

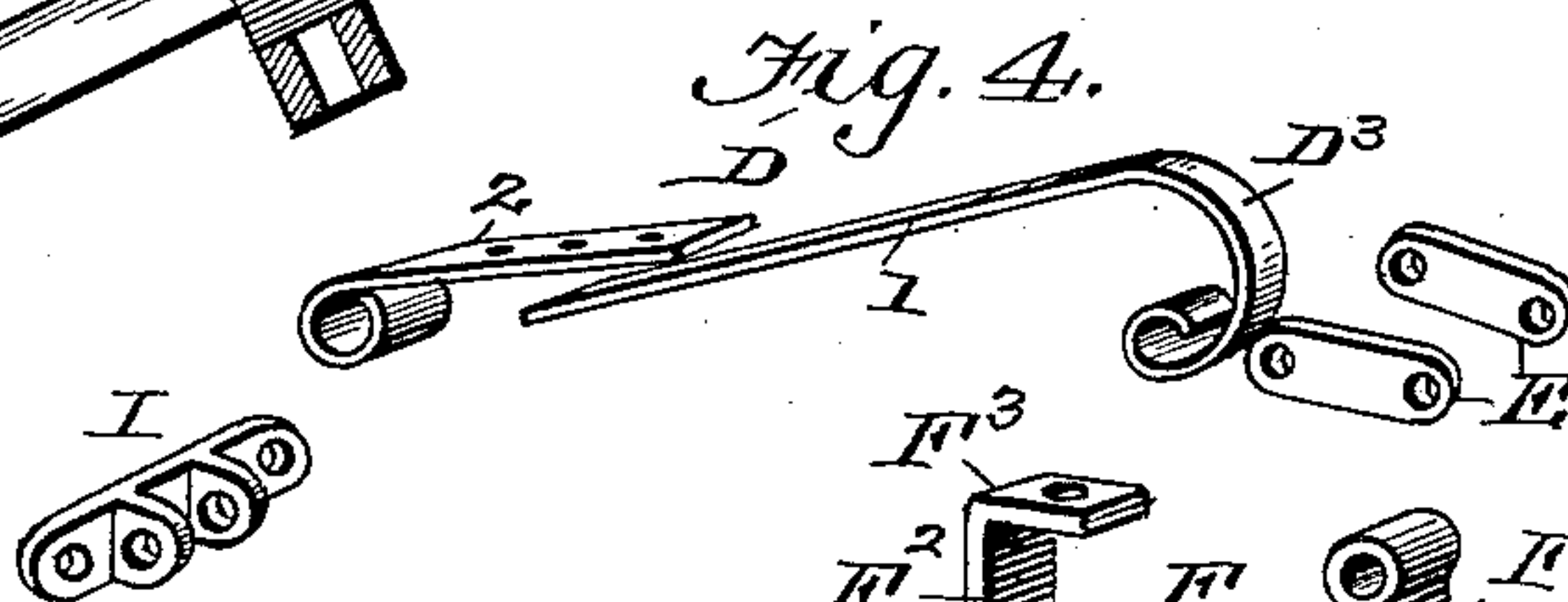
