E. L. ALLEN.

ADJUSTABLE TONGUE FOR HITCHING TRACTION ENGINES.

APPLICATION FILED APR. 18, 1908.

916,824. Patented Mar. 30, 1909.

Fig. 1.

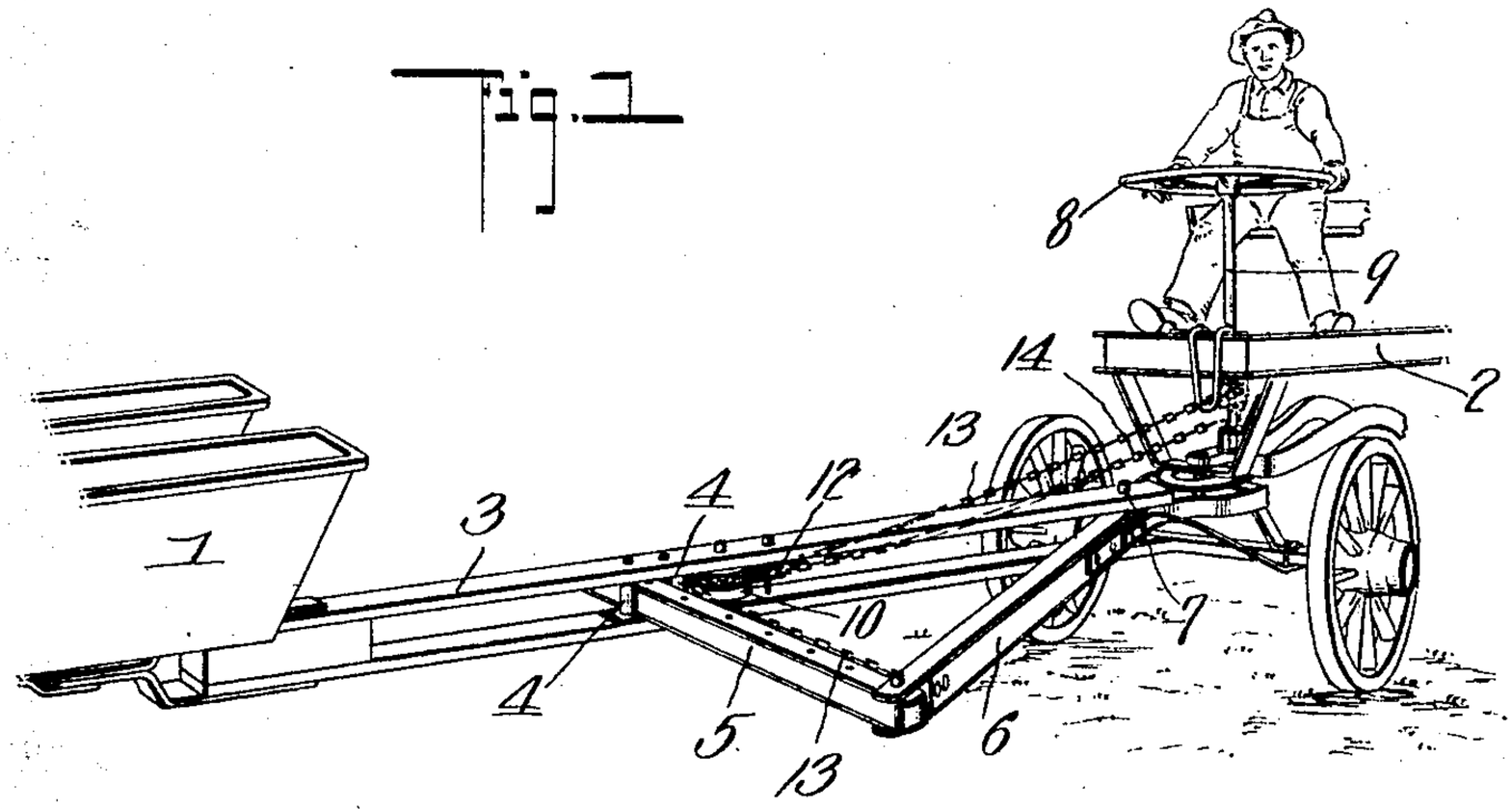


Fig. 2.

