

P. H. WEBBER.

TONGUE SUPPORT.

APPLICATION FILED JUNE 7, 1909.

968,010.

Patented Aug. 28, 1910.

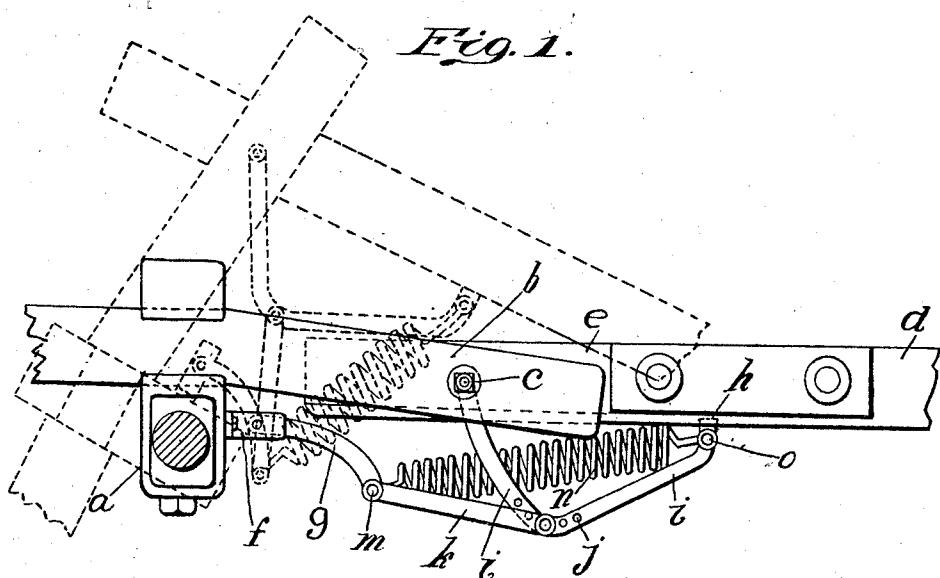
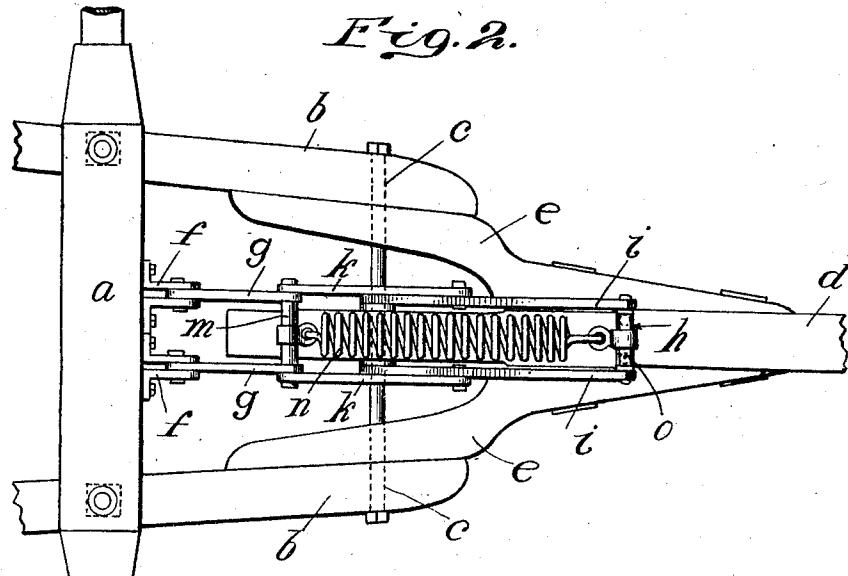


Fig. 2.



Witnesses:

M. Hamilton  
M. E. Campion

Philip H. Webber Inventor

By his Attorney  
James E. Hamilton

# UNITED STATES PATENT OFFICE.

PHILIP H. WEBBER, OF HOOPESTON, ILLINOIS.

