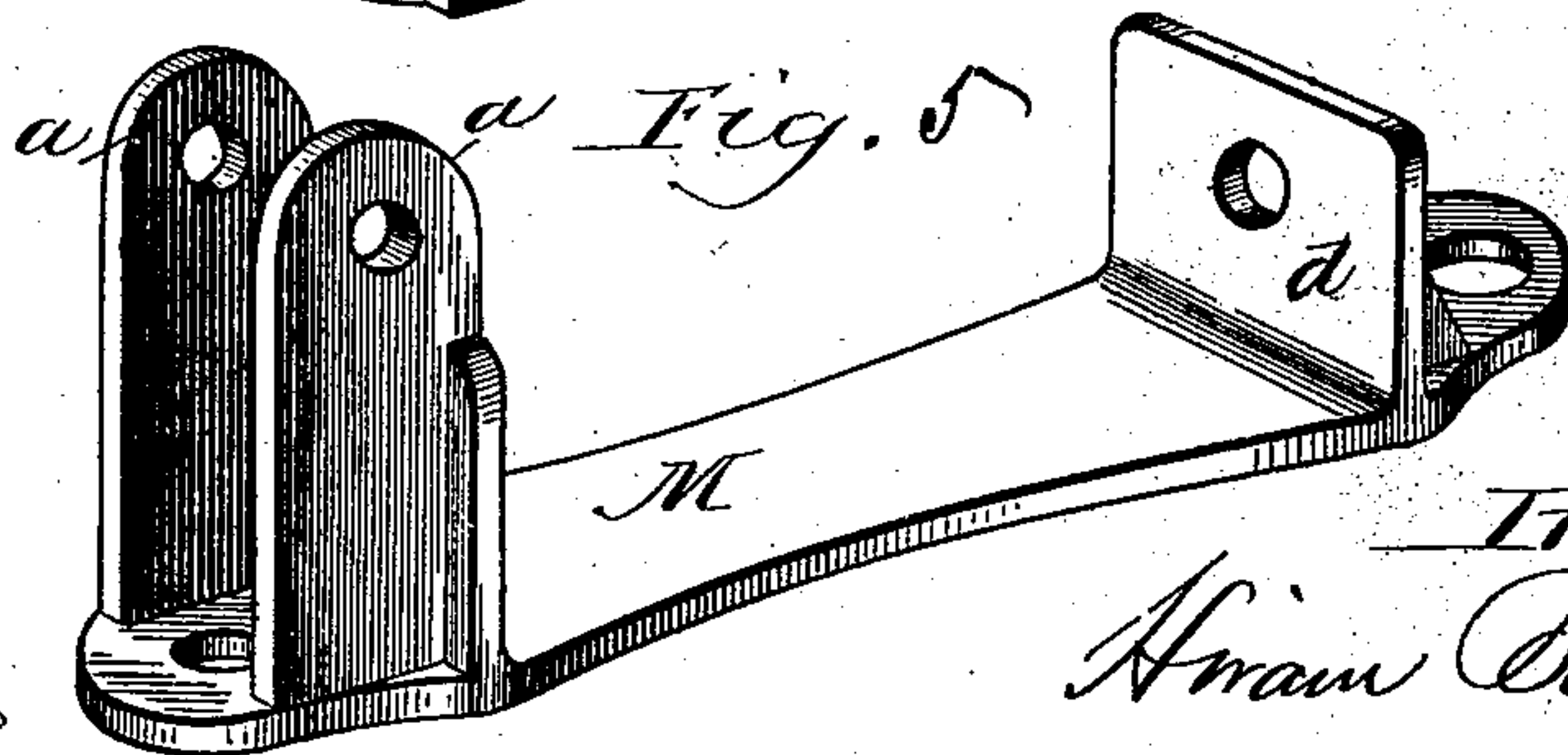
