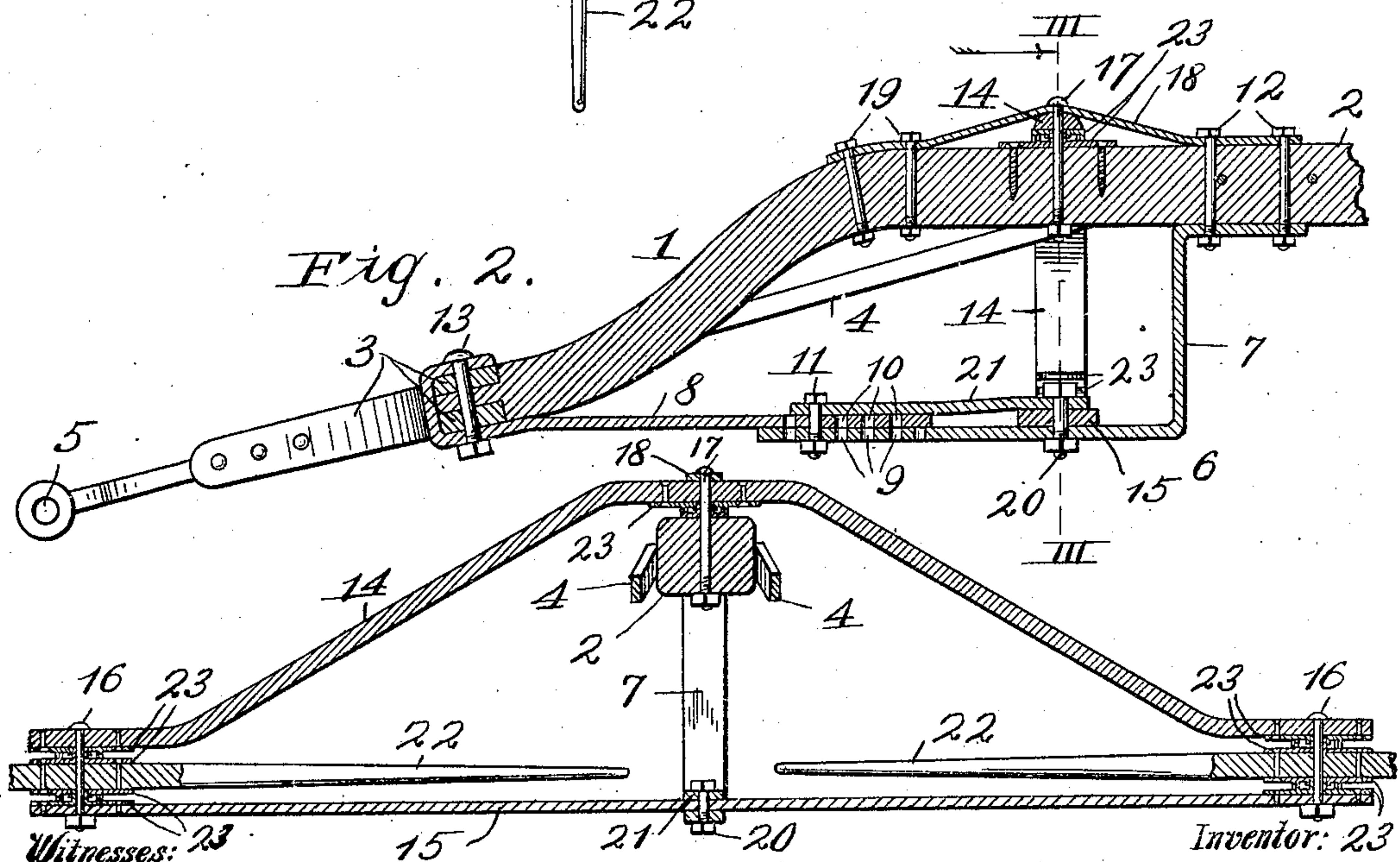
