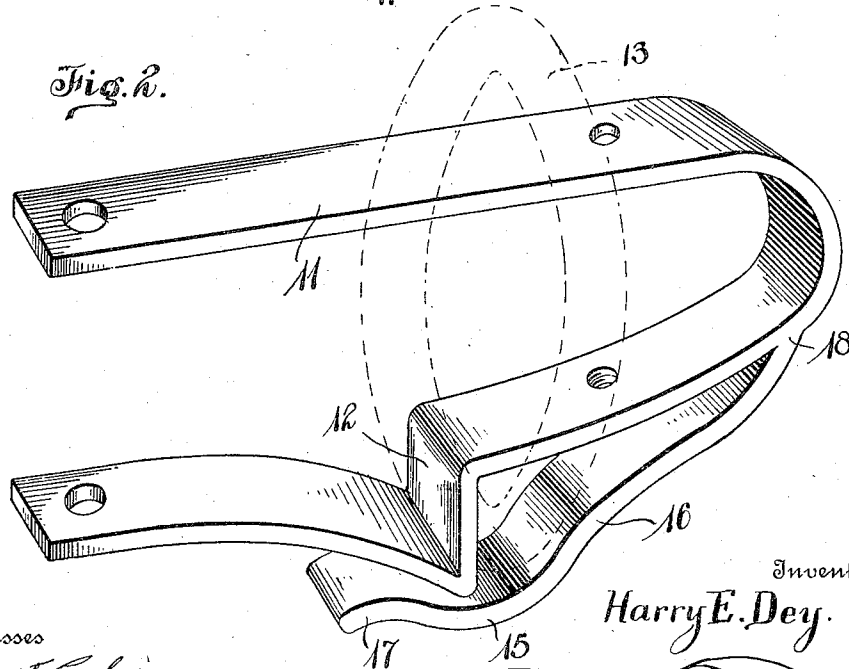
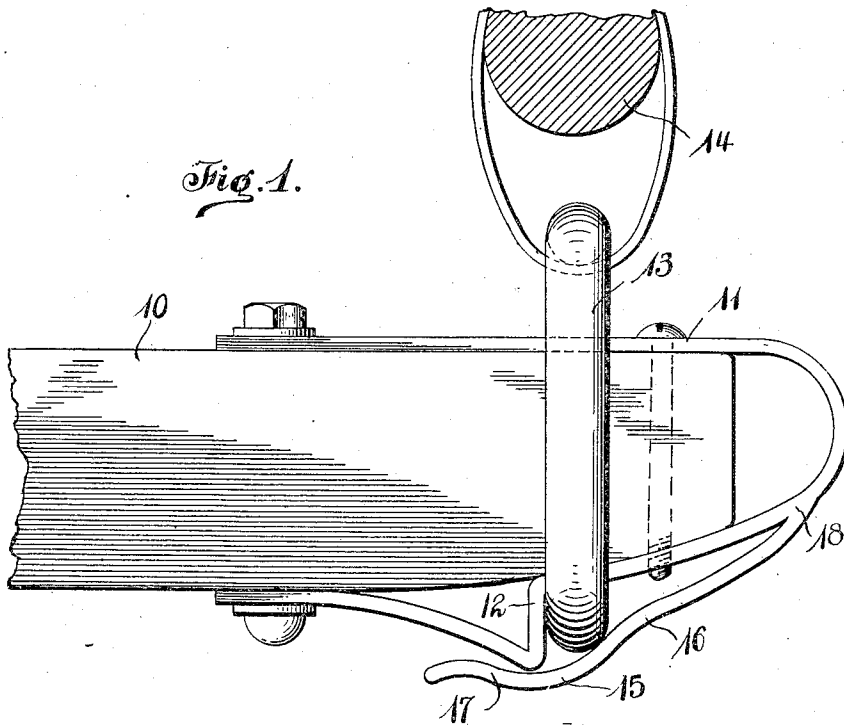


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NECK YOKE HOLDER.
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Patented Aug. 2, 1910.



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UNITED STATES PATENT OFFICE.

