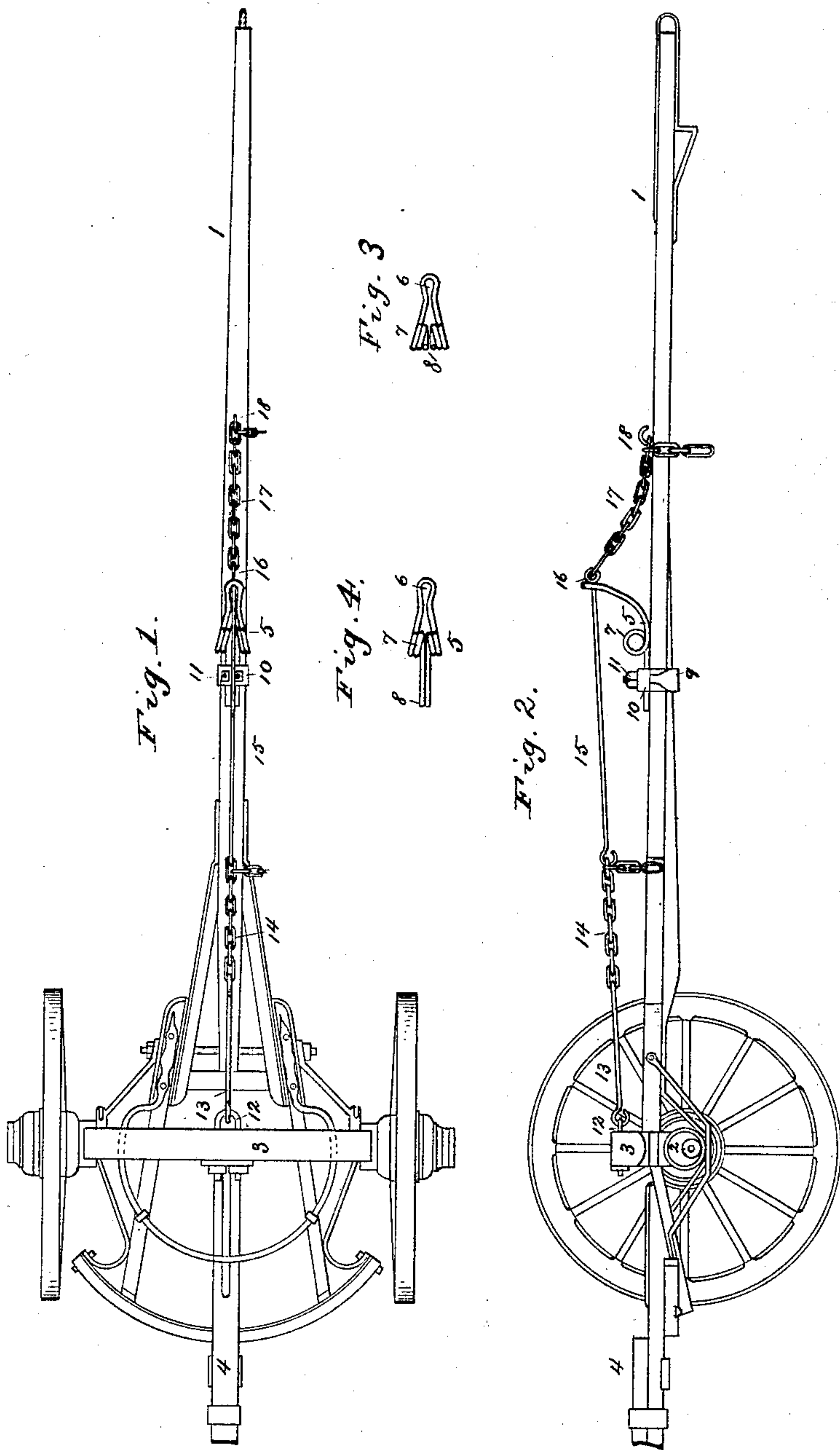


(No Model.)

O. B. PICKETT.  
TONGUE SUPPORT.

No. 348,580.

Patented Sept. 7, 1886.



WITNESSES.

H. J. Ferguson  
C. E. Ruggles

INVENTOR

Orlando B. Pickett  
By A. M. Wooster  
att'y.

# UNITED STATES PATENT OFFICE.

ORLANDO B. PICKETT, OF DANBURY, CONNECTICUT.

## TONGUE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 348,580, dated September 7, 1886.

Application filed June 23, 1886. Serial No. 206,034. (No model.)

*To all whom it may concern:*

Be it known that I, ORLANDO B. PICKETT, a citizen of the United States, residing at Danbury, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Wagon-Tongue Supports; 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.

My invention has for its object to produce a support for wagon-tongues which may be readily applied to all ordinary wagons now in use, which shall be simple in construction, adjustable, and which cannot possibly get out of order. Various devices have been devised to accomplish this result, but have not been successful in practical use, as they were both complicated and expensive, and most of them have been only adapted for attachment to special classes of wagons. In order to overcome these objections, and to produce a wagon-tongue support which will fully meet the requirements of every day hard usage, I have devised the novel construction of which the following description, in connection with the accompanying drawings, is a specification, numbers being used to indicate the several parts.

Figure 1 is a plan view of a portion of the running-gear of a heavy wagon; Fig. 2, a side elevation with one wheel removed; Fig. 3, an enlarged detail view showing the spring in elevation detached, and Fig. 4 an enlarged plan view of the spring detached.