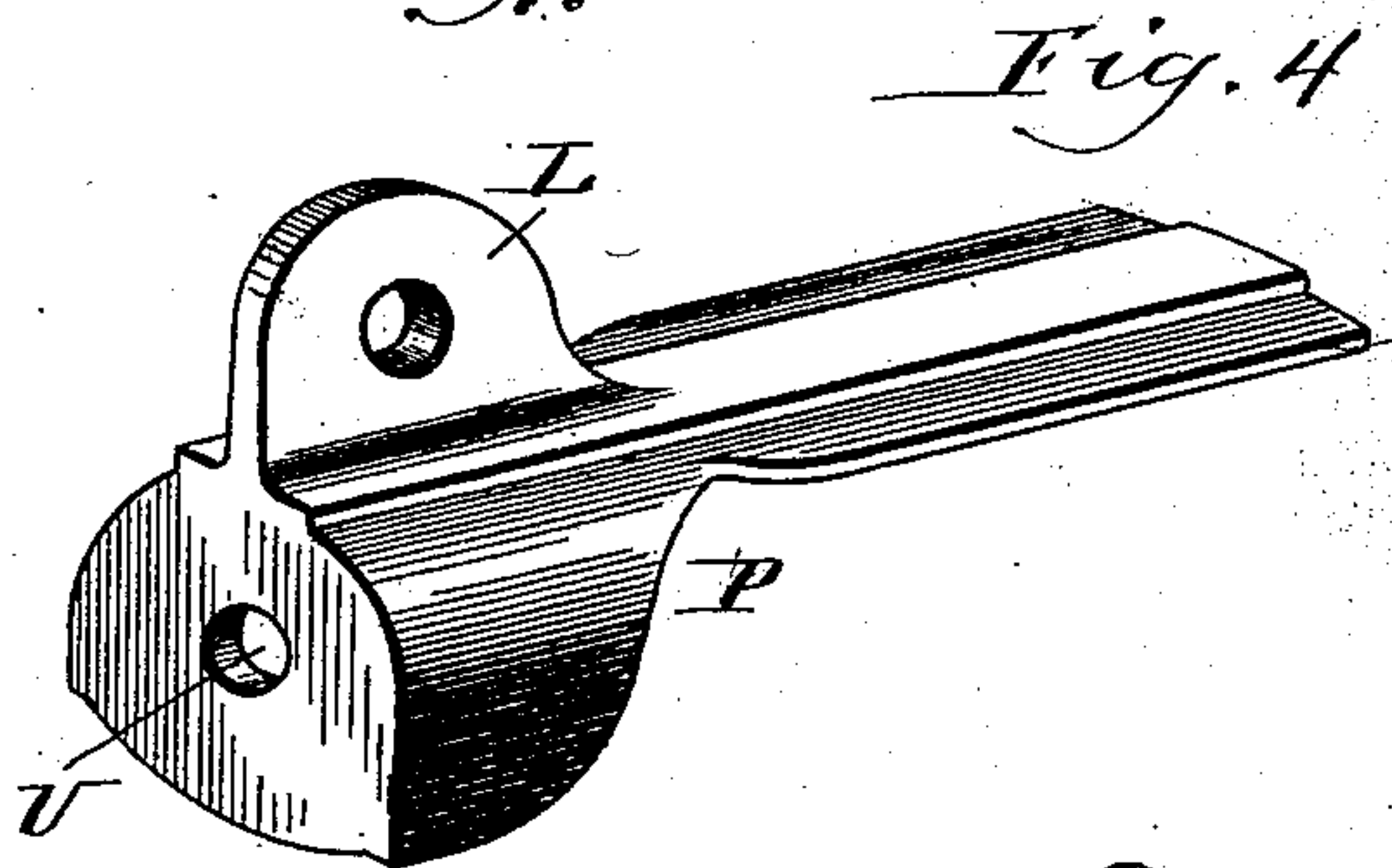