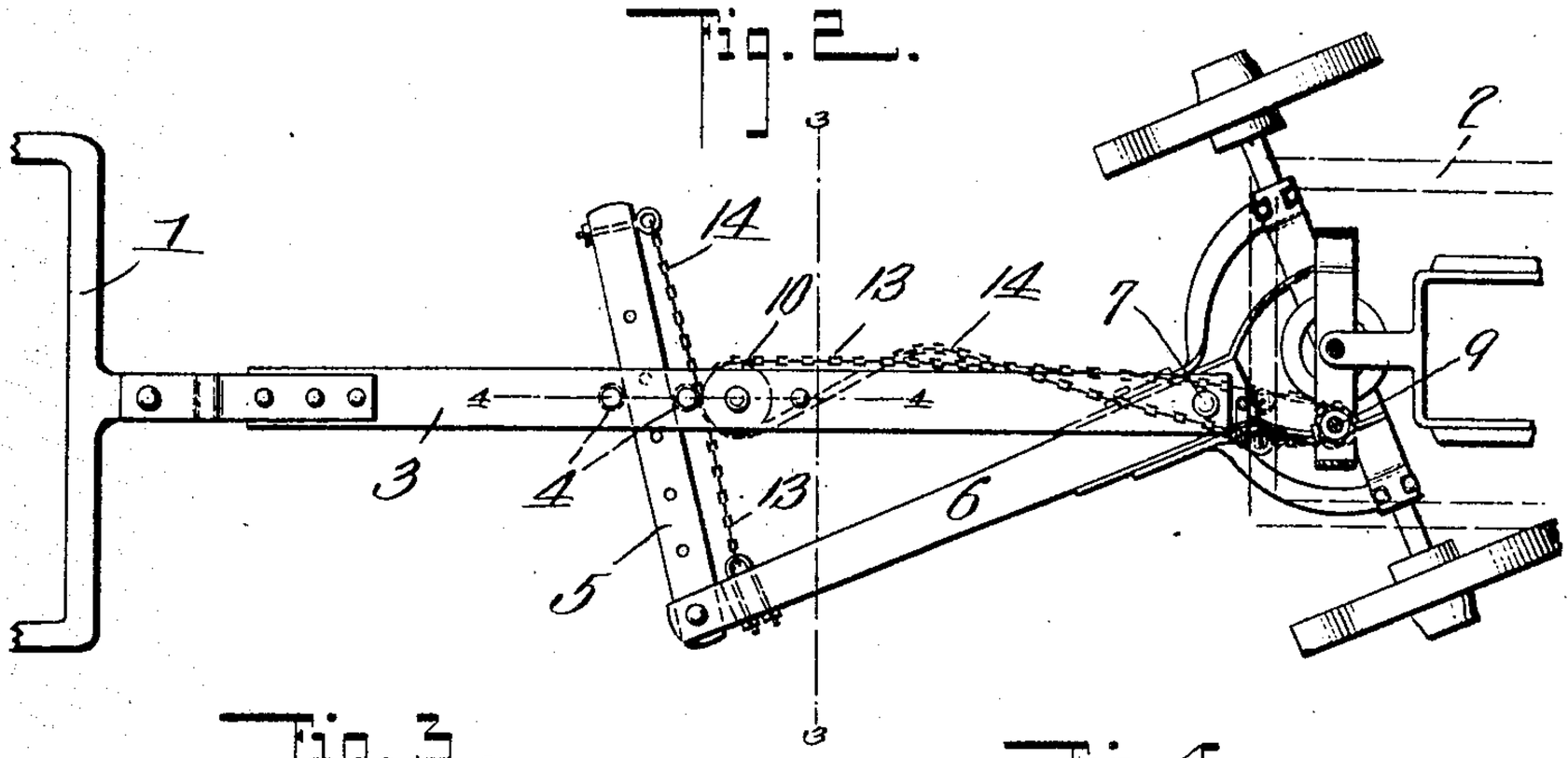


Fig. 3.

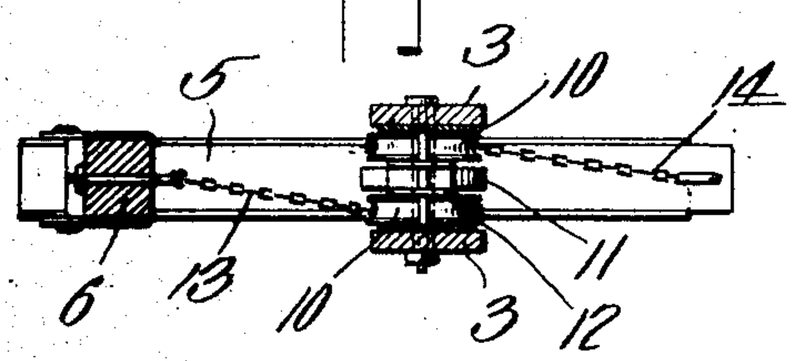
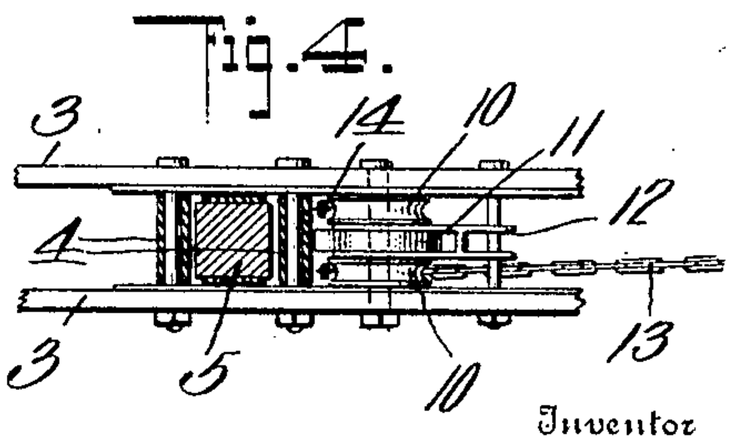


Fig. 4.