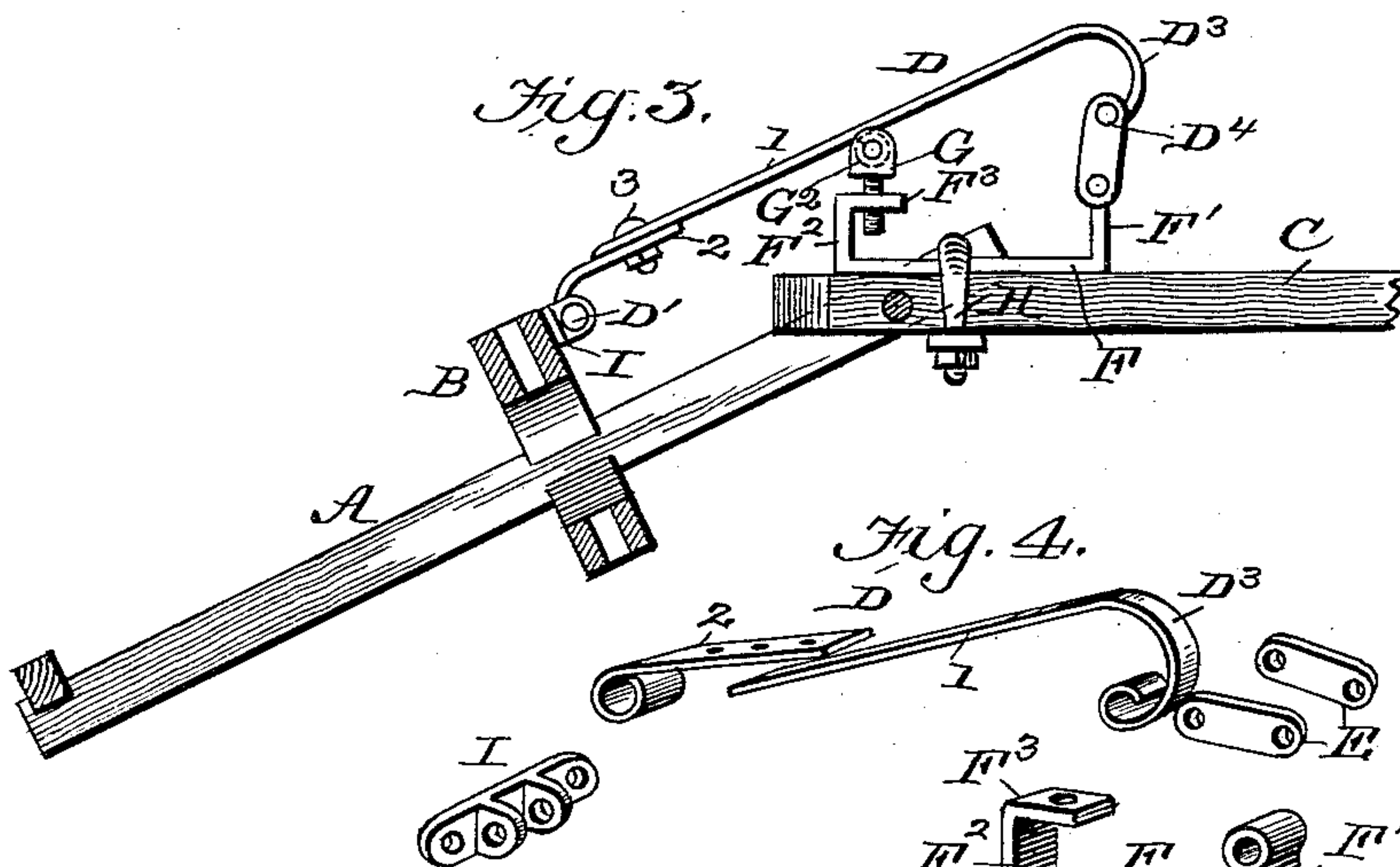
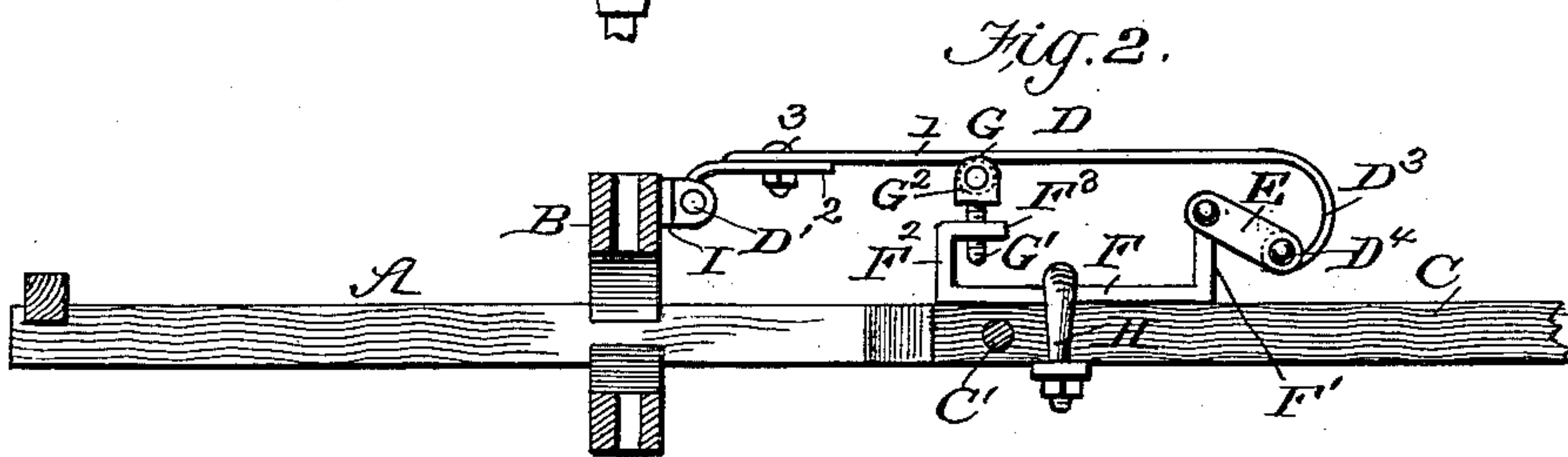
