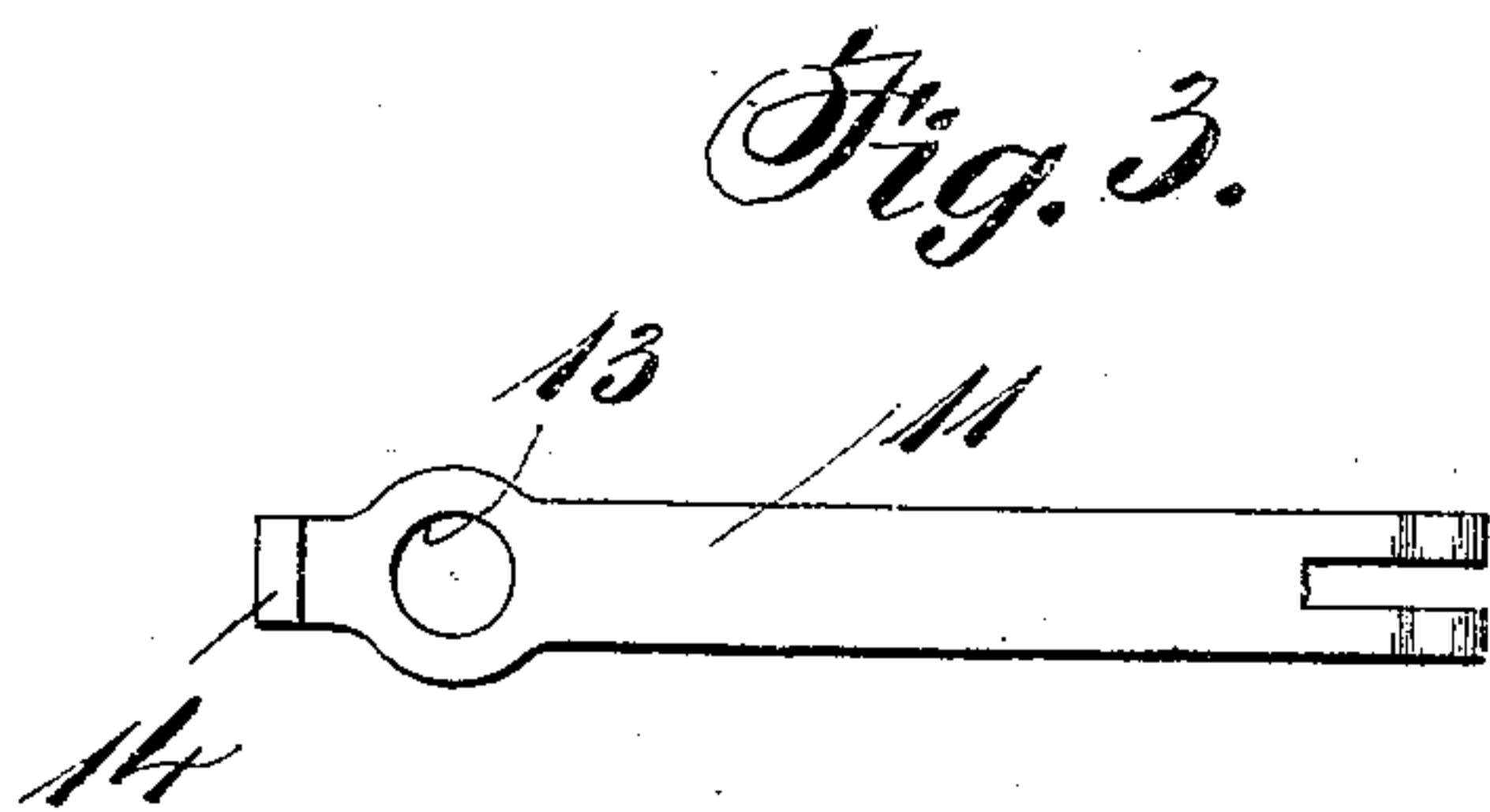
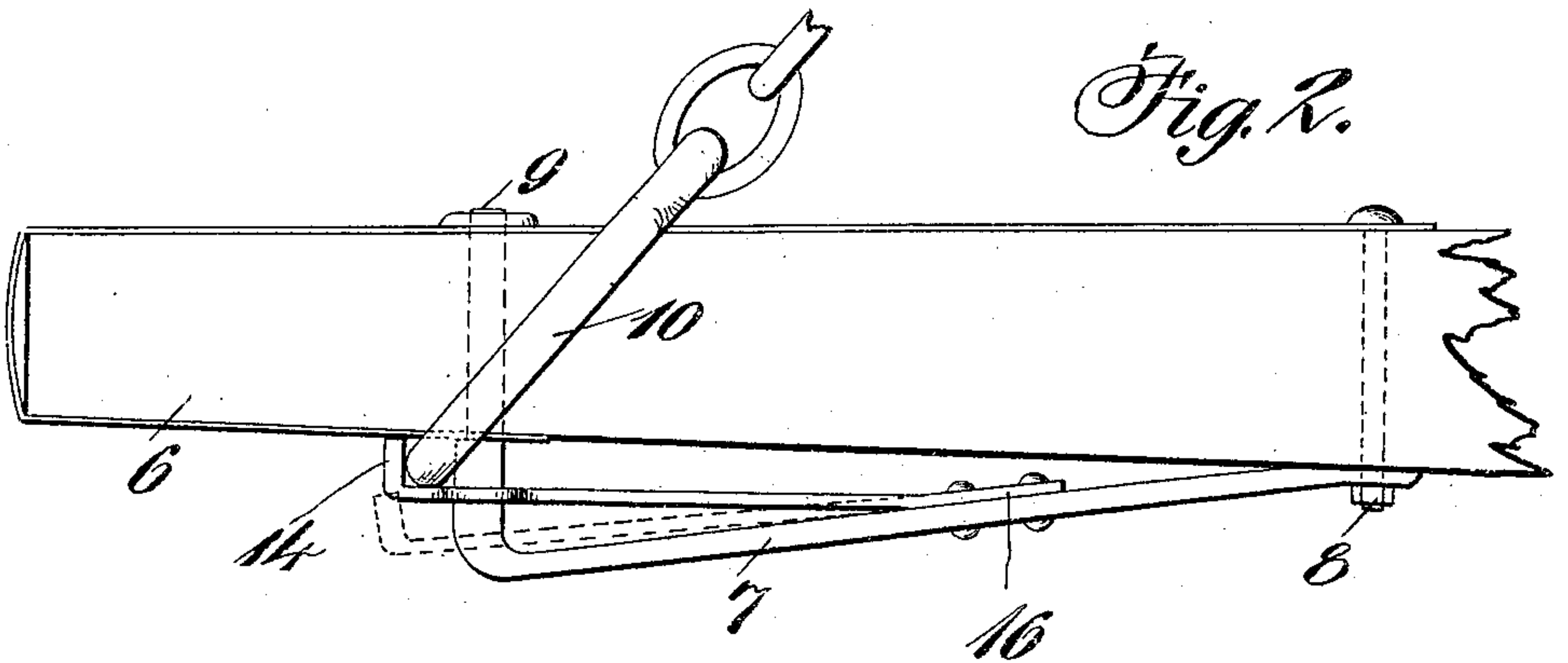