Witnesses

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ADJUSTABLE TONGUE FOR HITCHING TRACTION-ENGINES.

No. 916,824. Specification of Letters Patent. Patented March 30, 1909.

Application filed April 18, 1908. Serial No. 427,807.

To all whom it may concern:

Be it known that I, ELMER L. ALLEN, a citizen of the United States, residing at Dorloo, in the county of Schoharie and State of New York, have invented a new and useful Improvement in Adjustable Tongues for Hitching Traction-Engines, of which the following is a specification.

This is an improvement in set offs for the purpose of allowing a road machine to run to one side of the road or to run directly behind the traction engine which is drawing it.

The invention consists in the novel features of construction hereinafter described, pointed out in the claims, and shown in the accompanying drawings, in which:—

Figure 1 is a perspective view showing the application of the device. Fig. 2 is a plan view of the set off and parts connected thereto. Fig. 3 is a section on the line 3—3 of Fig. 2. Fig. 4 is a section on the line 4—4 of Fig. 2.

In these drawings 1 represents parts carried by the rear portion of any suitable traction engine and 2 represents the road machine to be drawn.

3 represents a beam longitudinally slotted which is secured to the rear of the engine and which is provided between its end portions with vertically arranged rollers 4, said rollers extending transversely across the slotted portion of the beam, and between said rollers works a slidable beam 5, said beam working at an angle to the beam 3. One end of the beam 5 is pivotally connected to a tongue 6 which in turn is secured in the usual manner to the road machine 2, and the rear end portion of the beam 3 is also pivotally connected to the tongue 6 adjacent the fifth wheel of the road machine, the said pivotal point being designated at 7. The road machine is provided with the usual steering wheel 8 and shaft 9 upon which winds the steering cable. Immediately to the rear of the rollers 4 are placed pulleys 10, said pulleys being arranged horizontally and one above the other, being suitably spaced apart by an idle disk 11 of slightly greater diameter than the pulleys, and held by a frame or bracket 12. A cable 13 is secured to the forward end portion of the tongue 6 and runs over the lower pulley to the steering wheel, and a cable 14 is connected to the free end portion of the sliding beam 5 and runs over the upper pulley 10 and thence to the steering wheel.

It will be obvious that by winding the chain 14 upon the steering rod 9 by rotation of the wheel 8 in one direction the free end portion of the sliding beam 5 will be moved toward the beam 3 and the parts thrown into the position shown in Fig. 1. By reversing the rotation of the wheel 8 and winding the cable 13 upon the rod 9 the beam 5 will be moved through the beam 3 in the opposite direction and the parts brought in the position shown in Fig. 2. Continued rotation of the steering wheel will bring the tongue 6 into a position substantially parallel to the beam 3.

It will also be obvious that in assembling the parts, the tongue 6 can be connected to either end of the sliding beam 5 so that the road machine can be run either to the right or left hand side of the road as may be desired.

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

1. A device of the kind described comprising a longitudinally slotted beam carried by a traction engine, a tongue carried by a road machine, said beam being pivotally connected to the tongue at the rear end of the beam, a sliding beam pivotally connected to the free end of the tongue and working transversely through the first mentioned beam, and means operable from the road machine for moving the sliding beam with respect to the first mentioned beam.

2. The combination with a traction engine beam and a road machine tongue, the rear end of the beam being pivotally connected to the rear end portion of the tongue, a slidable beam working through the first mentioned beam and at an angle thereto, one end of said beam being pivotally connected to the tongue, pulleys carried by the first mentioned beam, a shaft carried by the road machine, and cables secured respectively to the tongue and the sliding beam and running over said pulleys, said cables when wound upon said shaft moving the sliding beam in opposite directions with respect to the first mentioned beam.

3. An adjustable tongue of the kind described comprising a vehicle tongue, a beam

secured to a draft vehicle and pivotally connected to said tongue adjacent the rear end of the tongue, a slidable beam pivotally connected to the free end portion of the tongue, rollers carried by the first mentioned beam between which the slidable beam works, pulleys carried by the draft beam, cables secured respectively, adjacent to the ends of the slidable beam and running over said pulleys, and a steering shaft for alternately winding said cables and sliding the slidable beam in opposite directions.

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