

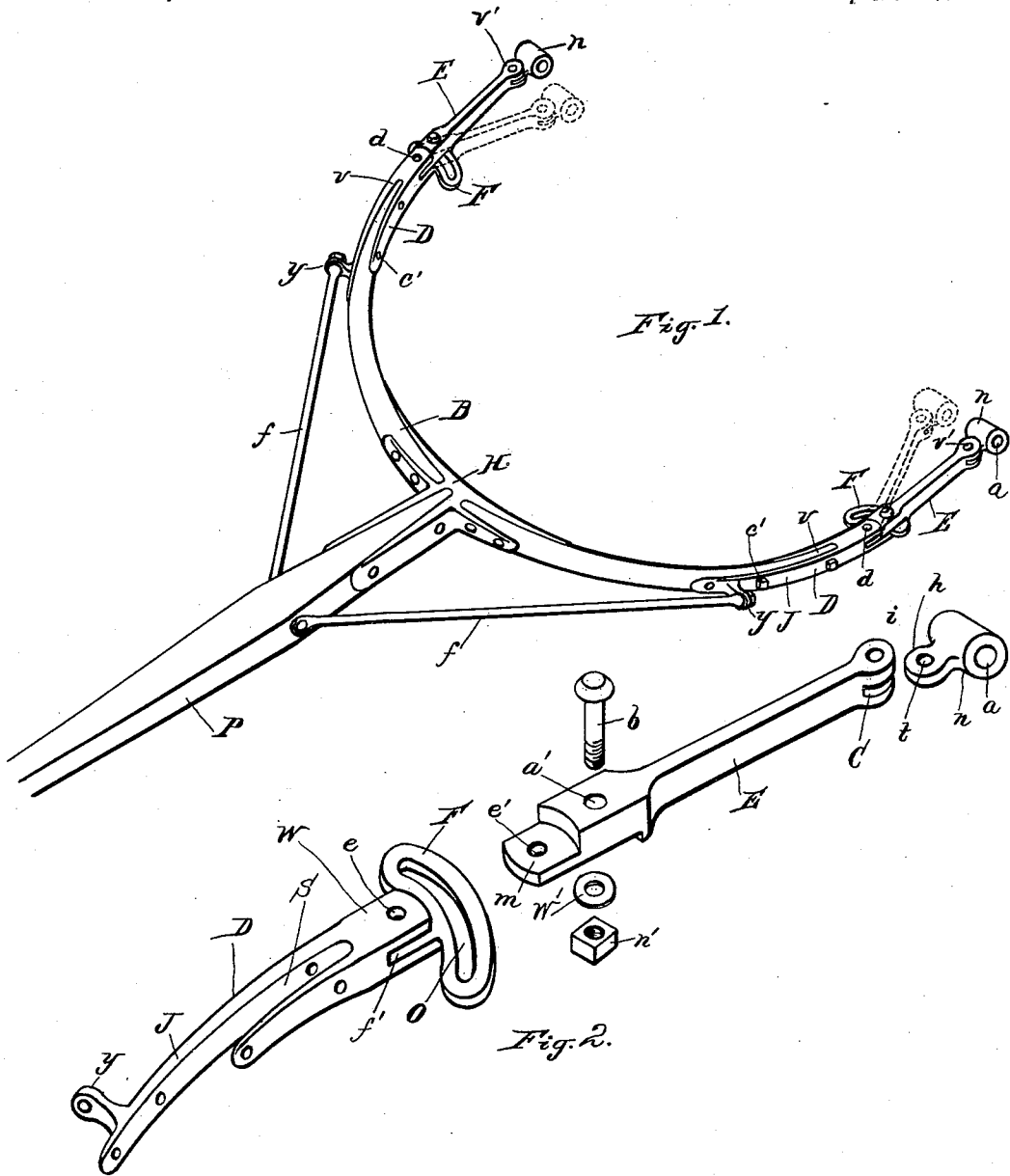
(No Model.)

J. SETCHFIELD.

ADJUSTABLE TONGUE FOR VEHICLES.

No. 393,399.

Patented Nov. 27, 1888.



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UNITED STATES PATENT OFFICE.

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ADJUSTABLE TONGUE FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 393,399, dated November 27, 1888.

Application filed August 27, 1888. Serial No. 293,924. (No model.)