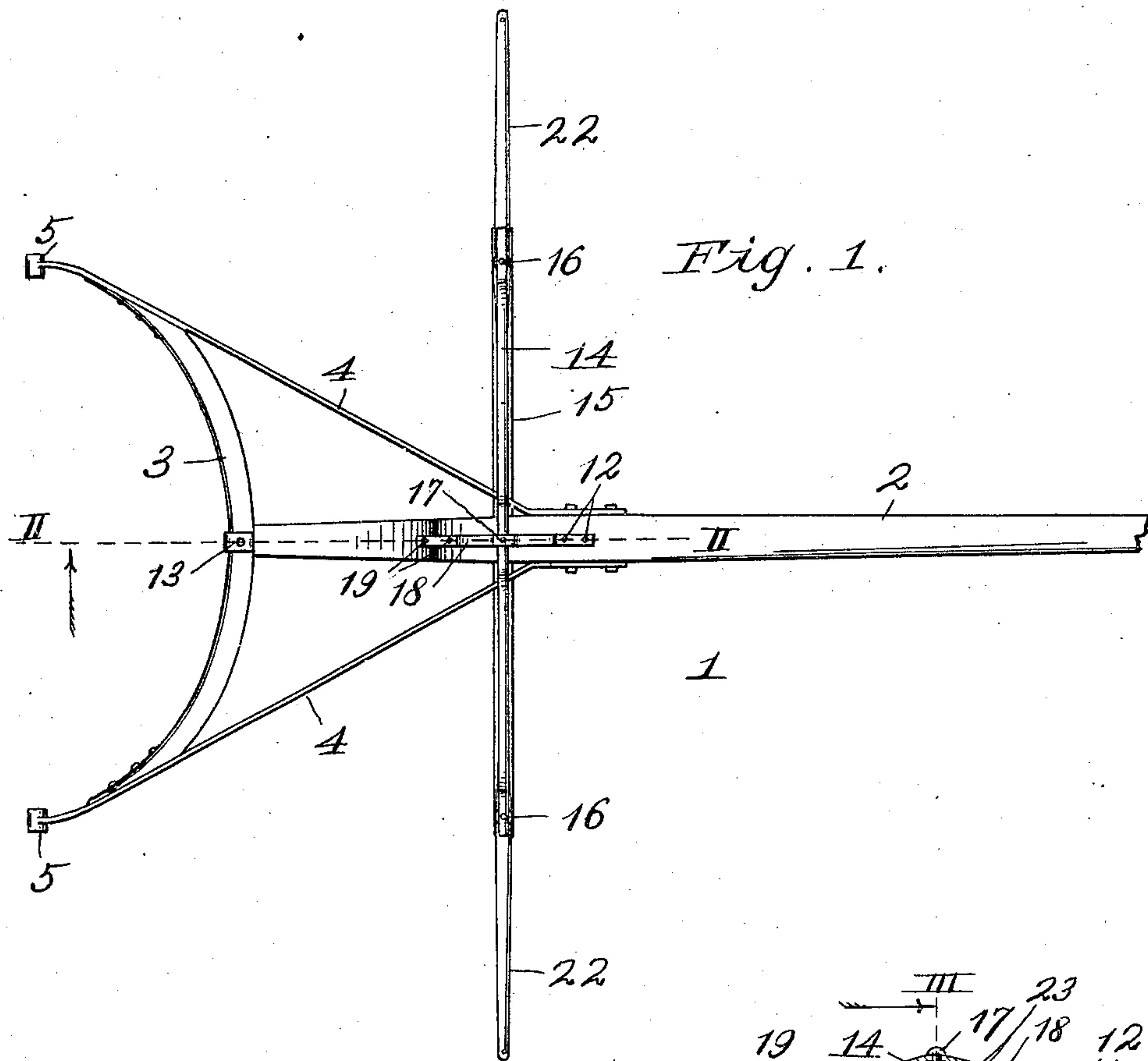