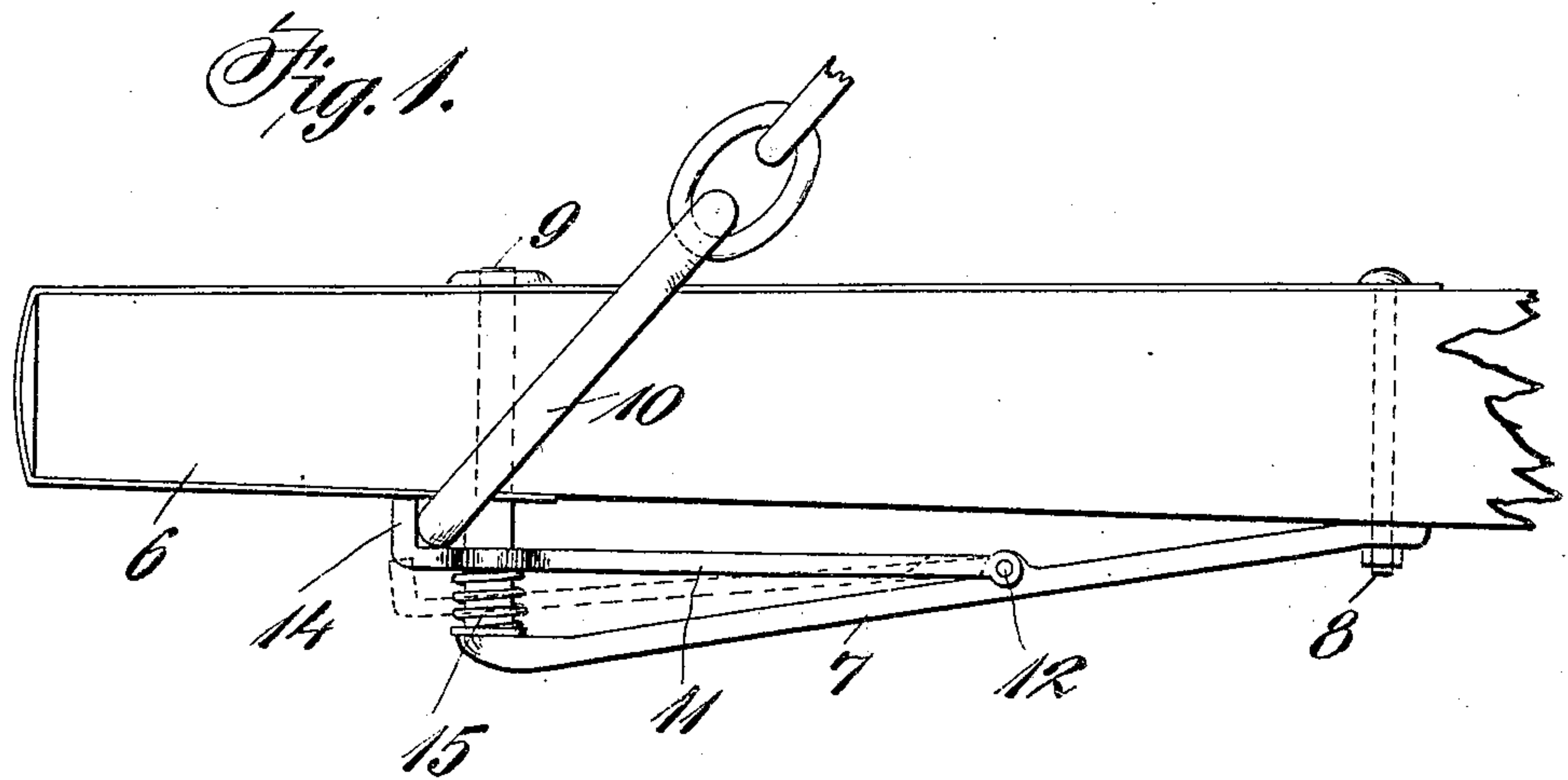