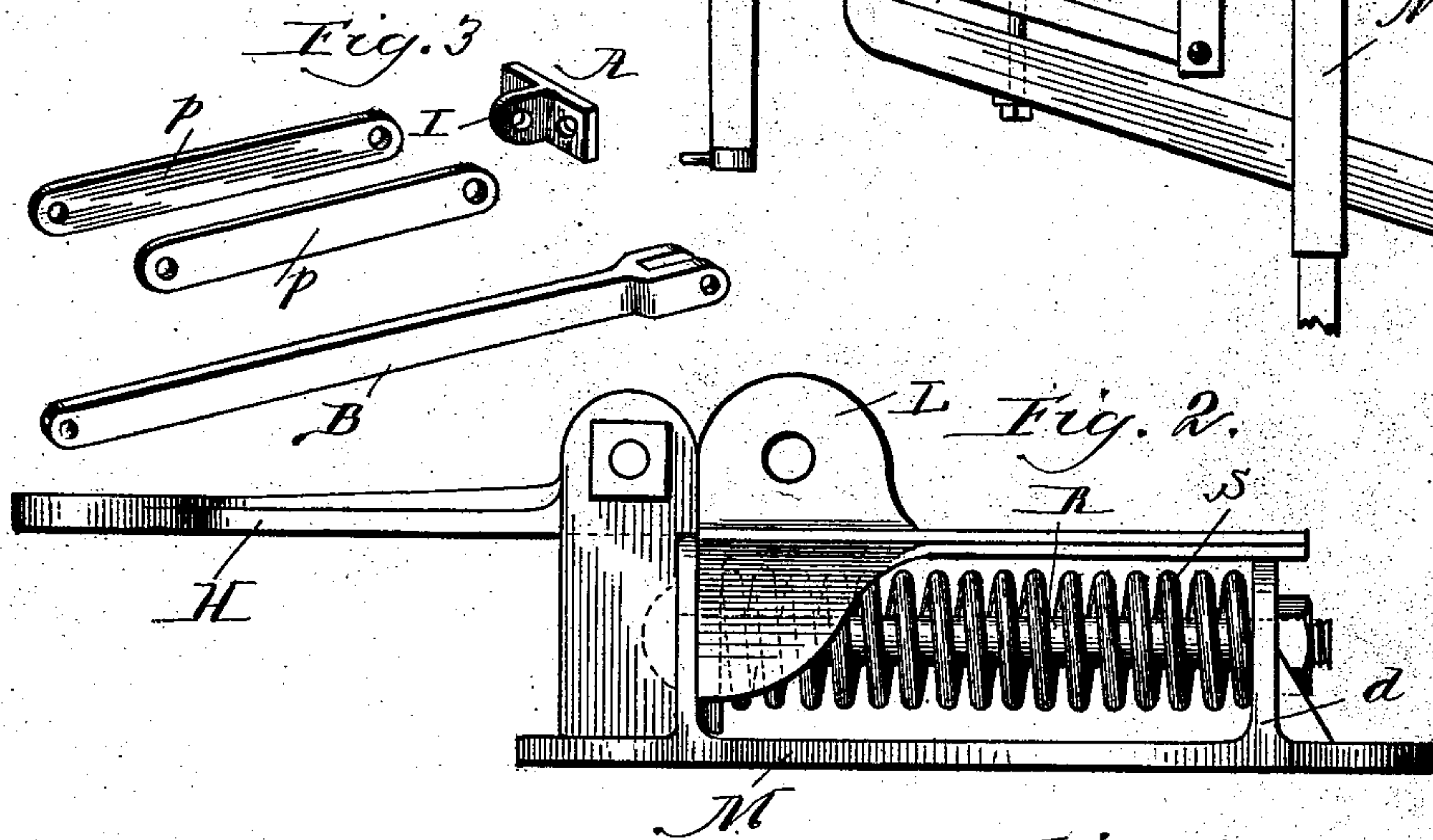
