(No Model.)

E. M. VAN VALKENBURG.

VEHICLE TONGUE.

No. 466,385. Patented Jan. 5, 1892.

Fig. 2.

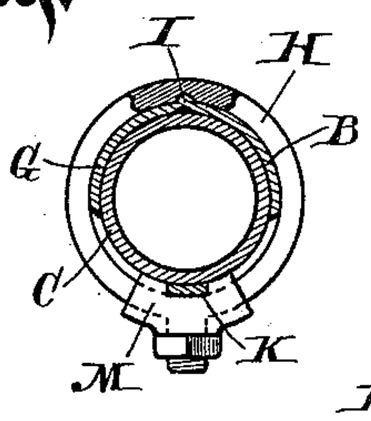


Fig. 1.

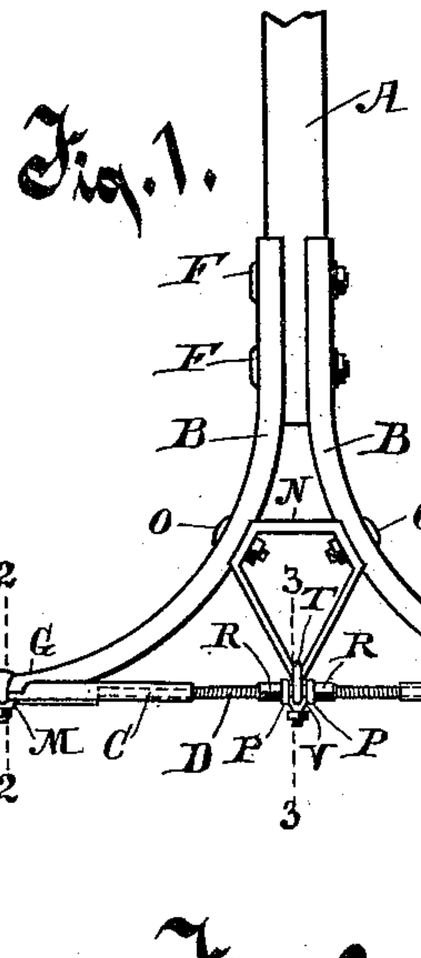


Fig. 3.

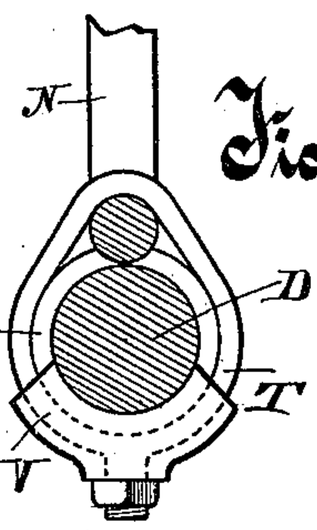


Fig. 4.

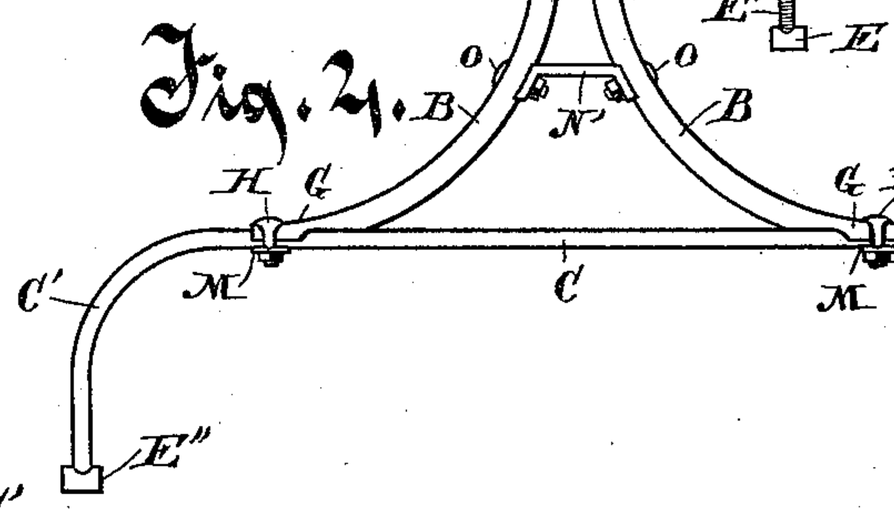


Fig. 6.

