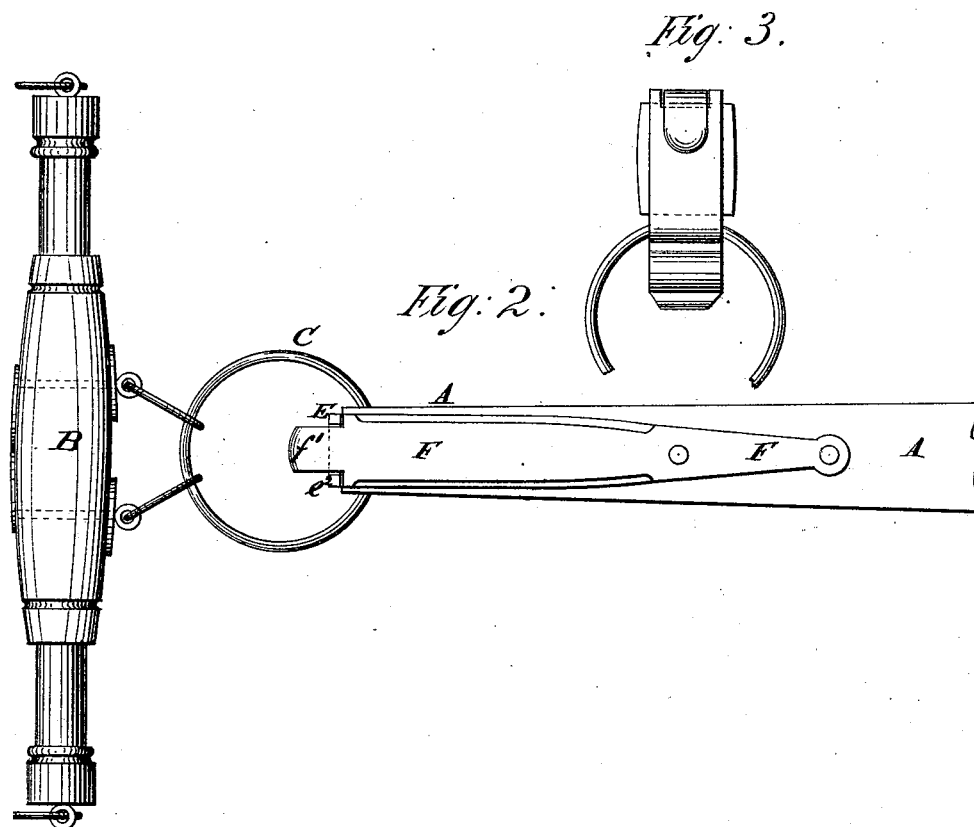
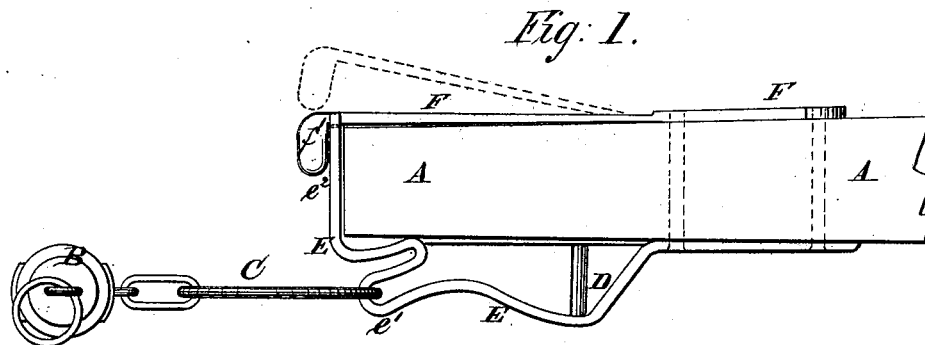


S. BROWN.  
Neck-Yoke Coupling for Vehicles.  
No. 215,874.                      Patented May 27, 1879.



WITNESSES:

*Achilles Schehl.*  
*C. Sedgwick*

INVENTOR:

*S. Brown*  
BY *Wm. H. Co.*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

SAMUEL BROWN, OF BURNIP'S CORNERS, MICHIGAN, ASSIGNOR TO HIMSELF  
AND WESLEY MOORED, OF SAME PLACE.

## IMPROVEMENT IN NECK-YOKE COUPLINGS FOR VEHICLES.

Specification forming part of Letters Patent No. **215,874**, dated May 27, 1879; application filed  
April 19, 1879.

*To all whom it may concern:*

Be it known that I, SAMUEL BROWN, of Burnip's Corners, in the county of Allegan and State of Michigan, have invented a new and useful Improvement in Neck-Yoke Couplings, of which the following is a specification.

Figure 1 is a side view of the end of a tongue to which my improvement has been applied. Fig. 2 is a top view of the same. Fig. 3 is an end view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an attachment for the tongues of wagons, sleighs, and other vehicles, to prevent the said tongues from dropping should a tug break or the whiffletrees become loose, and which shall be simple in construction, convenient in use, and will not disfigure the tongue.

The invention consists in the combination of the two springs with the forward end of a vehicle-tongue, to prevent the ring of the neck-yoke from becoming detached, as hereinafter fully described.

A represents a vehicle-tongue. B is the neck-yoke, and C is the neck-yoking ring, which is passed over the forward end of the tongue A, and rests, when the team is holding back, against the holdback-iron D. The brace-strap E of the holdback-iron D is elastic, is extended forward, is bent back upon itself to form a loop,  $e^1$ , is again bent forward, and is bent up at the end of the tongue A, so as to rest against the end of the said tongue A. The strap E is elastic, and its end  $e^2$  is notched

to fit upon the neck of the spring F. The rear part of the spring F is attached to the upper side of the tongue A, and is made thick, to adapt it to serve also as a rub-iron for the neck-yoke B. The forward end of the spring F has a knob or projection,  $f'$ , formed upon it, to serve as a catch to hold the notched upper end,  $e^2$ , of the spring E in place, to serve as a guard to protect the ends of the two springs E F from accidental injury, and as a handle for disengaging the said two springs E F.

With this construction, when the end of the spring F is raised the spring E will spring out sufficiently to allow the ring C of the neck-yoke B to be conveniently placed upon and removed from the tongue C.

With this construction, also, should a tug break or become unfastened, or a whiffletree break or become detached, allowing the neck-yoke B to move forward, the ring of the said neck-yoke will catch in the loop  $e^1$  of the spring E, and prevent the tongue A from dropping and the team from becoming detached.

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

The combination of the two springs E F with the forward end of a vehicle-tongue, A, to prevent the ring C of the neck-yoke B from becoming detached, substantially as herein shown and described.

SAMUEL BROWN.

Witnesses:

COLUMBIA H. LONG,  
SARAH L. LONG.