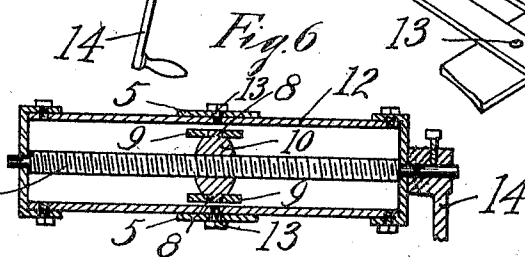
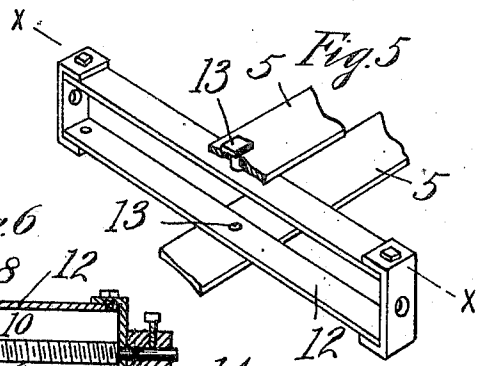
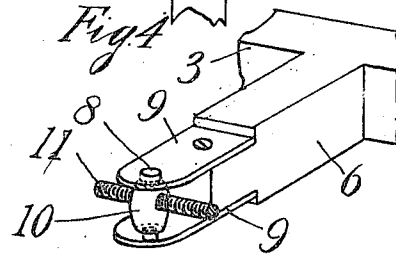
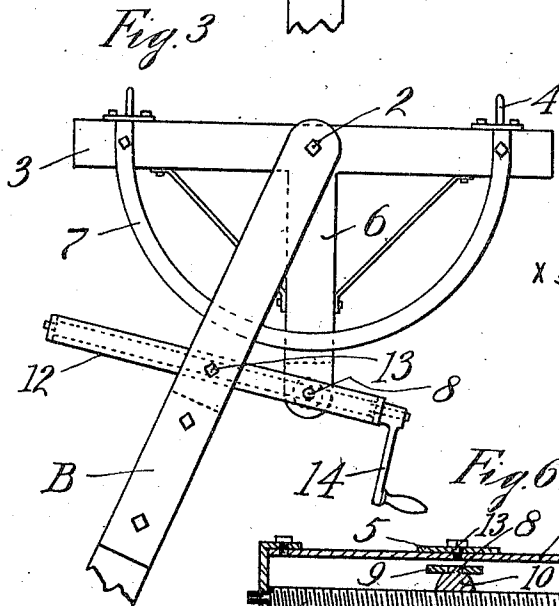
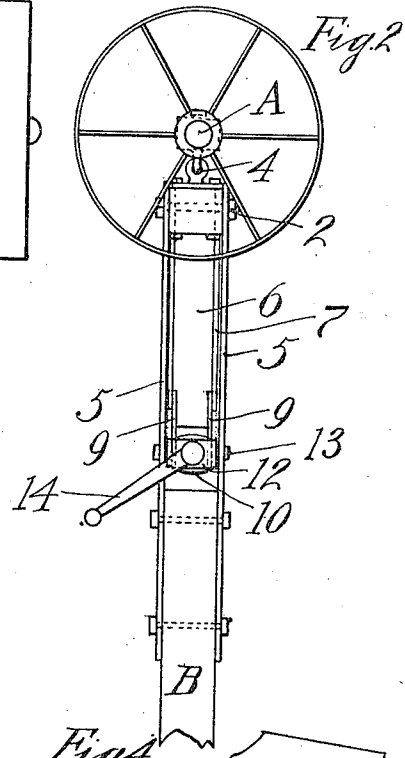
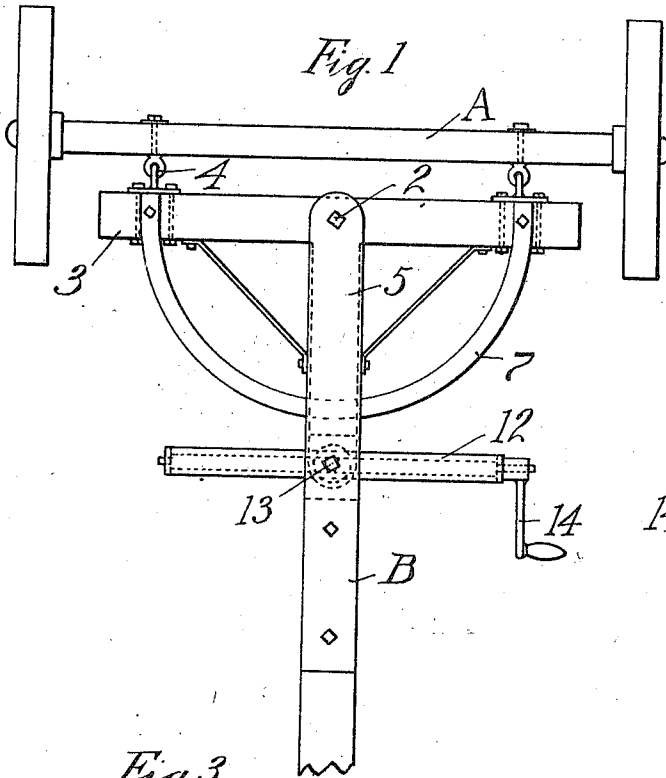


P. HANSMANN.
ADJUSTABLE TONGUE.
APPLICATION FILED NOV. 30, 1908.

1,039,051.

Patented Sept. 17, 1912.



Witnesses,
George Voelker
Hattie Smith

Inventor,
Paul Hansmann
by Lathrop & Johnson
his attorneys.

UNITED STATES PATENT OFFICE.

