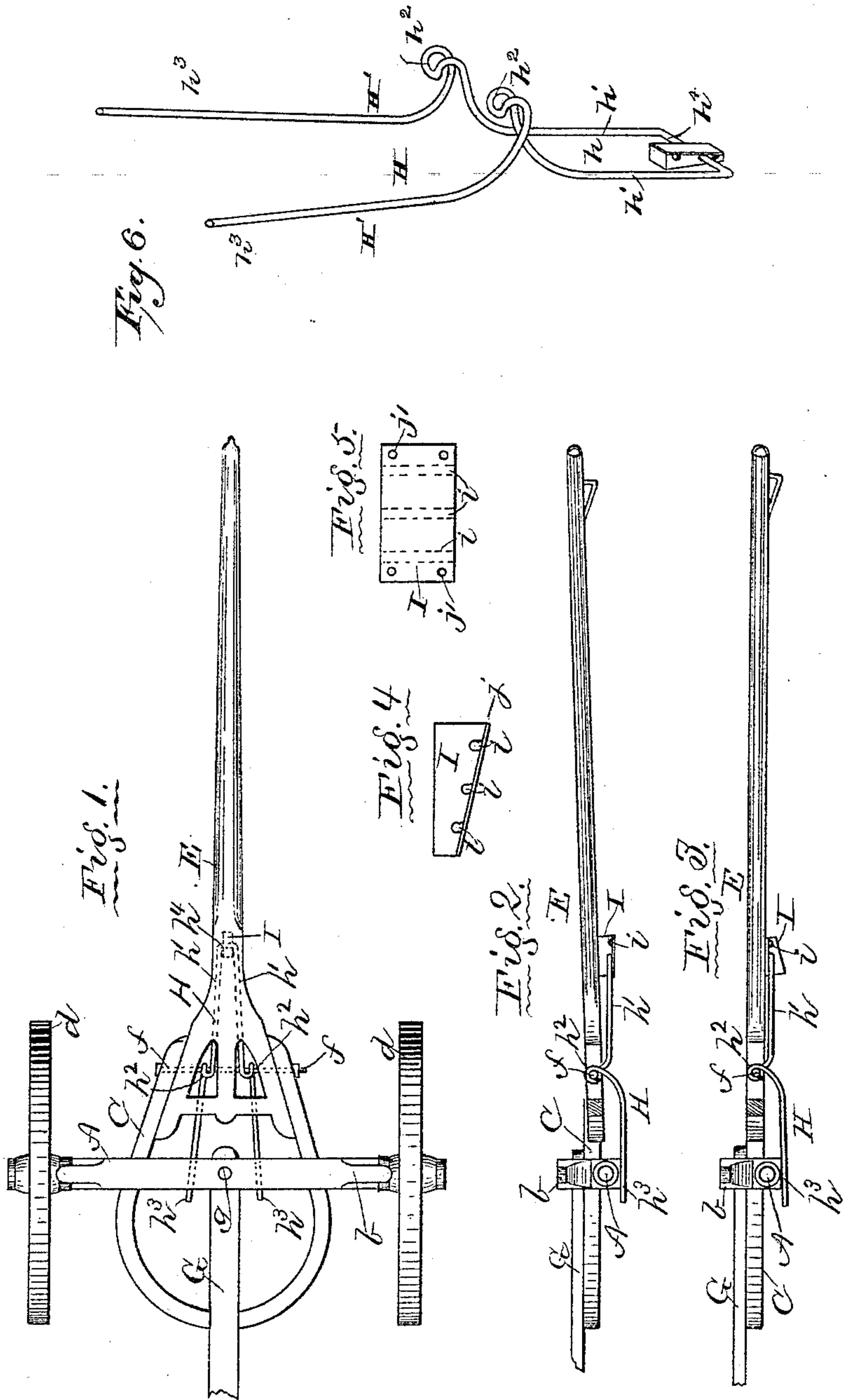


(No Model.)

J. W. LINDQUIST.  
TONGUE SUPPORT.

No. 445,024.

Patented Jan. 20, 1891.



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

JOHN WM. LINDQUIST, OF GALESBURG, ILLINOIS.

## TONGUE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 445,024, dated January 20, 1891.

Application filed September 3, 1890. Serial No. 363,872. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN WM. LINDQUIST a subject of the King of Sweden, residing at Galesburg, in the county of Knox and State of Illinois, have invented certain new and useful Improvements in Wagon-Tongue Supports, of which the following is a specification.

This invention relates to wagon-tongue supports or devices for supporting the outer or free end of such tongues in an elevated position when the draft-animals are connected with or disconnected from the wagon.

The object of my improvement is to produce a tongue-support which is simple in construction, cheap, durable, which cannot get out of form with any ordinary use, is made from a single piece of steel, and which can be readily, quickly, and easily applied to or removed from a wagon; and the improvement consists in a single bar of steel bent at its mid-length part to form a U-shaped loop upon which the tongue may rest, while the ends of the rod rest beneath the axle and further bent between its ends and mid-length portion to form hooks which engage with the rod on which the tongue is pivoted and on which it swings vertically.

