

(No Model.)

J. H. CASSIDY & B. H. OLDFIELD.

TONGUE SUPPORT FOR VEHICLES.

No. 336,382. Patented Feb. 16, 1886.

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Fig 1.

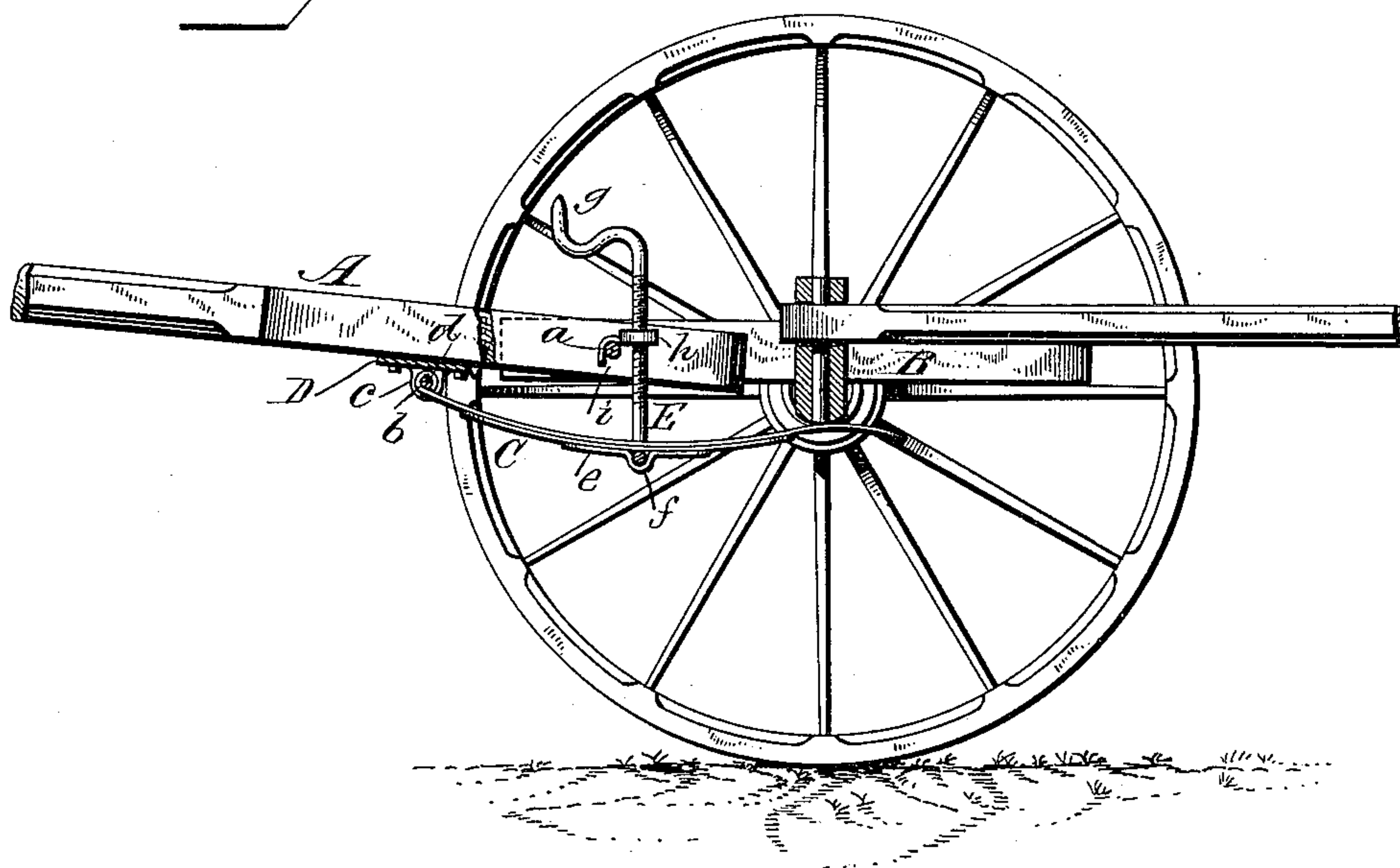
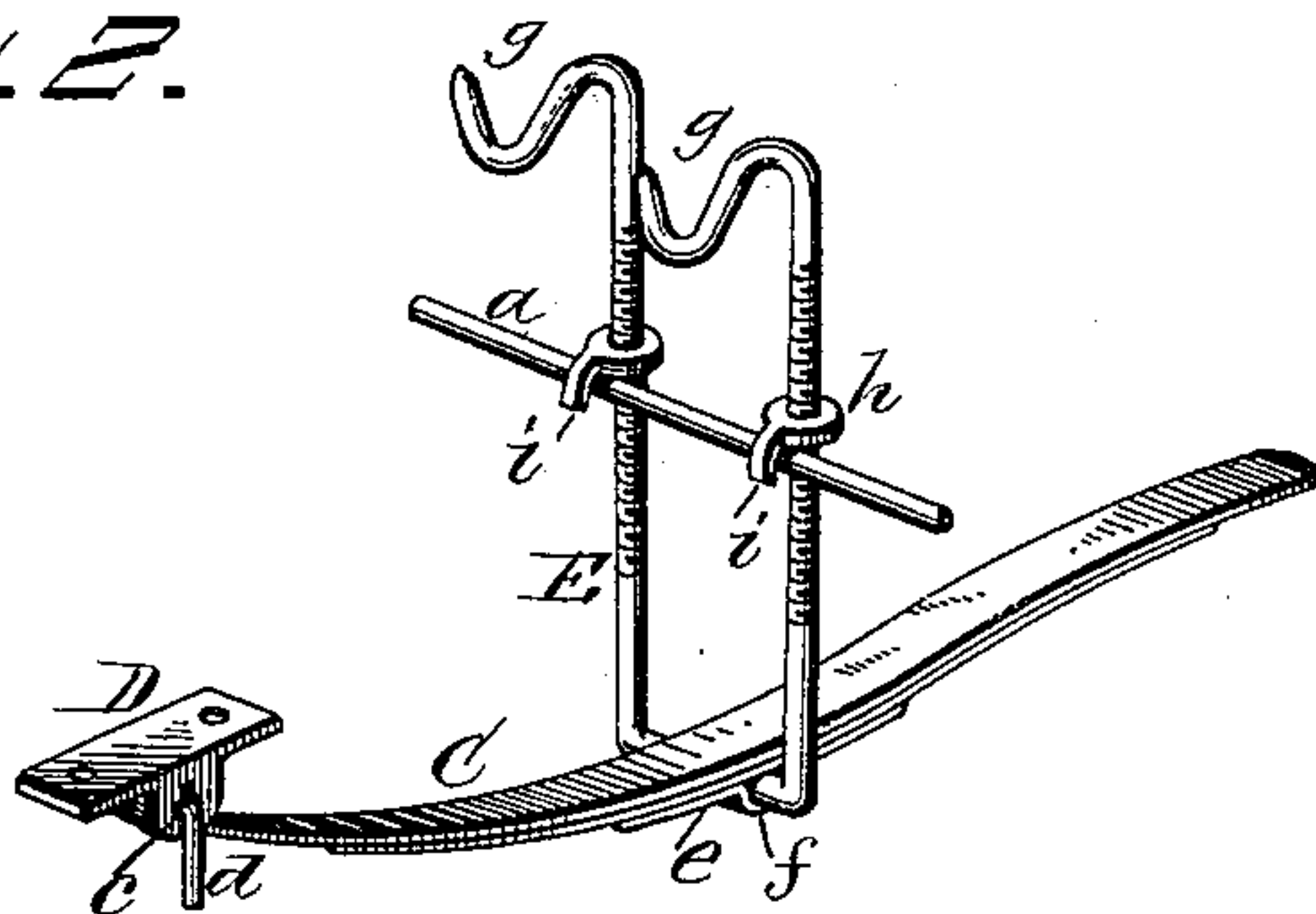


Fig. 2.