It will of course be understood that the special running-gear of the wagon has nothing whatever to do with my invention, as I contemplate applying it to all classes of wagons.

1 denotes the pole; 2, the axle; 3, the bolster, and 4 the reach. For the sake of clearness in the drawings the evener and whiffletrees have been omitted.

5 indicates a double coiled spring formed in the manner which I will now describe.

6 is an eye or loop formed at the center of the rod from which the spring is made. After being closed inward at the base of the eye or loop the metal of the rod is curved outward, as clearly shown, and is then coiled inward,

two or more coils, 7, being preferably formed in each half of the rod. The two ends 8 of the rod are then turned backward, lying side by side. In use this spring is secured upon the top of the tongue by a clip, 9, and cross piece or strap 10, of ordinary construction. When in position upon the tongue, loop 6 projects upward and forward, as is clearly shown in Fig. 2. In assembling, the clip is passed around the under side of the tongue, the shanks being reduced and threaded in the usual manner. These shanks project through holes in the cross piece or strap, and the parts are secured together by nuts 11, engaging the threaded shanks of the clip. In practice I usually place the spring forward from the base of the pole a quarter or a third of its length. This, however, is a matter wholly within the judgment of the user, and will depend somewhat, of course, upon the style of wagon upon which it is used. The entire weight of the tongue is supported by the coils of the spring. In order to accomplish this result, I provide a connection between eye or loop 6 and some solid portion of the running-gear, preferably the axle or bolster. In the present instance I have shown the spring as connected to a staple, 12, in the bolster. It is of course necessary that this connection should be very strong, and it is also necessary that it should be adjustable. In the present instance I have shown a hook, 13, engaging the staple, a section of chain, 14, engaging the other end of the hook, and a hook, 15, engaging one of the links of the chain. At the other end of hook 15, and upon the opposite side of eye 6, formed in the spring, is an eye, 16, to which a section of chain, 17, is attached, for a purpose presently to be explained. In assembling, hook 15 is passed through eye 6, and then the whole body of the hook passed backward until eye 16 is close against the portion of the spring bent to form eye 6. I thus form a simple and very strong connection between the parts. Hook 15 is caused to engage any one of the links in the section of chain 14, the special adjustment depending, of course, upon the position of spring 5 relatively to the bolster, and also upon the height at which it is desired to hold the tongue. Should it be desired to raise the tongue at any time, it is



simply necessary to catch hook 15 in a loop farther back, or if it is desired to lower the tongue hook 15 is engaged with a loop farther forward.

5 It will of course be apparent that in passing over uneven ground or through deep gullies the forward end of the pole will frequently be carried by the horses considerably below its normal position relatively to the wagon.  
 10 This of course places great strain on the spring, as the forward end of the pole cannot drop down, except as the spring yields. In going over very rough ground, it will frequently happen that the sudden downward move-  
 15 ments of the tongue will coil the spring considerably, and that when the tongue comes up it will as suddenly fly back again. In order to prevent any sudden or unusual strain upon the spring, I have provided section 17 of chain,  
 20 one end of which engages eye 16 of hook 15, and a link of which engages a hook, 18, in the tongue. When the tongue is in its normal position, this section of chain of course hangs loosely, and in practice I so adjust it as to per-  
 25 mit a reasonable amount of up-and-down motion of the tongue; but when the limit of this adjustment is reached chain 17 will be drawn taut, thus preventing the spring from being coiled any further. I am thus enabled to raise  
 30 and lower the tongue and hold it in any desired position, and, furthermore, when necessary to perfectly limit and control the upward and downward vibration of the tongue in going over rough ground.  
 35 It will of course be understood that I do not limit myself to the exact details of construction shown and described, as it is obvious that they may be considerably varied without departing from the spirit of my invention.

40 I claim—

1. The combination, with a wagon-tongue, and a spring consisting of two coils, 7, and an upwardly-projecting eye or loop, 6, of a clip and cross-piece, whereby said spring is se-

cured to the tongue, and a rigid adjustable 45 connection extending from the eye or loop to some solid portion of the running-gear—for example, the bolster.

2. In a wagon-tongue support, a double-coiled spring having an upwardly-projecting 50 eye, 6, at its center, said coils extending inward, and the two ends 8 lying parallel, in combination with a wagon-tongue, a clip and cross-piece, whereby said spring is held in place, and a connection extending from said 55 eye to the bolster of the wagon, as and for the purpose set forth.

3. The tongue, a double-coil spring having an upwardly-projecting eye, 6, and the bolster, in combination with a hook engaging said bol- 60 ster, another hook connected to said eye, and a section, 14, of chain between said hooks, whereby the height of the tongue may be adjusted.

4. The tongue and a double-coil spring hav- 65 ing an upwardly-projecting eye, 6, in combination with a connection having an eye, 16, which extends from eye 6 to the bolster, and a chain extending loosely from eye 16 to a hook in the tongue forward of the spring, 70 whereby the upward and downward vibration of the tongue may be adjusted and controlled.

5. The tongue having a spring provided with eye 6 secured thereto, and a hook, 18, forward of said spring, in combination with 75 hook 15, having an eye, 16, which engages eye 6, a chain, 17, connecting eye 16 with the hook in the tongue, and another section of chain or its equivalent connecting hook 15 with the bolster of the wagon, as and for the purpose 80 set forth.

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

ORLANDO B. PICKETT.

Witnesses:

AARON J. PICKETT,  
 DAVID B. BOOTH.