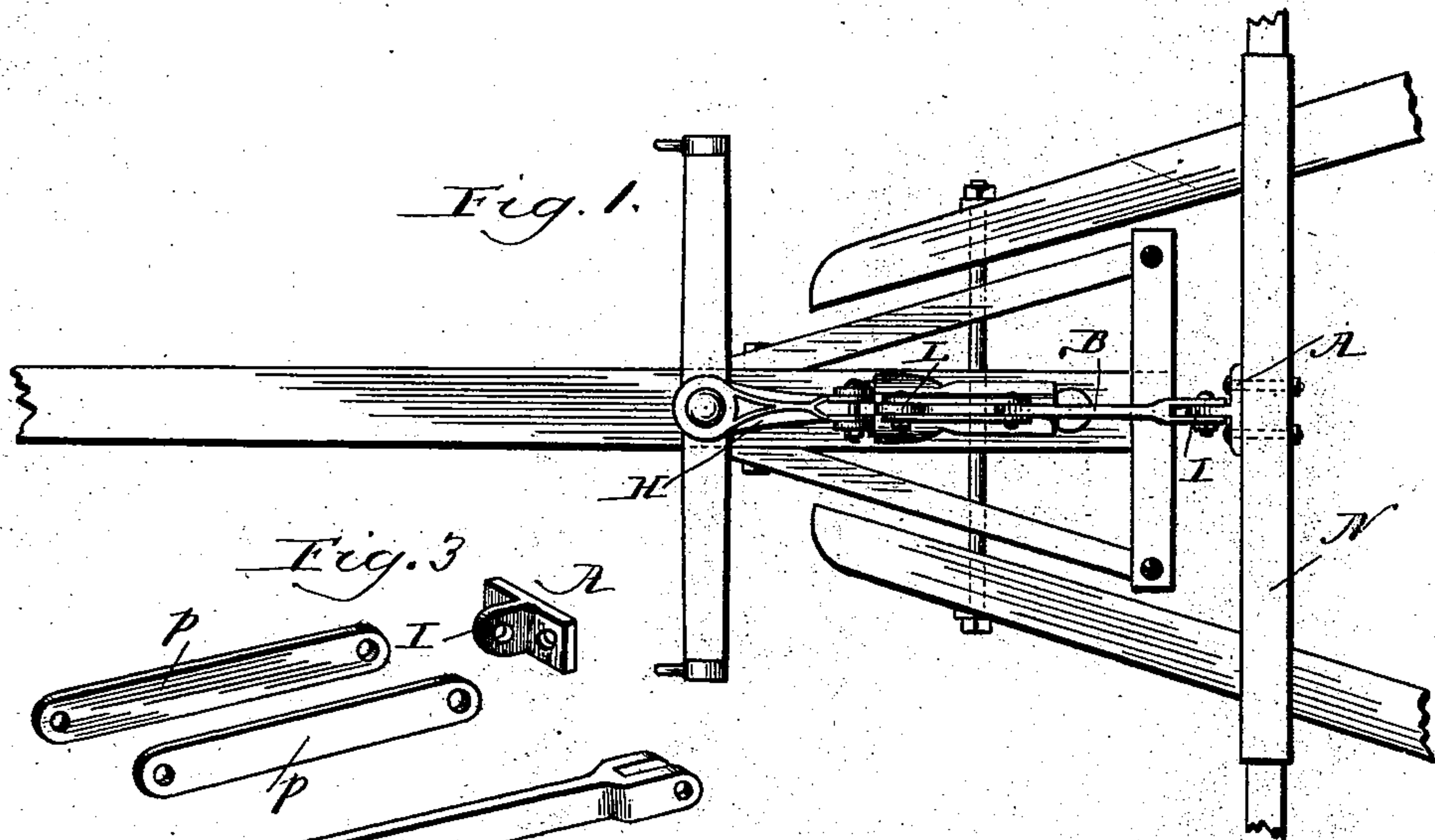