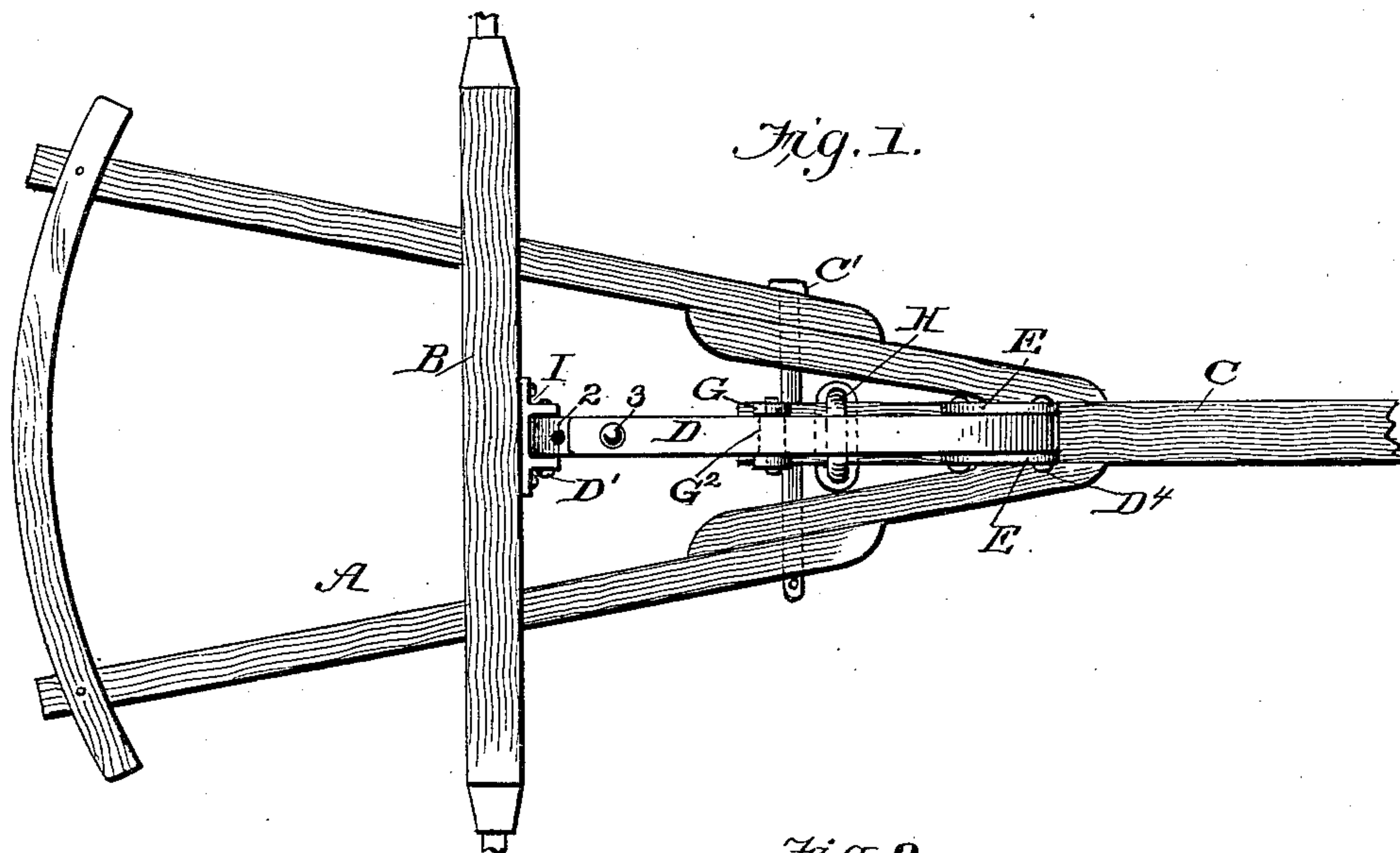
No. 618,271.

