(No Model.)

E. BRINCK.

WAGON TONGUE STEADIER.

No. 554,577. Patented Feb. 11, 1896.

Fig. 1.

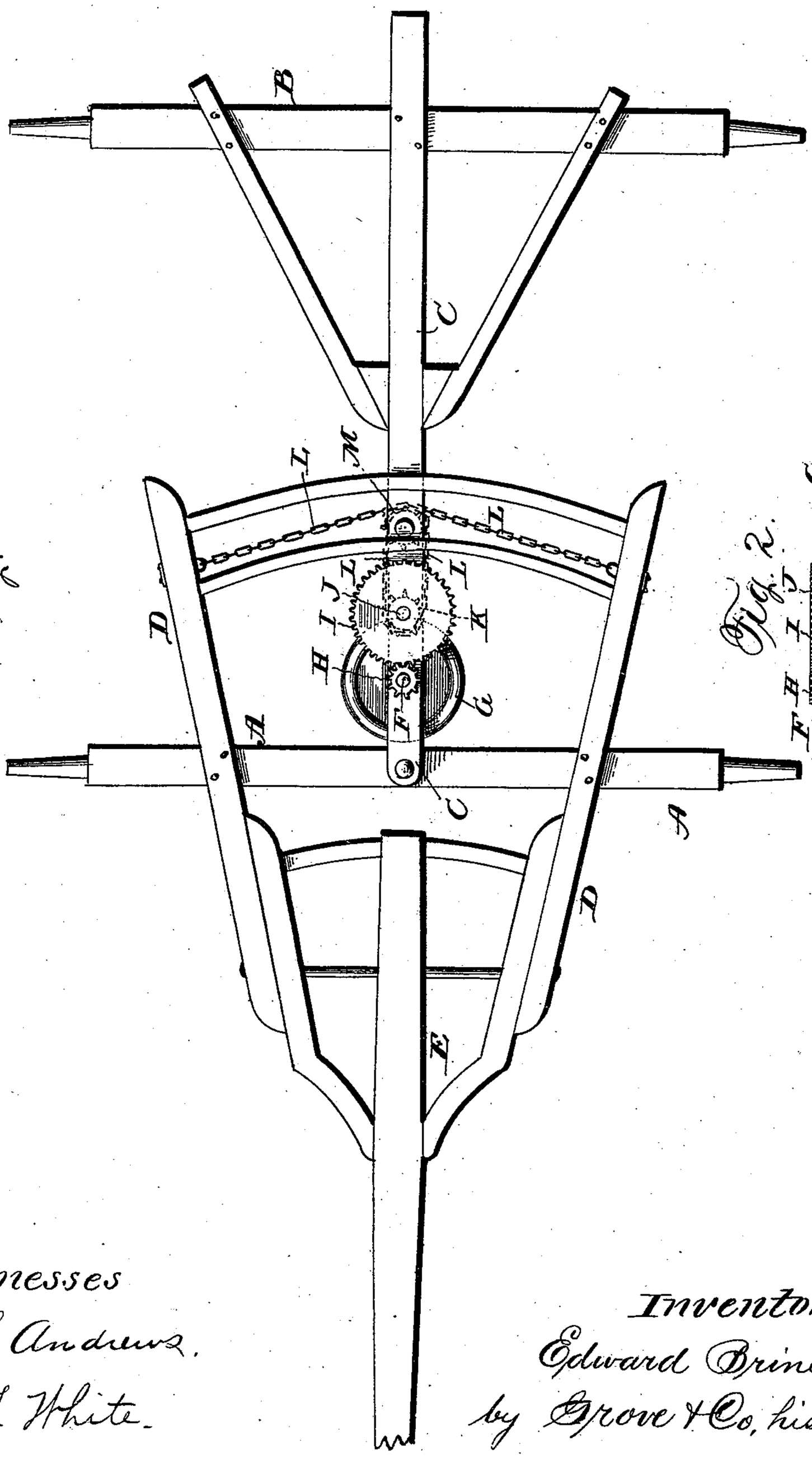
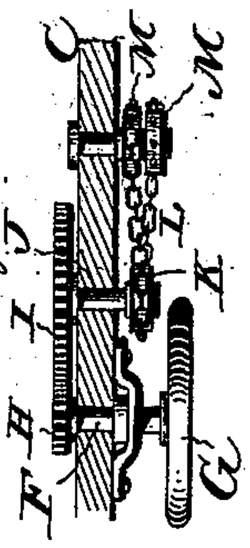