(No Model.)

H. BARBER.
WAGON TONGUE SUPPORT.

No. 506,655.

Patented Oct. 17, 1893.



Witnesses
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HIRAM BARBER, OF CHICAGO, ILLINOIS.

WAGON-TONGUE SUPPORT.

SPECIFICATION forming part of Letters Patent No. 506,655, dated October 17, 1893.

Application filed April 7, 1891. Serial No. 387,982. (No model.)

To all whom it may concern:

Be it known that, HIRAM BARBER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Tongue-Supports for Use on Wagons or other Vehicles, which is fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of my tongue support with the frame M, attached to the upper surface of the tongue of the wagon and the plate A, to the front face of the sand bar N, of the wagon. Fig. 2 is a side elevation of the frame M, also of the shoe or draw plate P, rod R, coil spring S, and hammer-strap H, in my tongue support. Fig. 3 is a view in perspective of the plate A, the bar B, and the plates *p—p*, in my tongue support. Fig. 4 is a view in perspective of the shoe or draw-plate P, in my tongue support. Fig. 5 is a view in perspective of the frame M, in my tongue support.

The object of my tongue support is to take the weight and thrash of the tongue off from the neck of the draft animal. Devices of this character have long been recognized as promoting the ease, comfort and safety of the draft animal.

In constructing my tongue support I make use of the frame M, firmly attached to the upper surface of the tongue of the wagon in which to hold and compress the coil spring S, which is held in place by the rod R, and upon which it is compressed longitudinally by the shoe or draw plate P. This plate is provided with the chamber U, on the lower face of the forward end thereof for the reception of the forward end of the coil spring S. The front wall of the chamber U, is perforated for the passage of the forward end of the rod R. The shoe or draw plate P, is also provided with the lug L, situated upon the upper forward surface thereof and to which the bar B, is connected by means of the plates *p—p*.

The plate A, is provided with the lug I, to which the rear end of the bar B, is attached by a pivoted connection.

The hammer strap H, is attached to the frame M, at the upper ends of the standards *a—d*, by a pivoted connection. When there-

fore the several parts of my tongue support are in position in combination as shown the tongue of the wagon is maintained in a horizontal position the weight thereof being sustained by the sand bar N, to which the plate A, is firmly attached. The desired flexibility is obtained by the compression of the coil spring S. As the forward end of the tongue is depressed the front wall of the chamber U, is driven backward against the front end of the coil spring S, which is thus compressed upon the rod R, against the inner face of the standard *d*, of the frame M. The plates *p—p*, are pivoted to the lug L, and the forward end of the bar, thus forming a jointed connection between the bar B, and the shoe or draw plate P, which enables the bar B, to accommodate its position to the upward movement of the rear end of the tongue of the wagon when the forward end thereof is correspondingly depressed. In similar devices heretofore perfected one of the chief difficulties has been to find a satisfactory location for the same.

In the old style of hitch by means of a bolt and hammer strap the rear end of the tongue of the wagon is so largely occupied by the hammer strap that no room is left for the attachment of a tongue support.

In my tongue support as herein shown I make use of the forward end of the frame M, as a point of attachment for the hammer strap H, thus securing ample room for the location of my device without interfering with the common method of holding the evener or subjecting the tongue support to unnecessary strain or pressure by reason of its location in a false position.

Having thus fully explained the object, construction, and operation of my tongue-support, what I claim as novel and as being of my invention, and for which I seek Letters Patent, is—

1. In a tongue support for vehicles, the frame consisting of the bottom plate adapted to be bolted longitudinally upon the tongue provided at its front end with a pair of vertical flanges placed longitudinally on opposite edges of the plate and having perforations at their tops and a perforated transverse vertical flange near its rear end, in combination with a spiral spring placed above the plate be-

tween the front and rear flanges upon a rod projecting through the rear flange. A draw plate connecting with the forward end of the spring; linked bars connecting the draw plate
5 with the forward end of the wagon and the hammer strap pivoted between the vertical flanges at the front of the frame, arranged substantially as and for the purpose described.
10 2. In a tongue support for vehicles, the combination with the frame M consisting of the longitudinal plate, adapted to be bolted to the tongue, having formed integral there-
15 with a pair of vertical side flanges at its front end and a transverse vertical perforated flange at its rear end, of a spiral spring located between the front and rear flanges, a draw plate having a chamber at its front end inclosing the forward end of the spring, and
20 a perforated longitudinally arranged vertical lug or flange on its upper face, a flexible connecting bar, one end of which is pivotally connected with the perforated lug on the upper face of the draw plate and its opposite
25 end pivotally connected with the front of the vehicle, and a rod passing through the interior of the spring, the wall of the chambered

end of the draw plate, and the rear perforated flange of the frame M, substantially as and for the purpose described. 30

3. In a tongue support for vehicles, the frame M consisting of the longitudinal metallic plate adapted to be secured upon the tongue, provided at its forward end with the vertical flanges *aa* arranged on opposite edges 35 of the plate, and the transverse perforated vertical flange *d* at its rear end, in combination with the spiral spring secured within the frame between the front and rear flanges upon the rod R projecting through the rear 40 flange, the draw plate P provided with the chamber on the under side of its front end adapting it to inclose the forward end of the spring, and having the perforated vertical lug L on its upper side, and the links connecting 45 said lug with the bar N, all arranged substantially as and for the purpose described.

Dated at Chicago this 4th day of April, A. D. 1891.

HIRAM BARBER.

In presence of—

JAMES BARNETT,
J. W. ELA.