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UNITED STATES PATENT OFFICE.

JACOB H. CASSIDY AND BENJAMIN H. OLDFIELD, OF LEAVENWORTH, KAN.

TONGUE-SUPPORT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 336,382, dated February 16, 1886.

Application filed November 9, 1885. Serial No. 182,269. (No model.)

To all whom it may concern:

Be it known that we, JACOB H. CASSIDY and BENJAMIN H. OLDFIELD, citizens of the United States, residing at Leavenworth, in the county of Leavenworth and State of Kansas, have invented certain new and useful Improvements in Tongue-Supports; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side elevation, partly in section, of the running-gear of a vehicle with our invention applied thereto; Fig. 2, a detail view in perspective of our invention.

The present invention has relation to certain new and useful improvements in tongue-supports for wagons and other vehicles; and it consists in the details of construction, substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents the tongue of the vehicle, pivoted to the hounds B by transverse rod *a*. To the under side of the tongue A is connected the front end of a leaf-spring, C, said end terminating in an eye, *b*, held between depending ears *c* on a hanger, D, secured to the under side of the tongue, a pin, *d*, coupling the eye of the spring to the ears. The perforations in the ears *c* may be provided with a lock-slot, and the pin with a feather, so that when the pin is turned to bring the feather away from line of the slot the pin will be prevented from coming out, and to remove the pin it is necessary to turn it until the feather thereon is on line with the slot.

Any suitable means may be employed for pivotally connecting the spring at its front end to the under side of the tongue and thereto. We do not wish to be understood as limiting our invention to the means shown. Heretofore this spring was hooked at its end, to enter a correspondingly-formed recess in a block; but such means did not possess the advantages of a pivotal connection, and in contradistinction thereto we desire to cover any well-known means of pivoting the front end of the spring to the tongue.

To the under side or back of the spring C is secured an auxiliary leaf, *e*, so bent as to form a transverse eye, *f*, through which passes the horizontal part of a stirrup, E, and is held thereby to the spring, thus forming a pivotal connection between the two. The vertical arms of the stirrup E a portion of their length are screw-threaded, and terminate at their ends in hooks *g*, to serve as handles. The screw-threaded portion of the stirrup E receives the nuts *h*, which are provided with fingers *i*, to hook over the transverse rod *a*, thus supporting the spring C at the required height, and also the tongue A, the height being regulated or adjusted as circumstances require by means of the nuts.

When the tongue is raised and freed, the operator can take hold of the large hooks, which serve as handles, and can engage or disengage the fingers *i* from the rod *a*, as circumstances require. In the latter case the spring can be lowered sufficiently to let the tongue drop down in a yard where there is stock.

After unhitching, or at an elevator-dump, the spring should be lowered, for if left up would chafe horses or break spring, or both, if the hind end of wagon should be lowered.

The free end of the spring C bears against the under side of the front axle, F, and, if preferred, a metal plate can be secured to the under side of the axle for the end of the spring to bear against, thus taking the frictional wear off the axle.

In the employment of a leaf-spring in place of a plain spring greater strength is obtained at the center, where most needed, besides rendering it more perfect in its action. The connection of the stirrup E to the spring C by means of the auxiliary leaf *e* avoids the necessity of making holes in the spring, which greatly weakens it, and is liable to break through the center or middle, where the hole is drilled.

The front end of the spring, being pivoted, can be adjusted should a tongue be cut slanting on the bottom.

Having now fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a tongue-support, a suitable spring pivoted at its front end to the tongue of the vehicle, in combination with a stirrup pivoted to the spring, terminating at its upper ends
5 in suitable handles, and having adjusting-nuts carrying fingers, to hook over the transverse rod which pivots the tongue, substantially as and for the purpose set forth.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

JACOB H. CASSIDY.

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Witnesses:

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