

G. A. LAMBERT.
NECK YOKE CENTER.
APPLICATION FILED APR. 29, 1909.

958,141.

Patented May 17, 1910.

2 SHEETS-SHEET 1.

Fig. 1 -

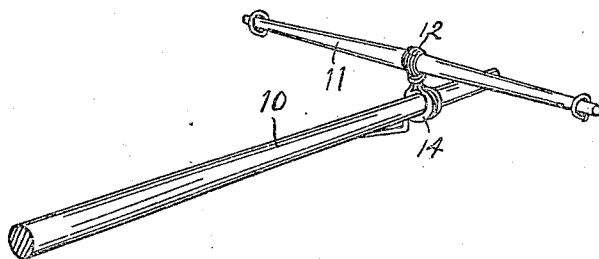


Fig. 2 -

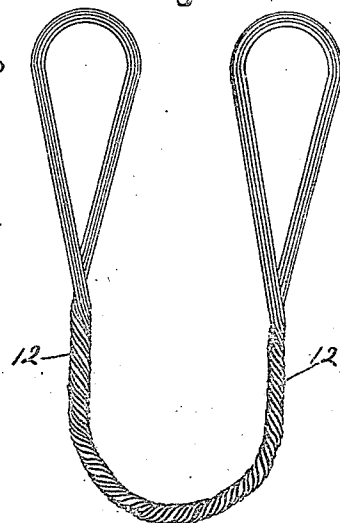


Fig. 3 -

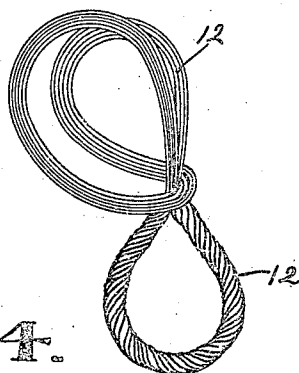


Fig. 4 -

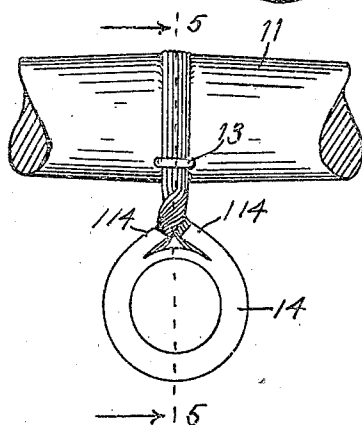
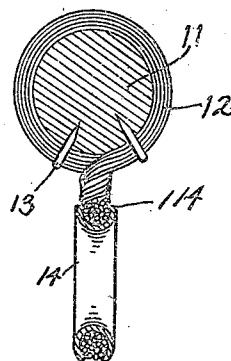


Fig. 5 -



WITNESSES:

W. M. Gentile
O. M. McLaughlin

INVENTOR.

George A. Lambert.

BY

V. H. Lockwood
ATTORNEY.

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2 SHEETS—SHEET 2.

Fig. 6.

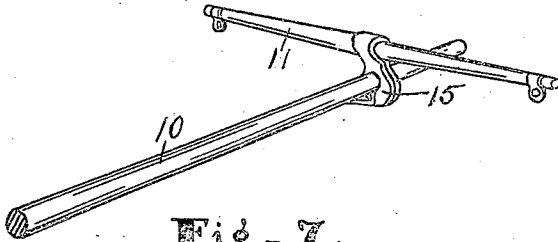


Fig. 7.

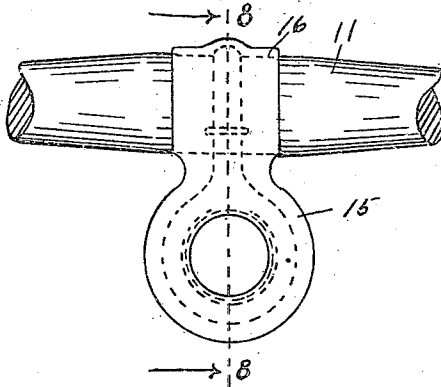
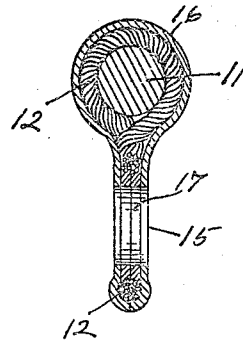


Fig. 8.



WITNESSES:

N. M. Gentle.
O. M. McLaughlin

INVENTOR.

George A. Lambert.

BY

V. H. Lockwood.
ATTORNEY.

UNITED STATES PATENT OFFICE.

GEORGE A. LAMBERT, OF ANDERSON, INDIANA.

NECK-YOKE CENTER.

958,141.

Specification of Letters Patent.

Patented May 17, 1910.

Application filed April 29, 1909. Serial No. 492,852.

To all whom it may concern:

Be it known that I, GEORGE A. LAMBERT, of Anderson, county of Madison, and State of Indiana, have invented a certain new and useful Neck-Yoke Center; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which like figures refer to like parts.

The object of this invention is to improve the construction of neck yoke centers, whereby they will be strong and safe.

One feature of the invention consists in forming the center of a wire cable composed of a plurality of wires and preferably arranged in endless form so that the same will be durable and flexible. Such a neck yoke center will yield somewhat to thrusts of the pole or tongue and will be durable because of the use of a plurality of wires twisted or otherwise formed into a cable.