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NECK-YOKE HOLDER.

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Specification of Letters Patent.

Patented Aug. 2, 1910.

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To all whom it may concern:

Be it known that I, HARRY E. DEY, a citizen of the United States, residing at Barnes, in the county of Morton, State of North Dakota, have invented certain new and useful Improvements in Neck-Yoke Holders; 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 holdback-irons of that general class designed to prevent the vehicle pole from becoming disengaged from the neck yoke when the traces become accidentally unhooked.

The principal object of this invention is to provide a one-piece holdback-iron and safety catch that will be strong, durable and composed of a fewer number of parts than devices of this character hitherto constructed.

The novelty of this invention resides in the peculiar construction of the safety catch, which construction will be hereinafter fully described and claimed.

In the accompanying drawing forming part of this specification, Figure 1 is a view in elevation of a pole-tip equipped with a holdback-iron constructed in accordance with my invention. Fig. 2 is a detail perspective view of the holdback-iron showing a neck yoke ring assembled therewith.

The reference character 10 designates a pole-tip upon the extremity of which is bolted or otherwise secured the holdback-iron 11 comprising the subject matter of this invention. The holdback-iron 11 is formed from a strap of metal looped upon itself to form substantially parallel legs which are rigidly secured on opposite sides of the pole-tip. The lower leg of the holdback-iron is offset intermediate its ends to form an angular depending lip 12 which engages the ring 13 of the neck yoke 14 in the usual manner. A spring safety catch 15 formed from a single strap of metal is welded or otherwise permanently secured at one end to the forward end of the lower leg and extends rearwardly along the lower leg to a point considerably beyond the lip 12. The catch 15 is bowed upwardly intermediate its secured end and the lip 12, as shown at 16. This upwardly bowed portion performs the function of a guard or stop to prevent the neck yoke ring 13 from advancing to

the secured end of the catch, should the traces become accidentally disengaged, and injuring the joint between the holdback-iron proper and catch. The free end of the catch is bowed upwardly, as shown at 17, to provide a convenient guide to direct the neck yoke ring into its operative position. That portion of the spring catch intermediate the guide and guard portions 17 and 16, is spaced a slight distance from the extremity of the lip 12, this distance being preferably less than the thickness of the ring 13, so that the latter springs the catch outwardly upon advancing to operative position. The catch returns to its initial position when the ring has reached its final position and prevents the accidental disengagement of the ring rearwardly between the lip 12 and catch 15.

The upwardly bowed portion or hump 16 formed in the catch in addition to performing the function of a guard that limits the movement of the neck yoke ring has an additional function, namely, that of relieving the joint 18 between the holdback-iron proper and catch, of considerable strain. It is clear that when the ring 13 is being advanced into position, that portion of the catch between the lip and apex of the hump 16 will yield outwardly independently of the outwardly yielding of the main body of the catch, which latter named yielding movement is borne directly by the joint 18. It is evident that this independent yielding movement of the catch relieves the joint 18 of an amount of strain proportional to the yielding of the before-named portion of the catch between the lip and apex of the hump 16.

The one-piece holdback-iron and safety catch above described is simple, durable and may easily be applied to any ordinary vehicle draft pole.

What is claimed is:—

1. A holdback-iron having an angular neck yoke ring engaging lip, and a spring catch permanently secured at one end to the forward end of said holdback-iron and extending rearwardly therealong to a point in rear of said engaging lip, said catch being bowed upwardly intermediate its secured end and said lip whereby a hump is formed that serves to prevent the advance of a neck yoke ring to the secured end of said catch.
2. A holdback-iron having a neck yoke ring engaging lip, and an integral spring

catch extending rearwardly from the forward end of the holdback-iron to a point in rear of said lip, said catch being bowed upwardly intermediate the lip and forward end
5 of the holdback-iron whereby that portion of the catch between the apex of said bowed portion and said lip yields outwardly independently of the main body of the catch when the ring is being advanced to operative

position whereby to relieve the secured end of the catch of considerable strain.

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

HARRY E. DEY.

Witnesses:

JOS. P. HESS,

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