To all whom it may concern:

Be it known that I, JAMES SETCHFIELD, a citizen of the United States, residing at Fenton, in the county of Genesee and State of Michigan, have invented certain new and useful Improvements in Adjustable Tongues for Vehicles; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to vehicle-tongues, and particularly to the construction of the points of attachment to the vehicle, whereby said attaching or coupling points may be readily adjusted, so as to enable attaching the tongue to the clips or draw-irons of any vehicle. The distance between the draw-irons on the fore axles of vehicles varies, which makes it difficult to attach the tongues ordinarily made, for the reason that the draw-irons must be shifted on the axle of the vehicle.

To overcome this objection and difficulty is the object of my invention, in which I accomplish the desired result by making the extreme rear attaching or coupling points adjustable, as will be hereinafter fully set forth, and pointed out particularly in the claims.

In the drawings forming a part of the specification, Figure 1 is a plan in elevation, showing my improved tongue, wherein the dotted lines indicate the adjusted position of the couplings. Fig. 2 is an enlarged perspective of the parts constituting my invention, said parts being detached.

In the accompanying drawings, forming a part of the specification, P represents the pole of the tongue. To its rear end is attached the coupling-head H. Said head may be of any suitable form. This head receives and supports the curved draw-bar B. To the free ends of this bar are coupled the forked coupling-irons D D. The curved ends V of the bar B fill the forked portions S of the coupling-irons D and are firmly secured thereto by the bolts or rivets *c'*, as clearly shown in Fig. 1. The forward ends of the prongs J of the coupling-irons are provided with the lugs Y Y, which lugs receive one end of the draft-rods *f f*.

The opposite ends of said rods are attached to the pole P, as clearly shown in Fig. 1.

The coupling-irons D are curved throughout their length and are made up in sets of two, one being the right hand, the other the left, as shown in Fig. 1. The rear ends are provided with arc-shaped heads F. In each head is an arc-shaped channel or opening, O. Passing vertically through the heads W is a hole, *e*, and each head has a horizontal slot, *f'*, which slot stands on a true plane with the upper face of the heads F.

E represents a swinging arm having the tongue *m* at one end. Said tongue fills the slot *f'* in the part D, and by a bolt or rivet, *d*, passing through the holes *e e'*, the parts D and E are pivoted together.

b is a bolt which passes through the hole *a'* of the arm E and through the curved opening O in the part D. The lower end of the bolt receives the washer *w'* and nut *n'*. The free or swinging end of each arm E is provided with the slot *c* and hole *i*.

n is a draw-eye having in its head the horizontal hole *a*, through which a bolt passes in coupling the tongue to vehicles. This is not shown in the drawings, as it will be readily understood. The part *n* is provided with a lip, *h*, having a hole, *t*, therein. Said lip fills the slot *c* in the free end of the arm E, and by a rivet, *v'*, the parts are pivotally coupled, as shown in Fig. 1. The parts being coupled and set as shown in Fig. 1, the operator, wishing to attach the tongue to a vehicle in which the draw-clips are set so near to each other as not to allow the draw-eyes *n* to properly enter or be coupled, loosens the nuts *n'* on the bolts *b*, when the outer ends of the arms E may be moved toward each other until they are the proper distance apart, so as to register with and couple to the draw-clips of the vehicle. When the arms E have thus been properly adjusted, they are tightened or locked in said position by tightening the nuts *n'*. Thus it will be observed that the attaching points of the tongue may be readily and correctly adjusted so as to enable attaching the tongue to any vehicle without adjusting the couplings on the axle of the vehicle.

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

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1. An adjustable tongue for vehicles, consisting of the pole, the curved draw-bar attached thereto, the forked coupling-arms made fast to the curved draw-bar, the rods coupling
5 the forked arms to the pole, said arms having the arc shaped heads with openings therein, the swinging arms pivoted to the forked coupling-arms carrying the bolts and nuts for adjusting said parts, and the draw-eyes pivoted to
10 the free ends of the swinging arms, as and for the purposes specified.

2. In combination with the pole, the curved draw-bar, the forked coupling-arms having the lugs Y, the rods coupled to said lugs and
15 the pole, the head F, opening O, and slot *f'* of

the forked coupling-arms, the swinging arms, each having a tongue, *m*, at one end and a slot and hole in the other end, said arms being pivoted to the forked arms, the bolts *b*, passing through the holes *a'* and the arc-shaped openings O, the nuts *n'*, and the draw-eyes attached to the free ends of the swinging arms, as and for the purposes specified. 20

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

JAMES SEICHFIELD.

Witnesses:

WALTER BLACKMORE,
LEWIS S. ALGER.