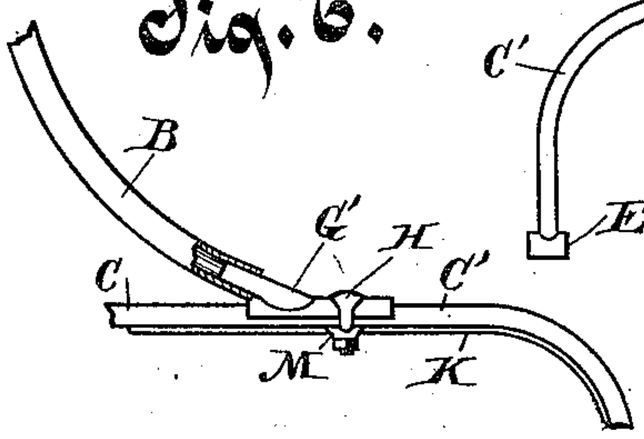


Fig. 5.

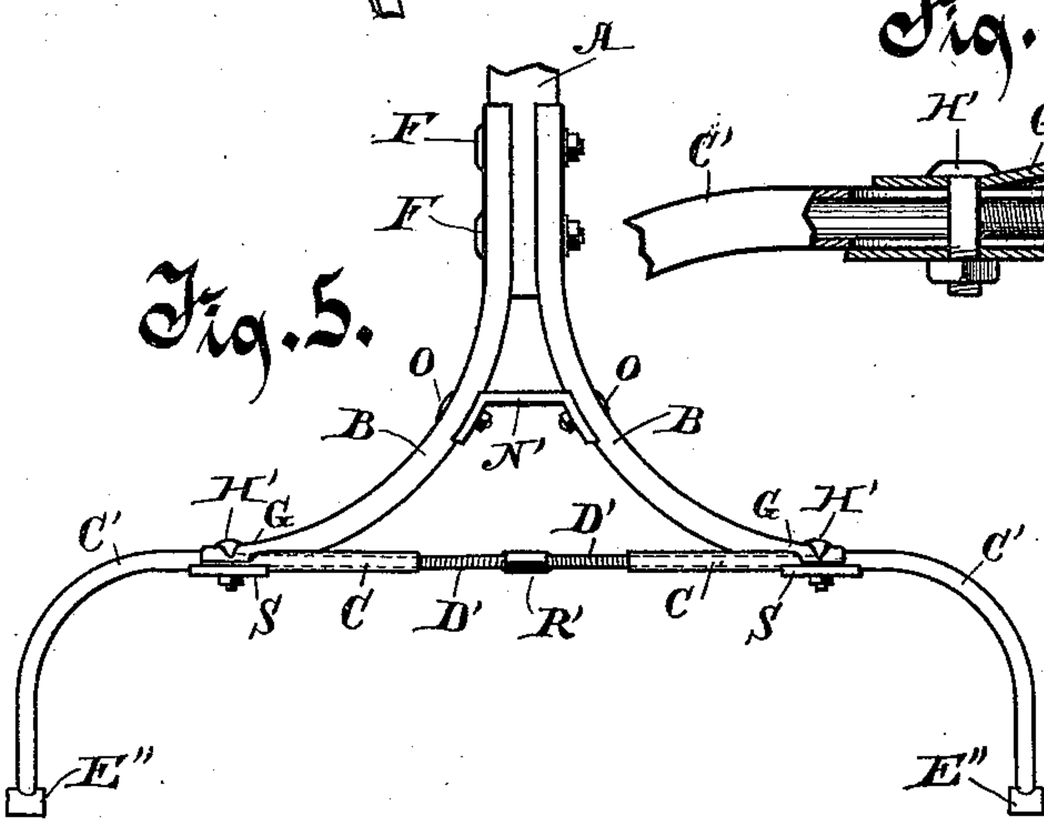
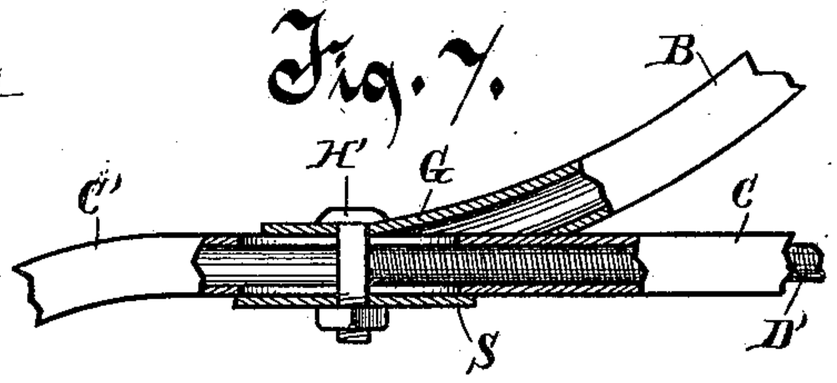