Patented Jan. 24, 1899.

E. JARRELL.  
TONGUE SUPPORT.

(Application filed July 19, 1898.)

(No Model.)



WITNESSES:  
Jos. A. Ryan  
P. B. Furber.

INVENTOR  
Edwin Jarrell.  
BY *Munn & Co.*  
ATTORNEYS.



# UNITED STATES PATENT OFFICE.

EDWIN JARRELL, OF RIVERDALE, KANSAS, ASSIGNOR OF ONE-HALF TO  
JOHN MCARDLE, OF SAME PLACE.

## TONGUE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 618,271, dated January 24, 1899.

Application filed July 19, 1898. Serial No. 686,326. (No model.)

*To all whom it may concern:*

Be it known that I, EDWIN JARRELL, residing at Riverdale, in the county of Sumner and State of Kansas, have invented certain  
5 new and useful Improvements in Tongue-Supports, of which the following is a specification.

My invention is an improvement in tongue-supports for wagons, and has for an object to  
10 provide a simple construction which can be easily applied for use, can be adjusted to suit the vehicle and the horses and will automatically adjust out of gear in dumping the wagon, and can be easily readjusted after the  
15 dumping is effected; and the invention consists in certain novel constructions and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the drawings, Figure 1 is a top plan view  
20 of my improvement as in use. Figs. 2 and 3 are sectional side views showing the support respectively in gear and out of gear, and Fig. 4 is a detail perspective view showing parts detached.

25 In the construction shown the hounds A and sand-guard B represent parts of a wagon, and it does not seem necessary to illustrate the wagon in full. The tongue C is pivoted at C', and like the hounds A and sand-board  
30 B may in general respects be of ordinary construction.

The tongue-support comprises the spring D, connected at one end at D' with the wagon, preferably to the sand-board, as shown, the  
35 link connection E between the opposite end of the spring and the tongue, such connection being preferably effected through the medium of the bracket F, and the abutment G in position to engage the spring between its ends.  
40 This abutment G is supported on the bracket F, which is preferably constructed with up-rights F' and F<sup>2</sup> at its front and rear ends, the links E being pivoted at one end to the upright F' and at their other ends to the  
45 spring D, while the abutment G is adjustably connected with the upright F<sup>2</sup>, preferably by providing the abutment with a threaded stem G', which threads in a forwardly-projecting wing F<sup>3</sup> on the upward end of the upright F<sup>2</sup>.  
50 This adjustable connection of the abutment

G facilitates the accurate setting of same to properly throw the supporting-spring out of gear when desired. The bracket F has a main or connecting portion between the up-  
rights F' and F<sup>2</sup>, which rests upon the tongue 55 and is held thereto by the clip H or other suitable devices, as may be desired.

The spring D is preferably formed at its front end with the downwardly-bent and slightly-retained portion D<sup>3</sup>, whose extremity 60 is pivoted at D<sup>4</sup> to the swinging ends of the links E.

In practice I prefer to pivot the spring D at D' and to secure such pivotal connection with the wagon through the aid of the bracket 65 I, which is secured to the sand-board, as shown. It is also preferred to make the spring D adjustable lengthwise, to which end I prefer to construct it in front and rear sections 1 and 2, which are lapped together 70 and secured by a bolt 3, which may be adjusted to vary the length of the spring, as will be readily understood.

In the construction shown the abutment G is provided with a roller, as indicated at G<sup>2</sup>, 75 to bear beneath the spring to reduce the wear and friction in operation.

By my invention it will be observed I provide the spring connection between the wagon and the tongue, together with link connections 80 between the spring and the tongue, and an abutment for throwing the spring off the center or out of gear to free it from its supporting connection or position with respect to the tongue. 85

In the operation of my invention when the parts are in the position shown in Figs. 1 and 2 the spring D will operate to relieve the animals from the weight of the tongue, such weight being borne by the spring, as will be 90 readily understood, particularly from Fig. 2. In dumping if the vehicle be backed into a dump it will lower to an incline, as shown in Fig. 3, and the abutment G will lift the spring D and throw the same out of gear or to the 95 position shown in Fig. 3. If after the wagon has been dumped and pulled out of the dump the team be backed slightly, this operation will put the parts in the position shown in Fig. 2, wherein the spring will operate to support 100



the tongue, as will be understood from the drawings.

It is obvious that I do not desire to be limited in the broad features of my invention to the specific construction shown, as modifications and variations may be effected without departing from the principles of the invention.

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

1. A tongue-support comprising the bracket having a main portion for connection with the tongue and upright portions at the front and rear ends thereof, the abutment supported by the rear upright, the spring, and the link connection between the front upright and the forward end of the spring substantially as set forth.

2. The improved tongue-support herein described comprising the wagon, the pivoted tongue, the spring secured at one end to the wagon and having at its other end the downwardly-bent and returned portion, the bracket secured to the tongue and having the front and rear uprights, the links connecting the front upright with the front end of the spring, and the abutment adjustably connected with the

rear upright and engaging the spring between its ends substantially as set forth.

3. The combination of the pivoted tongue, the upright thereon, the link connection pivoted at one end to the said upright and extended forwardly and downwardly therefrom in the normal position of the tongue, and the spring having at its forward end a downwardly-bent portion pivoted to the swinging end of the link connection substantially as set forth.

4. The herein-described tongue-support comprising the tongue, the spring or bar secured at its rear end to the wagon and extended thence forward above the tongue and having at its front end the downwardly-bent portion, the link connection pivoted at one end to said downwardly-bent portion and at its other end to the tongue whereby to support the tongue and the abutment on the tongue and arranged to engage the spring or bar and trip the same substantially as set forth.

EDWIN JARRELL.

Witnesses:

JOHN MCARDLE,  
HAWLEY ELLIS.