To carry out this invention I preferably loop the wire cable about the neck yoke and also provide a loop for the pole or tongue to project through, and this latter loop is preferably provided with a bearing ring to give a smooth bearing for the pole or tongue. Other forms consist of the wire cable similarly attached to the neck yoke but covered and protected by leather for fine carriage use.

The full nature of the invention will be understood from the accompanying drawings and the following description and claims.

Figure 1 is a perspective view of one end of the pole or tongue of a vehicle with a neck yoke in place, equipped with the improved center. Fig. 2 is a plan view of the wire cable before it is mounted. Fig. 3 shows the cable looped preparatory to placing it on the neck yoke. Fig. 4 is an elevation of the neck yoke and center, the ends of the neck yoke being broken away. Fig. 5 is a central transverse section on the line 5—5 of Fig. 4. Fig. 6 is a perspective view similar to Fig. 1 showing a modified form of the neck yoke center. Fig. 7 is an elevation of a modified form of the neck yoke center mounted on the neck yoke, the ends of the latter being broken away. Fig. 8 is a central transverse section on the line 8—8 of Fig. 7.

In detail there appears in the drawings herein a pole or tongue 10 for a vehicle and

a neck yoke 11. The form of neck yoke center illustrated in the first five figures consists of an endless wire cable 12 formed by first arranging the wires like a skein, and then twisting the central portion thereof, as shown in Fig. 2, so as to leave loops at the end. These loops are then placed one upon the other so that they will register with each other and the twisted portion of the cable drawn through the loops so as to give to the whole cable a double loop form as appears in Fig. 3; that is, having a lower loop formed of the twisted portion of the cable and through which the tongue or pole of the vehicle is adapted to project and an upper loop adapted to envelop the central part of the neck yoke, as appears in Figs. 4 and 5. For that purpose the central part of the neck yoke is provided with an annular recess in which the cable fits, and the cable is secured on both sides by staples 13.

It is seen that the lower loop of the cable can draw on the upper loop and have some play and is also flexible. For that reason it will be very strong and durable, and if one wire in the cable were to break, the strength and durability of the center would be very slightly affected. This cable center can be used with the lower loop unprotected, as shown in Fig. 3, but I prefer to combine with it a bearing ring 14, as shown in Figs. 4 and 5, so as to furnish a smooth inner surface for engaging the pole or tongue. This ring 14 is U-shaped in cross section and the cable lies embedded within it, and the two sides or flanges of the ring are bent over tightly on the cable after the cable has been placed in the ring. This reinforces and strengthens the cable and securely unites the ring therewith. If desired, the flanges 114 of the ring may be cut at the upper side and split somewhat, as shown in Fig. 4, and pressed or bound about the branches of the loop, as therein indicated.

The form shown in Figs. 6, 7 and 8 is similar to that in the first five figures excepting that, instead of the metal bearing ring 14, a leather bearing ring 15 and covering 16 are provided. This leather bearing ring is herein shown formed of two central leather rings 17 fitting within the lower loop of the wire cable and flanked on each side by a leather covering, which extends up around the neck yoke over the portion of the wire cable surrounding the neck yoke,

and are stitched on each side of the lower loop of the wire cable, as indicated in Fig. 7. This covers the wire cable entirely and furnishes a leather bearing for the pole or tongue of a relatively fine vehicle. The center remains flexible, as in the other forms.

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

1. The combination with a neck yoke, of a neck yoke center formed of a wire cable connected with the neck yoke and provided with a downwardly extending wire cable loop, and a protective covering for said wire cable loop and through which covering the pole or tongue of the vehicle is adapted to be inserted.

2. The combination with a neck yoke, of a neck yoke center formed of a wire cable connected with the neck yoke and provided with a downwardly extending wire cable loop, and a metal protective bearing ring secured to and within said wire cable loop and through which the pole or tongue of the vehicle is adapted to be inserted.

3. The combination with a neck yoke, of a neck yoke center formed of a wire cable connected with the neck yoke and provided with a downwardly extending wire cable loop, and a bearing ring U-shaped in cross-section and in which the wire cable loop surrounds and in which it is embedded with the lateral flanges of the ring bent about the wire cable, substantially as set forth.

4. The combination with a neck yoke, of a neck yoke center consisting of a wire cable formed into a double loop, one loop sur-

rounding the neck yoke and the other loop extending below, a metal protective bearing ring secured to and within said downwardly extending loop and through which the pole or tongue of the vehicle is adapted to be passed, and means for securing said cable in place on the neck yoke.

5. The combination with a neck yoke, of a neck yoke center including an endless skein of a plurality of wires formed into two loops, one loop surrounding the neck yoke and the other loop extending below and adapted to receive the end of the pole or tongue of the vehicle, said lower loop being drawn through said upper loop, and means for securing said loops on the neck yoke.

6. The combination with a neck yoke, of a neck yoke center including a wire cable formed of an endless skein of a plurality of wires, the two sides of the skein being centrally united so as to leave loops at the ends, said central portion of the skein of the cable being drawn through said end loops so as to form the same into two loops, one of which surrounds the neck yoke and the other extends below to receive the pole or tongue of the vehicle, and means for securing said cable on the neck yoke.

In witness whereof, I have hereunto affixed my signature in the presence of the witnesses herein named.

GEORGE A. LAMBERT

Witnesses:

G. H. BONEK,

O. M. McLAUGHLIN.