M. R. LUNN.
VEHICLE TONGUE.

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934,080.

Patented Sept. 14, 1909.



Witnesses: 23
R. Hamilton.
M. Cox

Fig. 3.

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UNITED STATES PATENT OFFICE.

MILTON R. LUNN, OF ADRIAN, MISSOURI, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO OTTO ATKINSON AND J. B. ATKINSON, OF ADRIAN, MISSOURI.

VEHICLE-TONGUE.

934,080.

Specification of Letters Patent. Patented Sept. 14, 1909.

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To all whom it may concern:

Be it known that I, MILTON R. LUNN, a citizen of the United States, residing at Adrian, in the county of Bates and State of Missouri, have invented certain new and useful Improvements in Vehicle-Tongues, of which the following is a specification.

My invention relates to improvements in vehicle-tongues, and it pertains more particularly to the double-tree thereof and the manner in which said double-tree is mounted.

One of my objects is to form and mount the double-tree in such manner that it cannot rock up and down on the tongue and thus wear itself out against the hammer-strap carried by said tongue. This arrangement also prevents either of the swingle-trees mounted at the ends of the double tree from catching in the spokes of the front wheels of the vehicle.

A further object is to relieve the necks of the horses hitched to the vehicle from all downward pull by arranging the ends of the double-tree slightly below the line of draft extending from the pivotal points of the tongue to where the tugs are attached to the horses' collars.

Other objects of the invention will hereinafter appear and in order that said invention may be fully understood, reference will now be made to the accompanying drawing, in which:

Figure 1 represents a broken plan view of a vehicle-tongue provided with my improvements. Fig. 2 is a central vertical section taken on line II—II of Fig. 1. Fig. 3 is a vertical cross-section taken on line III—III of Fig. 2.

1 designates a vehicle-tongue which may be of ordinary or any preferred construction. In the present instance it consists of a pole 2, curved downward at its rear end, a curved cross-piece 3 secured to the rear end of the pole, and a pair of diverging braces 4 connected at their forward ends to the pole and at their rear ends to the cross-piece 3. Braces 4 terminate at their rear ends in eyes 5, whereby they are pivotally connected to the front axle of a vehicle in the ordinary manner.

6 designates an extensible bracket consisting of a metallic strap 7 and a metallic strap 8, which are provided with holes 9 and 10, respectively, for the reception of a bolt 11, whereby they are connected. Strap 7 is of

rightangular form and connected at its upper front portion to the under-side of the pole by means of bolts 12. Strap 8 is bent upward at its rear end to engage the rear end top portions of the cross-piece 3, to which it is reliably secured by a bolt 13.

My improved double-tree consists of an arched upper section 14 and a lower straight section 15, the ends of which are connected by two bolts 16. The double-tree section 14 is pivotally secured to the upper rear portion of the pole by a bolt 17, which is reinforced by the customary hammer-strap 18 secured to the top of the pole by bolts 12 and 19. The double-tree section 15 is pivotally secured to bracket 6 by means of a bolt 20 which is reinforced by a hammer-strap 21, adjustably secured to the bracket by means of the bolt 11. By arching section 14 it drops the ends of the double-tree down in the line of draft extending from the pivotal points of the tongue to the point where the tugs are attached to the horses' collars, and thereby relieves the necks of the horses of the downward pull which exists where the double-tree is pivoted to the upper portion of the tongue.

22 designates a pair of swingle-trees pivotally mounted upon bolts 16 and arranged between the ends of the double-tree sections. This arrangement prevents bolts 16 from bending, as would likely be the case if the swingle-trees were mounted thereon below section 15.

23 designates wear-plates interposed between the swingle-trees and the ends of the double-trees, and between pole 2 and the section 14. By making bracket 6 extensible, bolt 20 may be arranged in vertical alignment with bolt 17, and thus insure the proper pivotal operation of the double-tree. It also permits my device to be readily applied to poles having the bolts 17 arranged at varying distances from the cross-piece 3.

While I have described the preferred form of my invention, I, of course, reserve the right to make such changes in the arrangement and construction of the parts, as properly fall within the spirit and scope of the invention.

Having thus described my invention, what I claim is:—

1. The combination with a vehicle tongue, of an extensible bracket secured beneath said tongue, an arched double-tree section pivot-

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ally secured to the tongue, another double-tree section pivotally secured to the extensible bracket, and means connecting the ends of said sections.

- 5 2. The combination with a vehicle tongue, of an arched double-tree section pivotally secured to said tongue and having its ends on a plane considerably lower than the upper portion of the tongue, a straight double-
10 tree-section arranged beneath the arched section, a bracket secured to the tongue to support the straight double-tree section which latter is pivotally-secured to the bracket, said

bracket being extensible to fit tongues of different lengths and to bring the pivotal point 15 of the straight section in line with the pivotal point of the arched section, and swingle-trees pivotally-mounted between the ends of the double-tree sections.

In testimony whereof I affix my signature, 20 in the presence of two witnesses.

MILTON R. LUNN.

Witnesses:

G. E. CANTRELL,
JOSEPH BLOCHER.