## TONGUE-SUPPORT.

968,010.

Specification of Letters Patent. Patented Aug. 23, 1910.

Application filed June 7, 1909. Serial No. 500,567.

To all whom it may concern:

Be it known that I, PHILIP H. WEBBER, a citizen of the United States, residing at Hoopeston, in the county of Vermilion and 5 State of Illinois, have invented certain new and useful Improvements in Tongue-Supports, of which the following is a specification, reference being had to the accompanying drawings.

10 My invention relates to improvements in tongue supports for road vehicles and particularly to improvements in tongue-supports for dumping wagons in which the tongue is pivoted to hounds rigidly secured 15 to the front axle, the latter serving as an axis of rotation for the wagon-body during the dumping of the latter and its return to its normal position; and an object of my invention is to provide a tongue-support of 20 the character described which will be automatic and efficient in its operation and which will prove simple in construction, relatively cheap in manufacture and applicable to dumping wagons now in common 25 use.

In the drawings illustrating the principle of my invention and the best mode now known to me of applying that principle, Figure 1 is a side elevation, partly in section, 30 of so much of a dumping wagon as is necessary to illustrate my invention; and Fig. 2 is a bottom view of the same.

From the axle  $\alpha$  extend forwardly the hounds  $b$  which carry a stationary shaft  $c$ . 35 The rear end of the pole  $d$  is provided with the fork members  $e$ . Through the latter extends the stationary shaft  $c$ , so that the latter forms a pivotal connection between the pole  $d$  and the hounds  $b$ . To the front 40 face of the axle  $\alpha$  are bolted the brackets  $f$ , in each of which is pivotally mounted a swinging arm  $g$ . To the bottom face of the pole  $d$  is rigidly fastened a bracket  $h$  having arms  $i$  through the rear ends of which 45 passes the stationary shaft  $c$  and each of which is formed with holes  $j$ . The front end of each swinging arm  $g$  is connected by a link  $k$  with the arm  $i$  which lies on the same side of the pole with it. The holes  $j$  50 permit an adjustment to be made of the position of the front end of the link  $k$ . A

cross-pin  $m$  extends between the front ends of the swinging arms  $g$  and serves to support the rear ends of the link  $k$ . To this cross-pin  $m$  is hooked the rear end of a 55 coil-spring  $n$  the front end of which is hooked to a cross-pin  $o$  which extends between the arms  $i$  at the front part of the bracket  $h$ .

During the first part of the dumping 60 movement of the wagon-body, the hounds  $b$  are carried upwardly with the front end of the latter, to which they are rigidly secured through the axle  $\alpha$ , the latter serving as an axis of rotation; and during this first part 65 of the dumping movement, the coil-spring  $n$  is stretched and the tension of the latter is exerted to maintain the parts in their normal position; that is, the first part of the dumping movement takes place against the 70 tension of the coil-spring  $n$ . As the dumping movement progresses, the points of connection of the front ends of the links  $k$  with the bracket-arms  $i$  are raised above the line joining the points  $o, m$  in Fig. 1 or 75 the plane passing through the cross-pins  $o, m$ , and the coil-spring  $n$  now contracts; that is, as I term it, the coil-spring  $n$  "passes center." During the first part of 80 the return movement of the wagon-body, the coil-spring  $n$  is stretched and during the latter part of the return movement, the coil-spring contracts.

I claim:

In a structure of the character described, 85 the combination of a tongue; an axle; hounds connecting said tongue and axle; arms mounted free to swing on said axle; links pivotally connected with said arms; mechanism which is fastened to said tongue 90 and which connects said links to said hounds; and a spring which is attached at one end to said tongue and at its other end is attached to said arms and links.

In testimony whereof I have hereunto set 95 my hand at said Hoopeston, this 2d day of June, A. D., 1909, in the presence of the two undersigned witnesses.

PHILIP H. WEBBER.

Witnesses:

JOHN B. WALLBRIDGE,  
CECIL YOUNG.