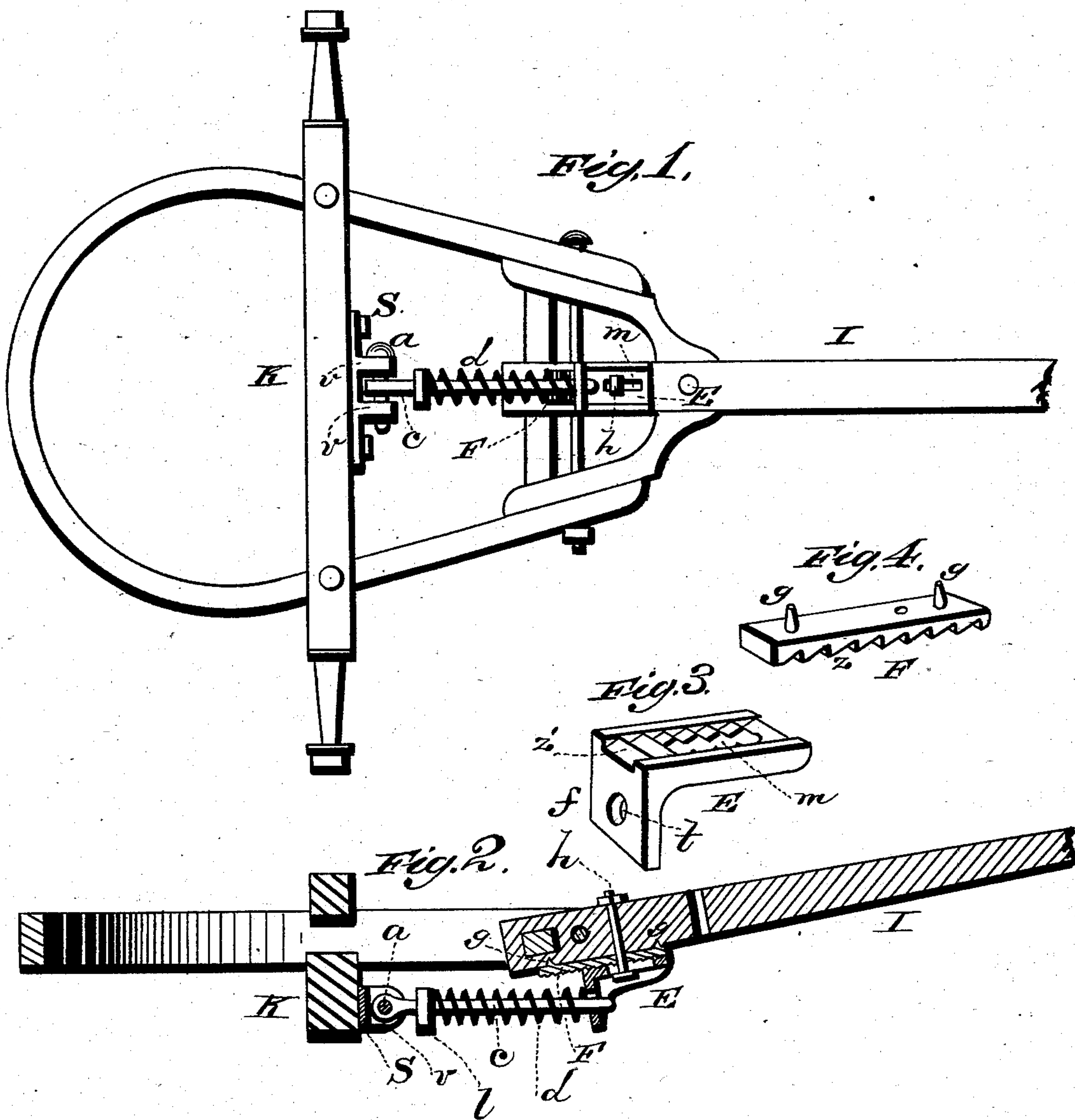


(No Model.)

F. TRIPP, Sr.
WAGON TONGUE SUPPORT.

No. 282,405.

Patented July 31, 1883.



WITNESSES
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UNITED STATES PATENT OFFICE.

FRANK TRIPP, SR., OF UPPER SANDUSKY, OHIO.

WAGON-TONGUE SUPPORT.

SPECIFICATION forming part of Letters Patent No. 282,405, dated July 31, 1883.

Application filed February 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRANK TRIPP, Sr., a citizen of the United States, residing at Upper Sandusky, in the county of Wyandot and State of Ohio, have invented certain new and useful Improvements in Wagon-Tongue Supports; and I do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a bottom view of my invention. Fig. 2 is a vertical sectional view of the same, and Figs. 3 and 4 are detail views.

The object of this invention is to provide a support for the pole or tongue of a wagon, whereby the horses may be relieved of its weight.

The invention consists in the construction and novel arrangement of the ratchet-faced pole-casting, the ratchet-faced casting engaging the same, and having a perforated flange, the brace-rod, its spring, and the bearing on the axle for the end of said rod, all as herein-after set forth.

In the accompanying drawings, the letter I designates the wagon tongue or pole, and K the front axle.

F represents a flat casting, having a ratchet-face on its under side, as indicated at *z*, the teeth of the ratchet facing the rear. This casting is designed to be secured to the under side of the pole, near its rear end, and is usually provided with stay lugs or projections *g*, which are inserted in corresponding recesses in the pole.

S indicates a casting, which is secured to the axle K, and is provided with lugs *v*, which are perforated for the reception of a pivot pin or bolt, *a*, which also passes through the rear end of the brace-rod *c*. The brace-rod *c* is provided with a collar, *l*, near its rear end, forming the rear bearing of the brace-spring *d*, of which the rod *c* forms the guide and support.

E represents a casting, having a ratchet, *z'*, on its upper surface, the teeth of which are

faced to the front, being designed to engage the teeth of the pole-ratchet when the casting E is applied thereto. A slot, *m*, is formed through the casting E for the passage of the bolt *h*, which also passes through a perforation in the plate F and through the pole, serving to secure the castings to the pole. The ratchet-plate E is formed with a downwardly-extending flange, *f*, having an elongated opening, *t*, made through it for the passage of the front end of the guide-rod *c*. The front end of the brace-spring *d* bears against the flange *f*.

By means of these devices the pole is supported from the front axle, and is held up; so that its weight is taken off the horses. If it is too high or too low, the bolt *h* is loosened and the ratchet-plate E is adjusted with reference to the ratchet-plate F to hold the pole at the proper height, the bolt *h* then being tightened.

The brace or guide rod *c* is designed to become disengaged from the opening *t* in the flange of the plate E when the pole is raised upward to a high angular position. Then the guide-rod and its attached brace-spring will swing downward, and the front end of the pole may be allowed to rest on the ground. The pressure on the brace-spring is in this manner relieved when the wagon is not in use.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. The ratchet-faced adjustable plate E, having the downwardly-extending flange *f*, perforated at *t*, and the slot *m*, substantially as specified.

2. A wagon-tongue support consisting of the ratchet-plate F, attached to the tongue, the flanged adjustable ratchet-plate E, constructed as described, and adapted to engage in the same, the guide-rod C, pivoted to a bearing on the axle and extending through the opening in the flange of the ratchet-plate, and the brace-spring on the guide-rod engaging said flange, substantially as specified.

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

FRANK TRIPP, SR.

Witnesses:

GEO. B. STEVENSON,
AVERY HENDERSON.