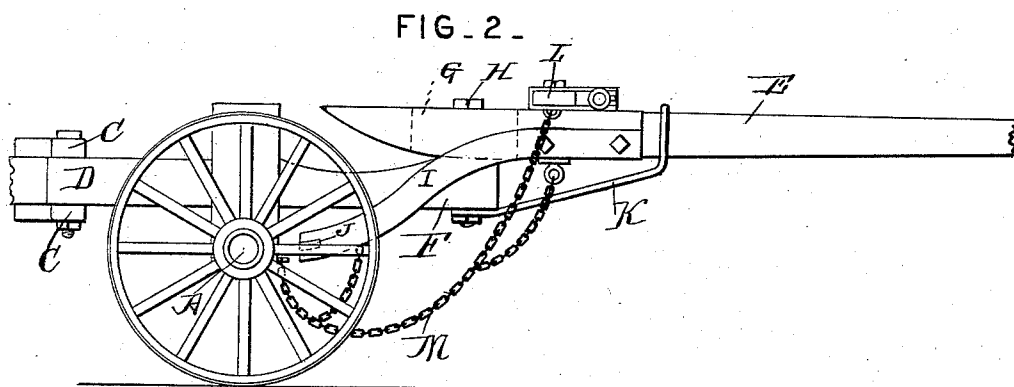
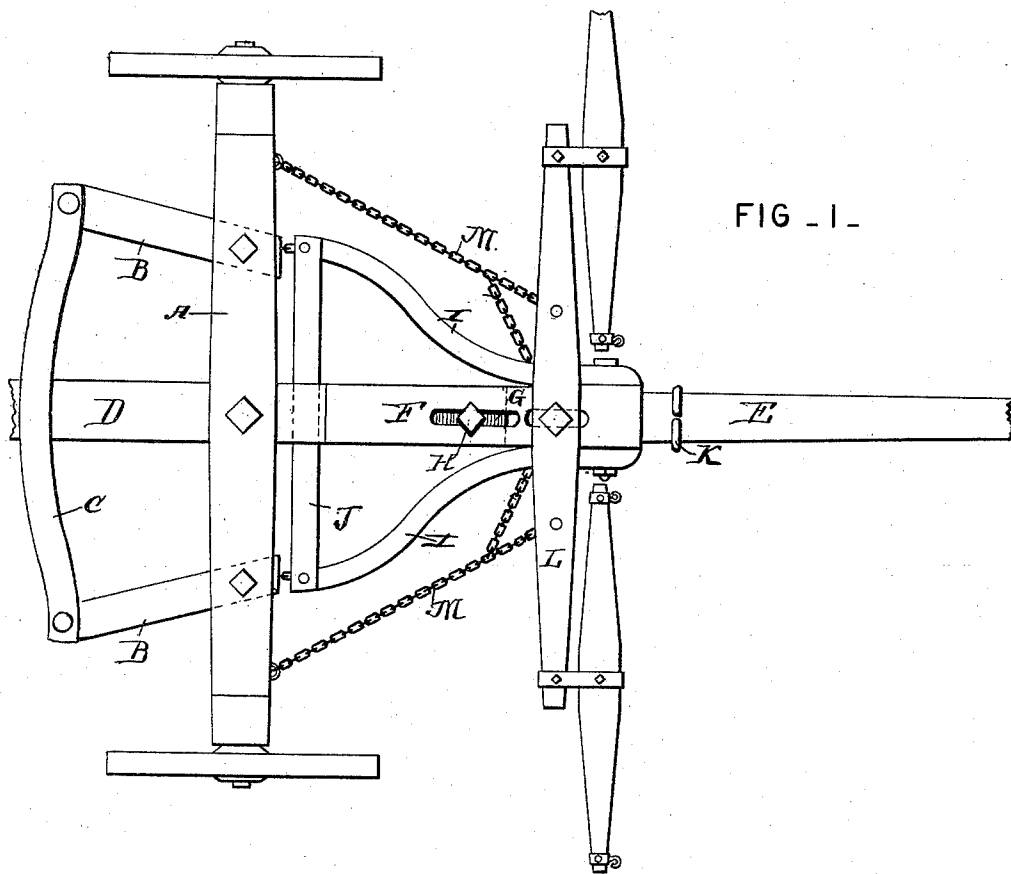


(No Model.)

