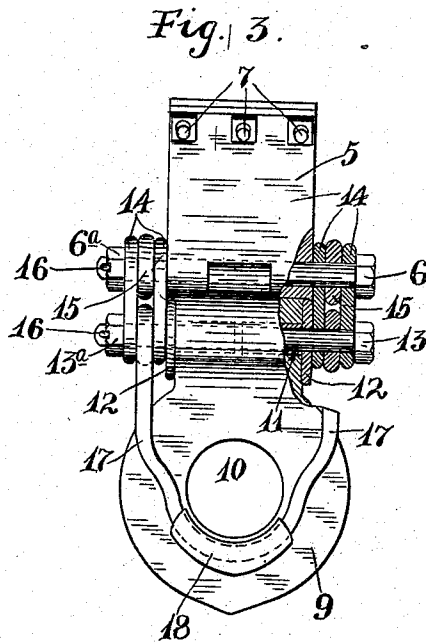
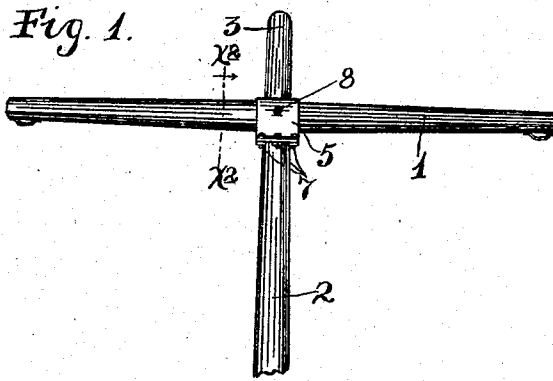


S. H. RENVILLE.
NECK YOKE CENTER.
APPLICATION FILED MAR. 18, 1908.

937,179.

Patented Oct. 19, 1909.



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UNITED STATES PATENT OFFICE.

SAMPSON H. RENVILLE, OF PEEVER, SOUTH DAKOTA.

NECK-YOKE CENTER.

937,179.

Specification of Letters Patent.

Patented Oct. 19, 1909.

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To all whom it may concern:

Be it known that I, SAMPSON H. RENVILLE, a citizen of the United States, residing at Peever, in the county of Roberts and State of South Dakota, have invented certain new and useful Improvements in Neck-Yoke Centers; 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.

My invention has for its object to provide an improved neck yoke center, and to this end, it consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

In the accompanying drawings, which illustrate the invention, like characters indicate like parts throughout the several views.

Referring to the drawings; Figure 1 is a plan view of a neck yoke and the forward portion of a vehicle pole, showing the improved neck yoke center applied thereto. Fig. 2 is a view on an enlarged scale, principally in side elevation, but with some parts broken away and others in section, taken on the line $x^2 x^2$ of Fig. 1; and Fig. 3 is a rear view of the parts shown in Fig. 2, with the neck yoke and pole removed, and some parts broken away and others sectioned.

The numeral 1 indicates a neck yoke, and the numeral 2 the forward portion of a vehicle pole provided with the customary pole tip 3 having a stop shoulder 4.

The upper portion of the neck yoke center is adapted to be clamped around and secured to the intermediate portion of the neck yoke 1 by a split clamping band in the form of a pair of separable members 5, hinged together at their lower ends by a hinge bolt 6. Said hinge bolt is of greater length than the width of the clamping band 5. The upper free ends of the clamping band 5 are secured together, as shown, by small nutted bolts 7. To prevent the clamping band 5 from slipping laterally on the neck yoke 1, a small screw 8 may be passed through said clamping band and into the neck yoke 1. The lower portion of the neck yoke center is in the form of a pole socket 9 having the customary central perforation 10 to receive the pole tip 3 for supporting the free end of the vehicle pole 2.

The stop shoulder 4 limits the rearward movement of the pole socket 9. The upper portion of the pole socket 9 is cylindrical in form and is provided with a longitudinally central perforation 11. Metal bushings 12 project into each end of the perforation 11, and are adapted to receive a hinge bolt 13.

Links 14 are arranged in pairs and mounted on the outwardly projecting ends of hinge bolts 6 and 13 and pivotally connect said hinge bolts. Each pair of links 14 are laterally spaced apart from each other at their upper ends by a washer 15 on the hinge bolt 6. The hinge bolts 6 and 13 are provided with nuts 6^a and 13^a, respectively, and nut locks in the form of split cotters 16 are passed through the ends of the hinge bolts 6 and 13 outside of said nuts.

A lock yoke 17, through which the free end of the vehicle pole is adapted to project, is pivotally mounted on the hinge bolt 13 between each pair of links 14, and serves to space said links apart at their lower ends. The lock yoke 17 engages the stop shoulder 4 on the opposite side from the pole socket 9 and holds said pole socket in engagement with said stop shoulder. The lower portion of the lock yoke 17, which engages the lower portion of the pole and the stop shoulder 4, is preferably covered with leather, indicated by the numeral 18.

By the breaking of a whiffletree or tug, or the unfastening of a tug from the whiffletree, a large number of accidents are caused by the pole of a vehicle becoming disengaged from an ordinary neck yoke center and dropping to the ground while the vehicle is in motion. By the use of the lock yoke, herein described, it will be seen that accidents of this kind will be prevented, as the lock yoke is securely held behind the stop shoulder, thus preventing the separation of the pole and neck yoke center.

As is evident, the parts of the neck yoke center, herein described, may be very easily assembled, and in case some of the parts become broken or worn out, it is a very simple matter to replace them. It is also evident, that by making the pole socket 9 of leather or similar non-metallic material, and by covering the lower portion of the lock yoke 17 also with such material, rattling of the parts and also squeaking due to friction, are avoided.

What I claim is:—

1. In a neck yoke center, the combination with a pole socket having a hinge bolt, of a clamping band also having a hinge bolt,
5 links pivotally connecting said two hinge bolts together and a lock yoke independent of said links and pivoted on one of said hinge bolts, and engageable with a shoulder on the pole tip, substantially as described.
- 10 2. In a neck yoke center, the combination with a pole socket having a hinge bolt, of a two-part clamping band also having a hinge bolt, double links pivotally connected

to the outer ends of said two hinge bolts and connecting the same together, and a 15
lock yoke independent of said double links and pivoted on the lock bolt of said pole socket between said double links and engageable with a shoulder on the pole tip, substantially as described. 20

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

SAMPSON H. RENVILLE.

Witnesses:

CARL J. RICE,
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