Fig. 7.



Witnesses.

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UNITED STATES PATENT OFFICE.

ELLIS M. VAN VALKENBURG, OF RACINE, WISCONSIN, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO THE ACME ADJUSTABLE POLE COMPANY, OF SAME PLACE.

VEHICLE-TONGUE.

SPECIFICATION forming part of Letters Patent No. 466,385, dated January 5, 1892.

Application filed March 16, 1891. Serial No. 385,219. (No model.)

To all whom it may concern:

Be it known that I, ELLIS M. VAN VALKENBURG, of Racine, in the county of Racine and State of Wisconsin, have invented a new and useful Improvement in Vehicle-Tongues, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention relates to that class of vehicle-tongues that are adapted for use with carriages or buggies and are commonly known as "carriage-poles."

The object of my invention is, among other things, to provide a strong and durable construction with the minimum weight, to so arrange and connect parts as to be adjustable, whereby the tongue is adapted to be used with vehicles having devices for connecting the tongue therewith located at different distances apart, and to provide other parts of various sizes interchangeable with the remaining portion of the tongue to adapt the tongue for connection with the vehicle through devices of varying sizes.

In the drawings, Figure 1 is a view of the under side of so much of a vehicle-tongue as embodies my improved devices. Fig. 2 is a transverse section on line 2 2 of Fig. 1. Fig. 3 is a transverse section on line 3 3 of Fig. 1. Figs. 4 and 5 are views on the under side of several modified forms of the device. Fig. 6 is a detail of a modified form of device, a part being broken away to show interior construction. Fig. 7 is a detail of the modified form of device shown in Fig. 5, parts being broken away to show interior construction.

The principal parts of the tongues are the forwardly-projecting part A, commonly constructed of wood and to which the name "pole" is specifically applied, the braces or tongue-hounds B connecting the part A with the semicircle or hounds C, which is the third and remaining one of the principal parts of the complete device. The semicircle or hounds C may be constructed of a single piece of iron tubing, as shown in Fig. 4, for constructing what is known as a "tongue" of standard width, but is preferably constructed in parts consisting of the outer curved ends C′ C′, formed from and of metal tubing, and an intermediate right and left hand screw D, interposed between and turning by its thread into the inner opposite ends of the parts C′. By means of the screw D the parts C′ of the semicircle are connected together and made adjustable toward and from each other. By this means the eyes E are capable of being moved toward and from each other, so as to adapt them to enter and fit the devices therefor affixed to the front axle of the vehicle, for securing the tongue to the carriage. The eyes E are preferably formed with screw-threaded shanks E′, turning into and thereby secured removably to the parts C′. By this provision eyes having greater or less lateral extension to adapt them to fit the devices therefor on the axle may be used interchangeably, as desired, with the tongue.