P. BISSEN.
NECK YOKE ATTACHMENT.
APPLICATION FILED APR. 16, 1908.

940,230.

Patented Nov. 16, 1909.



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PETER BISSEN, OF STACYVILLE, IOWA.

NECK-YOKE ATTACHMENT.

940,230.

Specification of Letters Patent.

Patented Nov. 16, 1909.

Application filed April 16, 1908. Serial No. 427,537.

To all whom it may concern:

Be it known that I, PETER BISSEN, a citizen of the United States, residing at Stacyville, in the county of Mitchell and State of Iowa, have invented certain new and useful Improvements in Neck-Yoke Attachments, of which the following is a specification.

This invention relates to neck yoke attachments for wagon tongues, and has for its object to provide improved means for attaching the neck yoke to the tongue so that it will not accidentally slip off. The device includes, in addition to the usual hold-back iron, a spring keeper or safety catch which engages the ring of the neck yoke which fits over the end of the tongue and holds the same in place on the tongue.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the device. Fig. 2 is a similar view of a modified form. Fig. 3 is a plan of the safety hook.

Referring specifically to the drawings, 6 indicates the tongue, having on the under side thereof the angular hold-back iron 7 which is fastened to the tongue by a bolt 8 at its rear end and by a bolt or rivet 9 at its front end, the latter being integral with the iron. The ring of the neck yoke is shown at 10, and fits over the end of the tongue and against the hold-back iron as usual.

The spring catch or keeper for the neck yoke ring consists of a plate or arm 11 which is hinged at 12 to the hold-back iron on the upper side and near the rear end thereof, and the keeper is spread near the front end and has a hole 13 through which the upright part of the hold-back iron extends. At the front end the keeper plate is turned up to form a catch 14 which projects in front of the hold-back iron and is adapted to engage the neck yoke ring and hold the same in place. The keeper is supported by a spring

15 coiled around the hold-back iron, under the keeper.

In the modified form shown in Fig. 2 the keeper is made in the form of a spring plate or arm which is riveted at its rear end to the hold-back iron as indicated at 16, and in this form springs up by its own elasticity, to hold the neck yoke ring.

To attach or detach the neck yoke the keeper is pressed down as indicated in dotted lines in Figs. 1 and 2, and the neck yoke ring can then be slid in or out of place, and on releasing the keeper, it springs up and its catch engages in front of the ring and so holds the same in position.

The device has the advantage that the keeper does not come in contact with the ground when the wagon tongue is dropped and consequently is not apt to be broken. There are no loose parts to rattle and the construction is of such simplicity that it can be applied to existing hold-backs without modification. The attachment has the general advantage that it holds the neck yoke in place and so prevents accidents, which are often serious, incident to the neck yoke slipping off the tongue.

I claim:

The combination with a wagon tongue and holdback iron thereon, of a safety catch plate hinged at its rear end to the upper side of the rear part of the iron and projecting forwardly beside the upright part of the iron and provided with a hook at the front end to retain the neck yoke ring, and a spring coiled around the upright part of the iron and bearing upwardly against the catch plate.

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

PETER BISSEN.

Witnesses:

KENNEDY SCOTT,
KATIE WELTER.