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N. F. BENNETT.

TONGUE SUPPORT FOR VEHICLES.

APPLICATION FILED APR. 8, 1908.

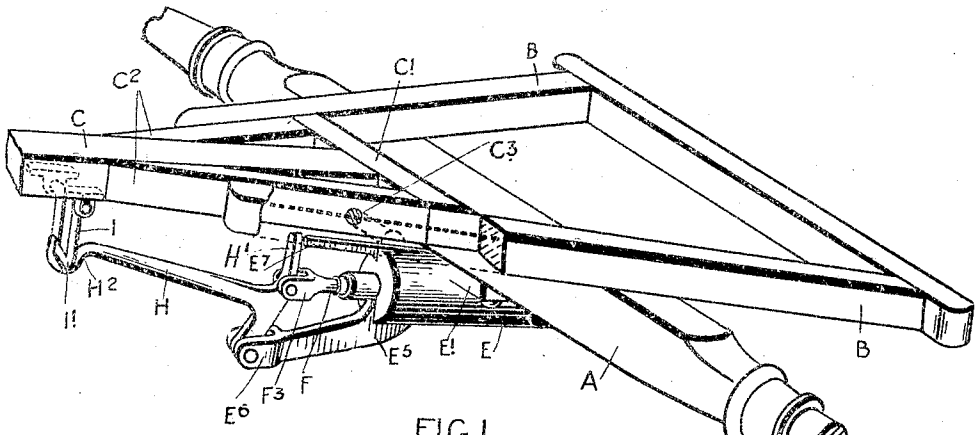


FIG. 1.

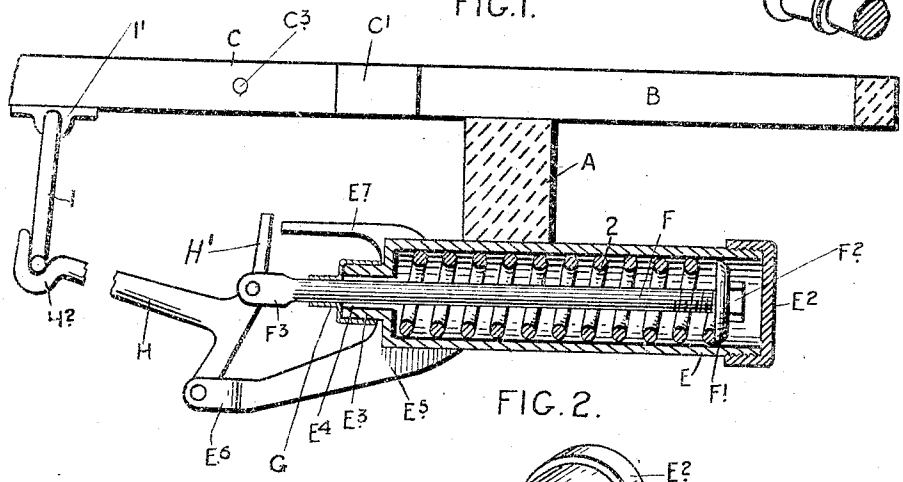


FIG. 2.

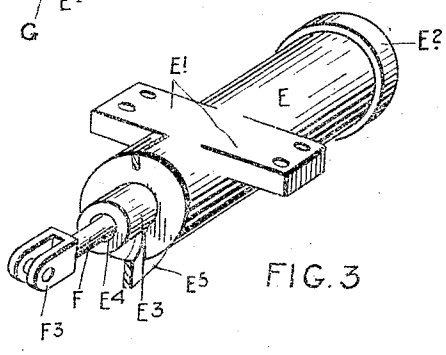


FIG. 3.

WITNESSES

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NORMAN FRANKLIN BENNETT, OF SUNDERLAND, ONTARIO, CANADA.

TONGUE-SUPPORT FOR VEHICLES.

No. 897,957. Specification of Letters Patent. Patented Sept. 8, 1908.

Application filed April 8, 1908. Serial No. 425,932.

To all whom it may concern:

Be it known that I, NORMAN FRANKLIN BENNETT, of the village of Sunderland, in the county of Ontario, in the Province of Ontario, Canada, machinist, have invented certain new and useful Improvements in Tongue-Supports for Vehicles, of which the following is the specification.

My invention relates to improvements in tongue supports for vehicles, and the object of the invention is to devise a simple, strong and durable support for the tongue, which will keep the tongue raised for hitching, if desired, and keep the weight off the horse when on the road.