The braces or tongue-hounds B are constructed from and of metal tubing, their ends being flattened or recessed to receive the part A, which is secured thereto by bolts F. At their other extremities the tubular braces B are split and cut away at one side and shaped to form feet G, adapted to fit upon and partially embrace the parts C′, to which they are secured detachably, preferably by means of clips H, about them and the parts C′. To prevent the clips from turning, the braces B underneath the clips are provided with knobs I, entering corresponding recesses therefor in the under side of the clips. Strengthening or re-enforcing strips K, fitted against the rear surfaces of the parts C′ and affixed thereto, serve also as ways, along which the clips slide when adjusted laterally, and by means of the sleeves M, through which the inner ends of the clips are passed and which also have recesses for the straps K, prevent the movement of the clips revolubly on the parts C′. A brace-iron N of suitable form is secured by bolts O to the braces B and strengthens them, and also serves as a support or bearing for the screw D to prevent its endwise movement, the iron for that purpose being provided with a rider in the form of a sleeve V on the clip T, by which clip the sleeve is bound to the iron N, which sleeve rides on the screw D between collars P, fixed thereon, whereby the endwise movement of

the screw is prevented. Faced bosses R on the screw are adapted to receive a wrench thereon for rotating it.

It will be understood that by loosening the clips H and rotating the screw D the parts C′ can be moved, and thereby adjusted nearer to or farther from each other, whereby the eyes E will be adapted to fit into devices for receiving them on the axle of the vehicle at varying distances apart.

In the modified form shown in Fig. 4 the semicircle C is formed of a single piece of tubing, and the eyes E″ are rigid thereto and are not adjustable laterally. The brace-iron N′ supports the braces B only.

In the modified form shown in Fig. 6 an independent cast-iron foot G′ is shown which is provided with a screw-thread turning into the end of the brace B, obviating the splitting and forming the end of the tubular brace to fit the part C′.

In the modified form shown in Figs. 5 and 7 the braces B are secured movably to the parts C′ by bolts H′ passing through the feet of the braces and through laterally-extending slots therefor in the parts C′. Elongated plates S on the bolts H′, under the nuts thereon, cover the slots on one side of and bear movably against the parts C′. The outer ends of the screw D′ bear against the bolts H′, whereby the screw is prevented from moving laterally with reference to the braces B B; but by the rotation of the screw the parts C′ are moved harmoniously toward or from each other. The screw D′ is provided with a faced part R′ to receive a wrench thereon.

What I claim as new, and desire to secure by Letters Patent, is—

1. A vehicle-tongue comprising a pole, brace-hounds secured to the extremity of the pole and extending outwardly and rearwardly therefrom, and other hounds located at a distance from the pole and secured to the rear extremities of the brace-hounds, the brace-hounds and the other or main hounds being constructed of tubing, substantially as described.

2. In a vehicle-tongue, a semicircle or rear furcate part consisting of terminal parts formed of metal tubing and an interposed screw turning by right and left hand thread into the adjacent ends of the terminal portions, substantially as described.

3. In a vehicle-tongue, the combination, with movable terminal parts, as C′, of an interposed right and left handed screw turning by its threads into the adjacent ends of the terminal parts, and suitable means to hold the screw revolubly against endwise movement, substantially as described.

4. In a vehicle-tongue, the combination, with a brace, as B, formed of tubular iron, of a foot, as G′, turning by screw-thread into the brace B and formed to fit on a part C′, substantially as described.

5. In a vehicle-tongue, a brace B, having a foot and a knob I, a part C′, a thereto-affixed strap K, a clip H, and a sleeve M, all combined substantially as described.

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

ELLIS M. VAN VALKENBURG.

Witnesses:
GEO. R. WEST, Jr.,
EDWARD GERTENBACH.