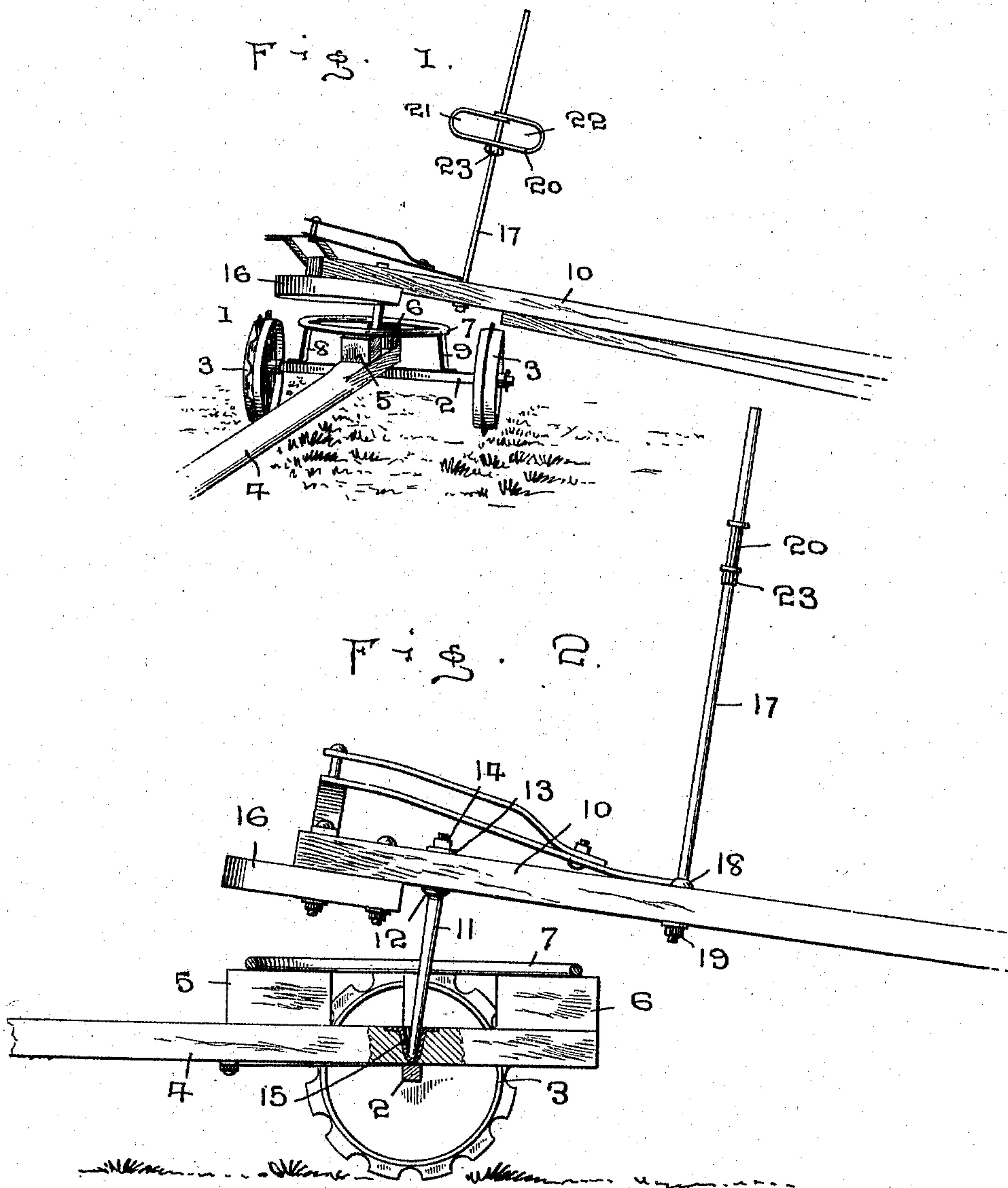


C. F. HARTLEY.
TONGUE TRUCK.
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967,017.

Patented Aug. 9, 1910.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES F. HARTLEY, OF PENNVILLE, INDIANA.