R. CONDON.
WAGON TONGUE.

No. 474,816.

Patented May 17, 1892.



Attest:

Attest:
J. B. Keifer
Deputy

Inventor:
Richard Condou,
by James D. Green, Esq.
his attorney.

UNITED STATES PATENT OFFICE.

RICHARD CONDON, OF LYONS, IOWA.

WAGON-TONGUE.

SPECIFICATION forming part of Letters Patent No. 474,816, dated May 17, 1892.

Application filed January 29, 1889. Serial No. 298,025. (No model.)

To all whom it may concern:

Be it known that I, RICHARD CONDON, a citizen of the United States, residing at Lyons, in the county of Clinton and State of Iowa, have
5 invented certain new and useful Improvements in Wagon-Tongues; 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
10 it appertains to make and use the same.

This invention relates to wagon-tongues.

The object of the invention is to produce a wagon-tongue which by its construction and arrangement of parts will obviate the difficulties attendant upon the use of tongues as
15 ordinarily made, particularly in the case of heavy wagons, the greatest difficulty to be overcome being the striking of the horses by the pole when the wagon is passing over uneven or rough ground.

With this object in view the invention consists, essentially, in a novel construction of the hounds and tongue of a wagon whereby the tongue is allowed sufficient vibration or
25 swinging independent of the front wheels, whereby when in passing over rough ground or obstructions the front wheels are allowed to turn slightly independent of the pole, in order to avoid forcing the pole sidewise to strike the horses.

I have illustrated the invention in the accompanying drawings, in which—

Figure 1 is a plan view of the bolster-reach and front axle of a wagon, showing my improved form of hounds and tongue; and Fig.
35 2 is a side elevation of the same.

In the drawings, A represents the front axle of the wagon, to which are attached the rear sections B of the hounds, which latter
40 extend rearward and are rigidly secured to cross-pieces C, one above and one below the reach D, whereby the hounds are held in their proper position with relation to the reach. The hounds, instead of extending forward beyond the axle, as with wagons of the ordinary construction, terminate with it, as shown in
45 Fig. 1, and the pole E is pivotally attached to an extension F of the reach at a short dis-

tance in front of the axle. The pole is provided with a longitudinal slot G, through
50 which passes a bolt H for attaching the pole to the extension F, whereby to allow the pole to have a limited longitudinal movement.

I designate the front portions of the hounds, which are secured at their rear ends to a
55 cross-piece J, bearing against the under side of the extension F, and at their front ends are curved inward and upward and are secured to the rear end of the pole. By this construction the pole will be prevented from
60 dropping when the horses are removed, and at the same time all undue strain will be removed from the bolt H. If desired, a spring-support K may be employed to preserve the
65 bolt H from strain, which support consists of spring-arms attached at their rear ends to the extension F and at their front ends bent to encircle the pole. The weight of the
70 tongue is thus brought to bear upon the cross-piece J and the spring-arms K, so that no weight comes on the horses' necks when they are attached to the pole. The pole E, the whiffletree L, and front hounds I are secured to the axle by means of chains M, as clearly
75 seen in Fig. 2.

From the foregoing it will be seen that considerable vibration of the front axle is allowed independent of the pole, so that when one wheel strikes an obstruction or sinks by reason of unevenness in the road the tongue
80 will remain in its normal position, instead of being brought violently in contact with one of the horses. It will also be seen that the tilting of the axle in going around corners, backing, &c., is accomplished by means of
85 the chains connecting the axle and pole.

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

1. In a vehicle, a bolster and a reach extending in front of the bolster, in combination with a pole having a slot near its rear end, a bolt passing through the slot and reach, and a spring-support secured at one end to the bolt and at the other end loosely
90 engaging the pole.
95

2. In a vehicle, a bolster and a reach extending in front of the bolster, in combination with a pole movably connected with the reach, supplemental hounds secured to the pole and carrying a cross-piece adapted to engage the reach, a spring-support secured to the reach and loosely engaging the pole, a whiffletree on the pole, and chains connecting

the pole, whiffletree, and supplemental hounds with the axle. 10

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

RICHARD CONDON.

Witnesses:

DAVID H. MEAD,

H. C. JOHNSON.