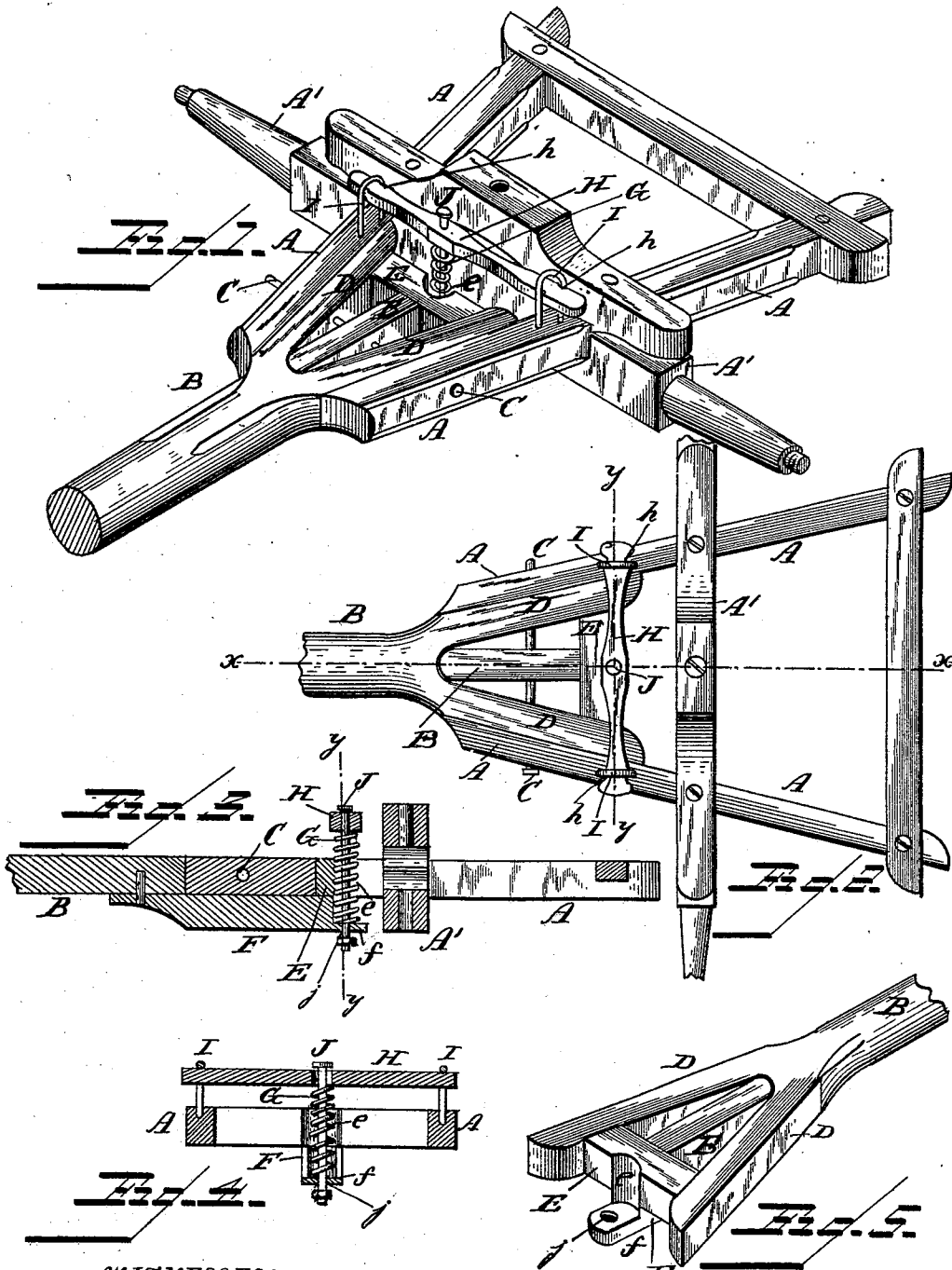


(No Model.)

S. O. EELLS.
WAGON TONGUE SUPPORT.

No. 513,900.

Patented Jan. 30, 1894.



WITNESSES:

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UNITED STATES PATENT OFFICE.

SIDNEY O. EELLS, OF JOPLIN, MISSOURI.