TONGUE-TRUCK.

967,017.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES F. HARTLEY, a citizen of the United States, residing at Pennville, in the county of Jay and State of Indiana, have invented certain new and useful Improvements in Tongue-Trucks; and I do hereby 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.

My invention relates to new and useful improvements in tongue trucks and more particularly to tongue trucks for reaping machines and the like and my object is to provide means for the prevention of the tipping of the truck when turning or traveling over rough ground.

A further object is to provide a device that is simple and economical in construction and effective in operation.

These and other objects will be hereinafter referred to and more particularly pointed out in the claim.

Referring to the drawings forming a part of this application, Figure 1 is a perspective view of the device as applied, and, Fig. 2 is a side elevation of the same with the wheel nearest the observer removed and parts in section.

Similar reference characters designate corresponding parts throughout the several views.

In carrying out my invention, 1 indicates a truck, the type customarily used in reaping machines, and mounted upon the axle 2, carried between the wheels 3 on said truck is a tongue 4. Carried by the tongue 4 adjacent the end resting on the axle 2 are the supporting blocks 5 and 6 which are made of wood or metal, as may be desired, and a metal ring 7 is adapted to rest on said supporting blocks 5 and 6, the sides of said ring carrying the braces 8 and 9 which are secured to the axle 2, thereby giving the ring a firm footing throughout its circumference.

A stub tongue 10 carries adjacent the forward end thereof, an enlarged pin or bolt 11 which is threaded at one end into said stub tongue and held by means of collar 12, washer 13 and nut 14, said pin or bolt being passed through said ring 7 and the free end thereof mounted in a cup-shape metal bearing 15 secured in the tongue 4 immediately above the axle 2. A block 16, substantially semi-circular in outline, is bolted

to the forward end of said stub tongue 10, the periphery of said block extending somewhat beyond the end thereof and it will be seen as the truck is tipped somewhat in turning or raised upon one side in traveling over rough ground, the ring 7 will come into engagement with the block 16, which may be of wood or any preferred metal, as desired, and prevent undue tipping and obviate other inconveniences experienced in the usual type of machines.

It is well known that the driver is the operator of the machine, which is located a number of yards to the rear of the horses and to prevent the reins from coming in contact with the reel or other parts of the machine, which might occur under the prevailing conditions, I have provided a supporting device comprising a shaft 17 threaded into the stub tongue 10, about mid-way between the machine proper and the horses, and held therein by means of collar 18 and nut 19. A metal bar 20, having an opening in the center portion thereof, is passed over said shaft 15 and the ends thereof, which also have openings therein, are bent toward one another until said openings are in alinement and the shaft passed through said last referred to openings, leaving the spaces 21 and 22 for the insertion of the reins. Said bent bar 20 is then slid on said shaft 17 to any desired position and held by means of a collar 23, also mounted on the shaft, whereby it will be seen that the reins may be kept out of engagement with all parts of the machine.

It is well known that the machines of today which use the customary king bolt through the ordinary fifth wheel, experience all kinds of difficulty in turning and in traveling over rough ground and it will be seen that I have provided for the obviation of these many difficulties and inconveniences by allowing the truck a certain amount of leeway and at the same time without experiencing undue tipping. It will still further be seen that as either one side or the other of the truck is raised in turning or traveling over rough ground, the ring will come into engagement with the scraping block.

What I claim is:—

The herein described device, comprising an axle, a tongue secured to said axle, blocks carried by said tongue, a ring carried above and braced to said axle and resting on said blocks, a stub tongue carrying a bolt, the lower end of said bolt being passed through

said ring and seated in a substantially cup-shaped recess in the top of the first mentioned tongue directly over the axle, and a block substantially semi-circular in outline
5 secured to and extending beyond the end of said stub tongue, said block being adapted to engage the before mentioned ring in case of undue tipping.

In testimony whereof I have signed my name to this specification in the presence of 10 two subscribing witnesses.

CHARLES F. HARTLEY.

Witnesses:

ROSCOE D. WHEAT,
EDNA THOMPSON.