A further object is to allow the tongue to be lowered with facility when desired.

A still further object is to hold the tongue flexibly so that there will be no liability of damage to the tongue or the device itself.

To effect these objects my invention consists of a tubular shell designed to be attached to the axle tree or running gear and closed at the rear end and having an orifice at the front end, a rod extending through the orifice and provided with a washer at the rear end a spiral spring extending between the washer and the front end of the shell, a bell crank lever journaled in the fork at the front end of the rod and fulcrumed on an arm attached to the shell, a stop arm located above the shell and designed to co-act with the tail on the bell-crank lever, a link pivotally swung beneath the tongue and having the lower end normally resting in the hook-shape front end of the bell crank lever, the parts being otherwise constructed and arranged in detail as hereinafter more particularly explained.

Figure, 1 is a perspective view of a portion of the running gear of a wagon showing my improved tongue support. Fig. 2, is a side elevation partially in section. Fig. 3, is a detail of the shell.

In the drawings like letters of reference indicate corresponding parts in each figure.

A is the axle tree, B B the hounds, C the tongue provided with the rear cross bar C′ and the bracing bars C^2. The tongue C is pivoted on the cross bolt C^3 extending through the hounds.

E is a cylindrical shell secured to the bottom of the axle tree A by means of the lugs E′ and bolts extending through them.

E^2 is a screw cap, which closes the rear end of the shell E.

E^3 is the reduced end of the shell having a central orifice E^4.

F is a rod provided with a rear washer F′ and retaining nut F^2. The rod F extends through the orifice E^4 and the dust is prevented from coming through such orifice by a tubular cover G, which hugs the rod F and the outside of the reduced end E^3.

2 is a spiral spring, which in the drawing is shown in its expanded position.

The front end of the rod F is provided with a fork F^3.

E^5 is an arm, which is attached to or forms part of the shell E and extends forwardly being provided with a front fork E^6. E^7 is a stop arm, which also is attached to or forms part of the shell E and is located above the rod F.

H is a bell crank lever, which is pivoted in the forked end E^6 at the forward end of the arm E^5 and is provided with a tail H′, which is designed to come in contact with the stop arm E^7 to limit the upward movement of the bell crank H. The tail H′ is located a short distance from the arm E^7 to allow of some latitude of movement of the bell crank H.

H^2 is the hook-shaped front end of the bell crank.

I is a link, which is journaled in bearings I′ at the bottom of the tongue and extends at the lower end into the hook H^2.

Having now described the principal parts involved in my invention I shall briefly describe its operation and utility.

The spring 2 serves to draw the rod F rearwardly and thereby when the link I is in the position shown in the drawing forces the tongue upwardly in order that the horses may be hitched and relieved from any weight of the tongue when they are on the road. Should it be desired to lower the tongue it may be slightly raised when the tail H′ of the bell crank arm will come against the stop E^7, and the link I may be withdrawn from the position shown in the drawings and folded under the tongue when the tongue may be immediately lowered.

Such a tongue support, as I describe, it will be seen will hold the tongue flexibly, so that there is no liability of damage to the tongue or the support itself, which is an important desideratum.

What I claim as my invention is:

1. In a tongue support, for vehicles, the combination with the running gear and tongue suitably pivoted, of a shell secured to

the running gear, a rod capable of longitudinal movement in the shell and provided with a washer at one end, a spiral spring secured between one end of the shell and the washer, a bell crank lever pivotally connected to the end of the rod and suitably fulcrumed and a link suitably fulcrumed in the bottom of the tongue and having the lower end fitting into a hook at the forward end of the bell crank lever as and for the purpose specified.

2. A device of the class described comprising a shell, a rod extending through the forward end thereof and provided with an end washer, a spiral spring extending between the front end of the shell and the washer, an arm attached to part of the shell, a bell crank lever pivotally connected to the rod and the arm and detachable means for connecting the lever to the tongue as and for the purpose specified.

3. A device of the class described comprising a shell, a rod extending through the forward end thereof and provided with an end washer, a spiral spring extending between the front end of the shell and the washer, an arm attached to part of the shell, a bell crank lever pivotally connected to the rod and the arm, detachable means for connecting the lever to the tongue, and a stop arm designed to engage with the tail formed on the bell crank lever as and for the purpose specified.

NORMAN FRANKLIN BENNETT.

Witnesses:
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