The improvement further consists in other constructions and combinations hereinafter described and claimed.

In the accompanying drawings I have shown my improvement, together with such of the front parts of an ordinary wagon running-gear as will illustrate what I consider the best way of constructing and applying it to a wagon and as will illustrate the principle on which my improvement operates.

In said drawings, Figure 1 is a top plan of parts of a front running-gear of a wagon and of my improved tongue-support applied thereto; Fig. 2, a sectional elevation of parts of the wagon running-gear, a side elevation of other parts, and a side elevation of the tongue-support in place; Fig. 3, a similar elevation and section to Fig. 2, but showing a different adjustment of the adjustment-block from that shown at Fig. 2; Figs 4 and 5, side elevation and plan, respectively, of the adjusting-block; Fig. 6, a perspective of the tongue-support alone.

The parts of the wagon shown are of ordi-

nary construction and need not be further described than to recite that A is a front axle with the fixed bolster *b* above it and the hounds *c* secured thereto, and is supported on wheels *d*.

E is the tongue, and is pivoted as ordinarily to the hounds *c* by a rod or bolt *f*, on which the tongue swings in a vertical plane.

G is the coupling-pole, pivoted by the king-bolt *g* to the axle and bolster, and is shown partly broken away.

My improved tongue-support H is formed of a single bar H' of steel, which is bent at its mid-length portion to form a loop *h* of U-shaped form. Each side bar *h'* of this U-shaped loop is again bent to form a hook *h*<sup>2</sup>, from which hooks the respective ends *h*<sup>3</sup> of the bar H' extend rearwardly, and preferably with an increase in distance between them or diverging, as shown. This tongue-support can be applied to a wagon by simply elevating the tongue and then engaging the hooks *h*<sup>2</sup> with the tongue rod or bolt *f*, while the arms or ends *h*<sup>3</sup> rest beneath the axle, and the connecting-bar *h*<sup>4</sup> of the loop *h* rests beneath the tongue to hold it at any desired elevation, as may be controlled in an evident manner by different construction or bends of the sides of the support. The support can be as readily removed from the wagon as it was placed thereon, simply by first elevating the free end of the tongue slightly and then disengaging the hooks *h*<sup>2</sup> from the rod or bolt *f*. It will be evident that this feature in my improvement is of importance, in that it provides for readily and quickly putting the tongue-support in place, and also for removing it without having to withdraw or remove the tongue pivot-bolt or rod *g*.

To furnish means for adjusting and holding the tongue at different elevations or inclinations without changing the form or structure of the support H, I have provided a wedge-shaped adjusting-block I, having a series of transverse grooves *i* and a plate *j*, which can be fixed to the block I by screws *j'* to hold said plate to the block and the block upon the bar *h*<sup>4</sup> of the support H. It will be evident that as the block I is adjusted with its thicker end over the bar *h*<sup>4</sup> the tongue will be adjusted and held in a higher position at its front end, and vice versa. By in-



verting the block I, as shown at Fig. 3, another adjustment of the tongue will effected. The block I will not only serve the purpose of adjusting and holding the tongue at different inclinations, but will also act as a wear-block to protect the tongue from wear where the bar  $h^1$  rests beneath it. This support II can be made from any ordinary rod of spring-steel, and while of the cheapest material it can also be made cheaply, and while it can be applied and removed readily it is at the same time most effective. The union between the bars  $h'$  and  $h^1$  may be angles or curves, as preferred.

It will be evident that the support II can be used without the adjusting-block I. Hence I do not limit my claims in which said adjusting-block is not recited to such adjusting-block as a part in the combination forming the subject-matter of such claims.

Having thus described my improvement, what I claim, and desire to secure by Letters Patent, is—

1. A wagon-tongue support composed of a single bar bent at its mid-length part into U-shaped form, and each of its end portions again bent to form open hooks, which hooks can be readily engaged with and disengaged from the rod or bolt on which the wagon-tongue is pivoted without removing said rod or bolt, while the connecting-bar of the U-

shaped part rests beneath the tongue and the end parts beneath the axle, substantially as described.

2. A wagon-tongue support composed of a single bar bent at its mid-length part into U-shaped form, and each of its end portions again bent to form hooks, which hooks engage with the rod or bolt on which the wagon-tongue is pivoted, while the connecting-bar of the U-shaped part rests beneath the tongue and the end parts beneath the axle, and an invertible wedge-shaped adjusting-block having transverse grooves located between the tongue and the mid-length part of the support, substantially as and for the purpose specified.

3. A wagon-tongue support composed of a single bar bent at its mid-length part into U-shaped form, each side bar  $h'$  of which is again bent to form a hook  $h^2$ , which hooks engage with the bar or bolt  $f$ , while its arms or ends  $h^3$  rest beneath the axle and the bar  $h^4$  of the loop  $h$  rests beneath the tongue, substantially as and for the purpose specified.

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

JOHN WM. LINDQUIST.

Witnesses:

H. W. CARPENTER,  
H. M. RICHARDS.