PAUL HANSMANN, OF LONG PRAIRIE, MINNESOTA.

ADJUSTABLE TONGUE.

1,039,051.

Specification of Letters Patent. Patented Sept. 17, 1912.

Application filed November 30, 1908. Serial No. 465,287.

To all whom it may concern:

Be it known that I, PAUL HANSMANN, a citizen of the United States, residing at Long Prairie, in the county of Todd and State of Minnesota, have invented certain new and useful Improvements in Adjustable Tongues, of which the following is a specification.

My invention relates to improvements in adjustable tongues for separators and the like, its object being to provide an improved construction of tongue which may be firmly held in adjusted position with reference to the machine.

To this end my invention consists in the construction, combination and arrangement of parts hereinafter particularly described and claimed.

In the accompanying drawings forming part of this specification Figure 1 is a plan view of my invention and connected machine axle, Fig. 2 is a side elevation of the same, Fig. 3 is a plan view of my invention partly broken away and showing the tongue in adjusted position, Fig. 4 is a perspective view of a portion of the invention, Fig. 5 is a similar view of a supporting bracket for the adjusting mechanism forming part of my invention with the adjusting mechanism removed, and Fig. 6 is a section on line *x-x* of Fig. 5 showing the adjusting mechanism.

In the drawings A represents the front axle of the machine to which my invention is applied. B represents the tongue having pivotal connection 2 with the cross bar 3 adjustably connected as by means of links 4 with the axle. The inner end of the tongue B consists of a pair of interspaced plates 5 connected at their forward ends to the top and bottom of the solid portion of the pivoted tongue. The cross bar 3 is formed with a central forwardly extending rigid tongue 6 which stands in alinement with the pivoted tongue when the same is in normal position. Curved bars 7 connect the front end of the rigid tongue with the ends of the cross bar, said curved bars forming a track for the pivoted tongue when the same is adjusted.

In order to turn the tongue 4 to any desired angle and hold it in such position I provide the following mechanism. Having pivotal support 8 in the interspaced plates 9 forming the end of the rigid tongue is a nut 10 through which adjustably extends

a screw rod 11. The screw rod 11 has journal support at its ends in a bracket 12 which bracket has central pivotal support 13 between the plates 5 adjacent to the front end of the rigid tongue. I provide one end of the screw rod with a suitable handle 14.

In operation the turning of the handle 14 will rotate the screw rod causing the screw to travel through the nut and turn the tongue upon its pivot to the desired angle with the axle. It will be evident that rotating the shaft in one direction will cause the tongue B to travel to one side of the fixed tongue while the opposite rotating of the shaft will turn the tongue to the opposite side of the fixed tongue. The changing angles of the fixed and pivoted tongues is compensated for in the adjusting mechanism by the pivotal support of the bracket 12 and of the nut within the bracket.

I claim as my invention:

1. In combination with a vehicle, a tongue having pivotal connection therewith, a relatively short rigid tongue and extending forwardly in line with said pivoted tongue when the same is in normal position, a nut pivotally supported upon the end of said rigid tongue and a screw rod carried by said pivot 1 tongue and threaded through said nut.

2. In combination with a vehicle, a forwardly extending tongue having pivotal connection at its inner end therewith, a rigid member extending forwardly from said vehicle, an adjusting connection between said rigid member and said tongue forward of its pivotal support, said adjusting connection having pivotal support upon said tongue and a positive driving connection with the center of the forward end of said rigid member, said adjusting mechanism being actuable to carry said tongue to either side of the pivotal support of said connection.

3. In combination with a vehicle and its cross bar, a tongue having pivotal connection therewith, a relatively short forwardly extending tongue rigidly connected with said cross bar, a nut carried by the free end of said rigid tongue, a bracket supported by said pivoted tongue, a screw rod carried by said bracket and threaded through said nut and an actuating handle for said rod.

4. In combination with a tongue having pivotal support at its inner end, a stub pole extending forwardly from the supporting

pivot of said first mentioned pole, an adjusting connection between the end of said stub pole and the adjacent part of said pivoted pole including a screw shaft having a central pivotal support upon said pivoted pole and a screw threaded traveling connection with the end of said stub pole allowing said pivoted pole to be adjusted angularly past the free end of said stub pole.

5. In combination with a vehicle, a forwardly extending tongue having pivotal support thereon at its inner end, means for angularly adjusting the tongue from a point forward of its pivotal support comprising a screw shaft having central pivotal support upon said tongue at a point forward of its pivot, said shaft having screw threaded connection with a fixed support alongside its pivotal support upon said tongue.

6. In combination with a vehicle, a forwardly extending tongue having pivotal connection therewith at its inner end, a rigid member extending forwardly from said vehicle, and an adjusting mechanism connecting said tongue forward of its pivotal support with said rigid member at an unvariable location on said rigid member, and means for operating said adjusting mechanism to carry said tongue to either side of said rigid member.

7. In combination with a vehicle, a forwardly extending tongue having pivotal

connection at its inner end therewith, a rigid member extending forwardly from said vehicle in alinement with the pivotal support of said tongue, and an adjusting mechanism entirely and wholly supported by said tongue at a point forward of its pivot and by said rigid member at an unvarying point, said adjusting means constituting a positive adjusting mechanism between said member and tongue to allow said tongue to be angularly turned upon its pivot from side to side of said rigid member.

8. In combination with a vehicle, a forwardly extending tongue having pivotal connection at its inner end therewith, a rigid member extending forwardly from said vehicle, and a screw threaded connection between said tongue forward of its pivotal support and with said rigid tongue at an unvarying point, said screw threaded connection allowing said tongue to swing angularly on its pivot to either side of said rigid member.

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

PAUL HANSMANN

Witnesses:

H. SMITH,
H. S. JOHNSON.