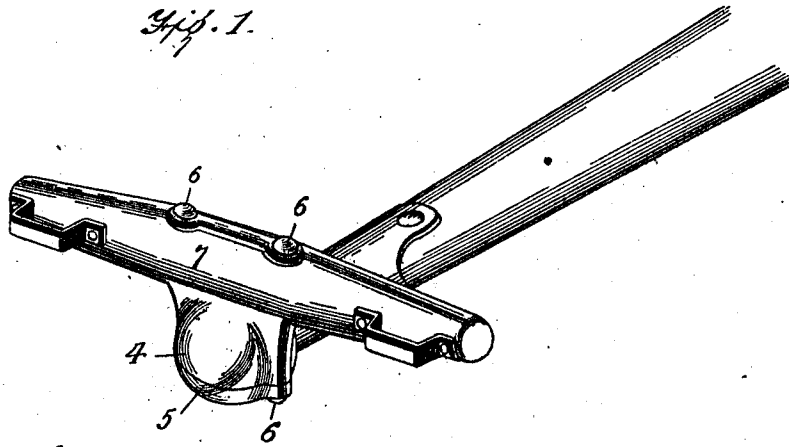


D. S. DILLENBACK.  
 COUPLING FOR NECK YOKES AND VEHICLE TONGUES.  
 APPLICATION FILED MAY 6, 1910.

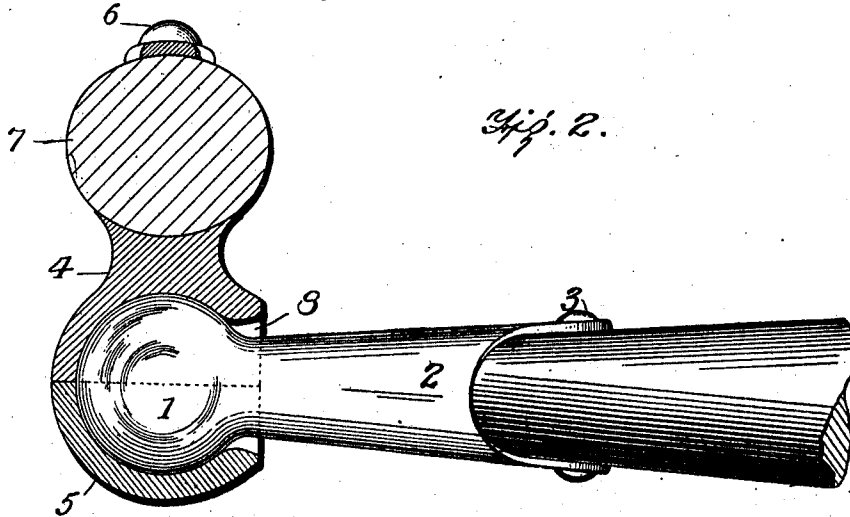
970,996.

Patented Sept. 20, 1910.

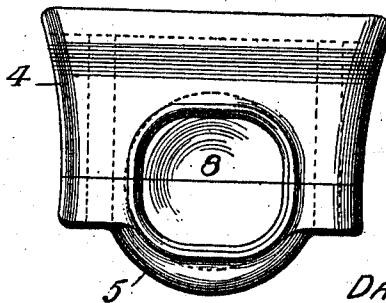
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



WITNESSES:

*L. H. Schmidt*  
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INVENTOR

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ATTORNEYS

# UNITED STATES PATENT OFFICE.

DANIEL S. DILLENBACK, OF HASTINGS, NEBRASKA.

COUPLING FOR NECK-YOKES AND VEHICLE-TONGUES.

970,996.

Specification of Letters Patent. Patented Sept. 20, 1910.

Application filed May 5, 1910. Serial No. 559,568.

*To all whom it may concern:*

Be it known that I, DANIEL S. DILLENBACK, a citizen of the United States, and a resident of Hastings, in the county of Adams and State of Nebraska, have invented an Improved Coupling for Neck-Yokes and Vehicle-Tongues, of which the following is a specification.

In the usual form of couplings for neck-yokes and tongues, the latter project beyond the yoke. In some attachments, however, the neck-yokes and tongues are so connected by a locking joint that this objection is avoided. My invention is an improvement in this line, whereby I produce a coupling having advantages in respect to operation, strength, and durability.

In the drawing Figure 1 is a perspective view showing my improvement applied to a neck-yoke and tongue. Fig. 2 is an enlarged transverse section of the same. Fig. 3 is a rear view of the socket casting secured to the neck-yoke.

The pole or tongue attachment is formed of a casting comprising a spherical head 1 and a tapered socket 2 having perforated ears through which a rivet 3 passes for securing the casting to the tongue. The neck-yoke attachment consists of a casting formed of two parts, 4 and 5, which are held rigidly together by means of rivets 6 passing vertically through them and the neck-yoke 7. The parts 4 and 5 are separable on a central horizontal line, and a socket 8 is formed in the rear side of the two-part casting, and

made of spherical form and adapted for reception of the spherical head 1 of the tongue attachment.

When the two parts 4 and 5 are secured together by the rivets 6, the casting is held firmly connected with the tongue-head 1, but the construction is such that the tongue-head has free movement in the socket 8 while absolutely prevented from withdrawal. There is, therefore, no projection of the tongue-head beyond the casting 4 and 5, so that the driving lines cannot catch over the same and the tongue-head cannot become disengaged from the yoke casting even if the harness should break or slacken.

What I claim is:—

The combination with a vehicle tongue and neck-yoke, of a coupling comprising a casting formed with a tapered socket to receive the tongue and with a spherical head alined with said socket, and a second casting formed of upper and lower parts which are divided horizontally, rivets passing vertically through said parts and the neck-yoke, whereby the three are secured rigidly together, the rear side of such two-part casting having a spherical socket adapted to receive and hold securely the spherical head of the tongue casting, as shown and described.

DANIEL S. DILLENBACK.

Witnesses:

GEO. F. WORK,  
L. DILLENBACK.