WAGON-TONGUE SUPPORT.

SPECIFICATION forming part of Letters Patent No. 513,900, dated January 30, 1894.

Application filed June 2, 1893. Serial No. 476,349. (No model.)

To all whom it may concern:

Be it known that I, SIDNEY O. EELLS, a citizen of the United States, and a resident of Joplin, in the county of Jasper and State of Missouri, have invented certain new and useful Improvements in Wagon-Tongue Supports; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved tongue-support. Fig. 2 is a plan or top view of the same. Fig. 3 is a longitudinal sectional view on the vertical plane indicated by the broken line marked $x-x$ in Fig. 2. Fig. 4 is a transverse sectional view, on line $y-y$ in Figs. 2 and 3; and Fig. 5 is a detail view of the inner end of the tongue, with its braces and spring-bearing.

Like letters of reference denote corresponding parts in all the figures.

My invention relates to that type of tongue-supports in which the approximately level position of the tongue or pole is maintained by means of a spring, or springs, bearing against the inner end of the tongue, which is hung on a bolt or fulcrum-pin inserted horizontally through its inner end, and where it (the tongue or pole) is fastened between the hounds of the front axle; and my improvement consists in the novel construction and combination of parts of a device of that type or class, as will be hereinafter more fully described and claimed.

Referring to the drawings, the letters A A denote the hounds of the front axle, A', between which the tongue, B, is hung upon the horizontal fulcrum-pin or bolt C, which takes its bearings in said hounds. The inner end of the tongue has diverging reinforcing braces, D D, which impinge upon the inner sides of the hounds A A and are connected at their rear end by the crosspiece E, which has a semicircular recess, e , for the purpose herein after stated.

To the under side of the tongue B is fastened a bar or block F, the rear end of which

projects beyond the recessed crosspiece E so as to form a step or bearing f , in alignment with the semicircular recess e , for the lower end of a coiled spring G, the upper end of which takes its bearing against the middle under side of a cross-bar H, above and between the hounds A A. The ends of this cross-bar H are notched at $h h$, and inserted with its notched ends loosely into staples or keepers, I I, fastened upon the hounds A A opposite to each other.

Through the middle of cross-bar H, and extended down through the spring G, is inserted a guide-bolt J, the lower end of which passes through an aperture j , in the step or offset f on the under side of the tongue, and is nutted to the under side of the same, so as to give the apertured step or projection f free play up and down, guided by bolt J which passes loosely through the aperture j . The semicircular recess e , cut in the rear crosspiece E appertaining to the tongue, provides room for the spring G and prevents chafing or wear against its sides.

From the foregoing description, taken in connection with the drawings, the operation of my improved wagon-tongue support will readily be understood. It will be observed that the tongue is maintained in its projecting position between the team by the stepped block or bearing F, spring G, and cross-bar H, so as to absolutely relieve the team from all strain. At the same time, the free end of the pole can easily be raised or lifted, due to the vertical play of the cross bar H in its side staples or keepers I I, which permits the cross-bar to drop in said keepers, with its spring G, when the free end of the tongue is thrown in an upward direction, so that the spring will not interfere at all with the raising or lifting of the free end of the tongue; but when this is dropped back into its normal position, spring G will come into play at once, and support the free end of the tongue at the proper elevation. This elevation or angle at which the tongue is carried, may be adjusted at will by means of leather or metal washers (not shown) that can be placed upon the guide-bolt J either between the upper end of spring G and the under side of cross-bar H, or be-

tween the lower end of the spring and the projecting step or bearing *f* against which the under side of the spring rests.

5 Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

10 The combination, in a wagon-tongue support of the described type, of the front axle A' having hounds A A provided with the staples or keepers I I; the pole or tongue B having braces D D, recessed crosspiece E and bottom piece F forming a rearwardly-projecting apertured step or bearing *f*; the fulcrum-pin or bolt C; vertical guide bolt J; coiled spring

G, and crossbar H forming a bearing for said spring and inserted with its notched ends loosely into the side-keepers I I; all constructed and combined to operate substantially in the manner and for the purpose herein shown and set forth. 15 20

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

SIDNEY O. EELLS.

Witnesses:

CALVIN NICKELL,
JAMES P. MEAD.