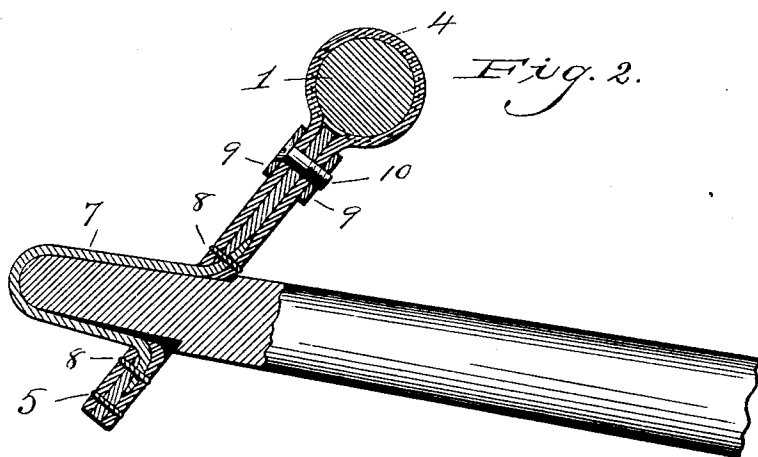
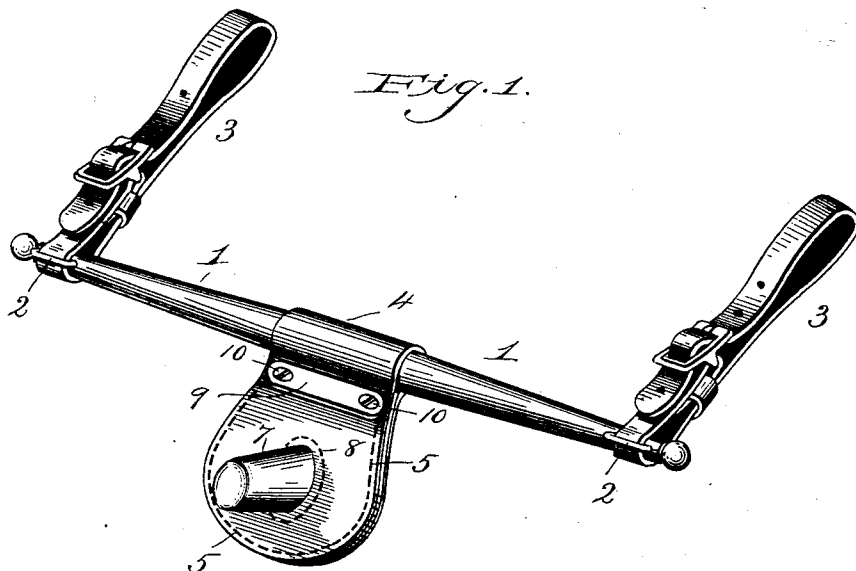


(No Model.)

G. W. FURBY.
NECK YOKE CENTER.

No. 587,807.

Patented Aug. 10, 1897.



WITNESSES

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GEORGE W. FURBY, OF LOCKWOOD, MISSOURI.

NECK-YOKE CENTER.

SPECIFICATION forming part of Letters Patent No. 587,807, dated August 10, 1897.

Application filed January 9, 1897. Serial No. 618,558. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. FURBY, a citizen of the United States, residing at Lockwood, in the county of Dade and State of Missouri, 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.

This invention relates to neck-yoke centers; and the object of the invention is to provide a simple, cheap, and efficient device of the character referred to which will absolutely prevent the tongue of a vehicle from protruding through the center so as to allow the vehicle to run upon the horses and cause a runaway. Under the ordinary construction of neck-yoke centers the tongue gradually increases the size of the aperture in the center and slides therethrough, thus causing the vehicle to run upon the horses, with the result above referred to. This is a disadvantage with which many are familiar and which it is the object of this invention to overcome.

To this end the invention consists in an improved neck-yoke center embodying certain novel features and details of construction, as hereinafter fully described, illustrated in the drawings, and incorporated in the claim.

In the accompanying drawings, Figure 1 is a perspective view showing a neck-yoke with the improved center applied thereto. Fig. 2 is an enlarged detail section taken through the yoke bar and center, showing also a portion of a tongue and the manner of constructing the center and securing the same to the yoke-bar.

Similar numerals of reference designate corresponding parts in both views.

Referring to the drawings, 1 designates the yoke, which consists of a bar made preferably tapering from its center toward its ends and provided at its ends with loops or staples 2 for engaging the yoke-straps 3, which are passed around the ends of the yoke and through said loops or staples, as shown.

The yoke-center is preferably constructed from a piece of leather, the same being folded at its central portion around the yoke-bar only

to form a sleeve 4. The end portions of the center are then brought together on the lower side of the bar and united along their marginal edges by stitching, as indicated at 5. A piece of leather or other suitable material is interposed between the end portions of the center piece and firmly secured by means of the stitching 5, thus giving increased stiffness and thickness to the center.

7 designates a tongue-socket, which is also preferably composed of leather, being of tapering cylindrical form and open at one end and closed at its outer end, so as to receive the forward end of the tongue and prevent said end from protruding from the socket. The inner open end of this socket is spread in annular form between the end portions of the center piece and is secured in place by means of a circular row of stitches 8, passing through the end portions of the center piece and also through the spread edge of the socket-piece. The center piece is further secured to the yoke-bar by means of washer-plates 9, arranged in front and rear of the center, as shown, and connected by means of screws or other suitable fasteners 10, which pass through one of said plates and enter threaded openings in the other plate. These plates are arranged close to the yoke-bar and serve to bind the center portion or sleeve 4 of the center piece firmly around the bar 1.

By means of the construction above described the vehicle-tongue is prevented from wearing away and enlarging the hole in the yoke-center and is also prevented from protruding therethrough sufficiently to allow the vehicle to run upon the horses and cause a runaway. An extended double bearing is also provided for the end of the tongue, which serves to hold the same steady.

The device, while extremely simple in construction, will be found of great utility and commercial value.

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

In a neck-yoke, the combination with a yoke-bar, of a neck-yoke center consisting of a piece of leather doubled or folded upon itself to form a central loop for the reception of the

yoke-bar, the end portions of said piece being stitched at their marginal edges and provided with registering openings, and a tapering leather socket-piece closed at its contracted
5 end and having the edges of its larger end inserted between the thicknesses of the neck-yoke center and stitched or otherwise secured, said socket-piece being adapted to be removably fitted over the end of a vehicle-tongue

and to prevent said tongue from protruding 10 therethrough, substantially as described.

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

GEORGE W. FURBY.

Witnesses:

L. H. BARTLING,

J. V. NEWMAN.