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

EDWARD BRINCK, OF HICKSVILLE, OHIO.

WAGON-TONGUE STEADIER.

SPECIFICATION forming part of Letters Patent No. 554,577, dated February 11, 1896.

Application filed October 26, 1895. Serial No. 566,975. (No model.)

To all whom it may concern:

Be it known that I, EDWARD BRINCK, a citizen of the United States, residing at Hicksville, in the county of Defiance and State of Ohio, have invented certain new and useful Improvements in Wagon-Tongue Steadiers; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide simple, reliable, and efficient means to avoid the violent lateral swinging of wagon poles or tongues caused by the striking of one of the front wheels of the wagon by some obstruction in the roadway, such swinging or jarring of the poles or tongues being objectionable because of its effect on the draft-animals.

With this end in view the invention consists in the device having the construction and combination of parts substantially as specified.

In the annexed drawings, Figure 1 is a plan view of the running-gear of a wagon with my invention applied; Fig. 2, a detail side view, partly in section.

In the drawings, A and B, respectively, designate the front and rear axles, C the reach pivotally connected to the front axle and rigidly fastened to the rear axle, D the hounds bolted firmly to the front axle, and E the tongue pivoted to the hounds to swing vertically, all of said parts constituting a running-gear of usual construction.

Ordinarily the tongue is free to swing laterally on the pivotal connection of the front axle and the reach, and hence should one of the front wheels encounter a stone or other obstacle the tongue will be swung sidewise with more or less violence, according to the size of the obstacle, and administer either blows or jars to the draft-animals, to their possible injury and discomfort. To prevent the sidewise movement of the tongue under the circumstances noted, I provide the following-described mechanism: On a shaft F journaled vertically in an opening in the reach is a comparatively heavy wheel G, located preferably below the reach a short distance in rear of its pivotal connection with the front axle. Also on said shaft, but above the reach, is a pinion H that meshes with a gear-wheel I on a second shaft J likewise journaled vertically in an opening in the reach and having beneath the latter a sprocket-wheel K over which is passed a chain L, whose ends, after passing in opposite directions over wheels M and M, pivoted to the under side of the reach, are attached, respectively, to the rear ends of the hounds D.

It will be seen that the front axle cannot turn on its pivot without revolving the wheel G, and the latter is so geared to the axle as to require more power than that usually exerted when obstacles are struck by a front wheel to cause the revolution of said wheel G. At the same time, as the leverage exerted by the axle is much less than that which is available through the tongue, it will be seen that ample resistance to the turning of the axle when a wheel encounters an obstacle is afforded without materially hampering the turning thereof by means of the tongue when it is desired so to do to guide the vehicle or for other purposes.

While I prefer the specific construction of parts shown, I of course do not limit myself thereto, nor to the use of my invention on any particular type of wagon.

What I claim is—

1. In combination with the pivoted tongue of a vehicle, a wheel, suitably supported, and connections between the wheel and the tongue, whereby the swinging of the tongue in either direction may revolve the wheel.

2. In combination with the front axle of a vehicle, the tongue attached thereto, the reach pivoted to the axle, the wheel supported by the reach, the chain connected at its ends to the tongue, the wheels on the reach over which the chain passes in opposite directions, and gearing between the chain and the wheel.

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

EDWARD BRINCK.

Witnesses:

W. O. HUGHES,

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