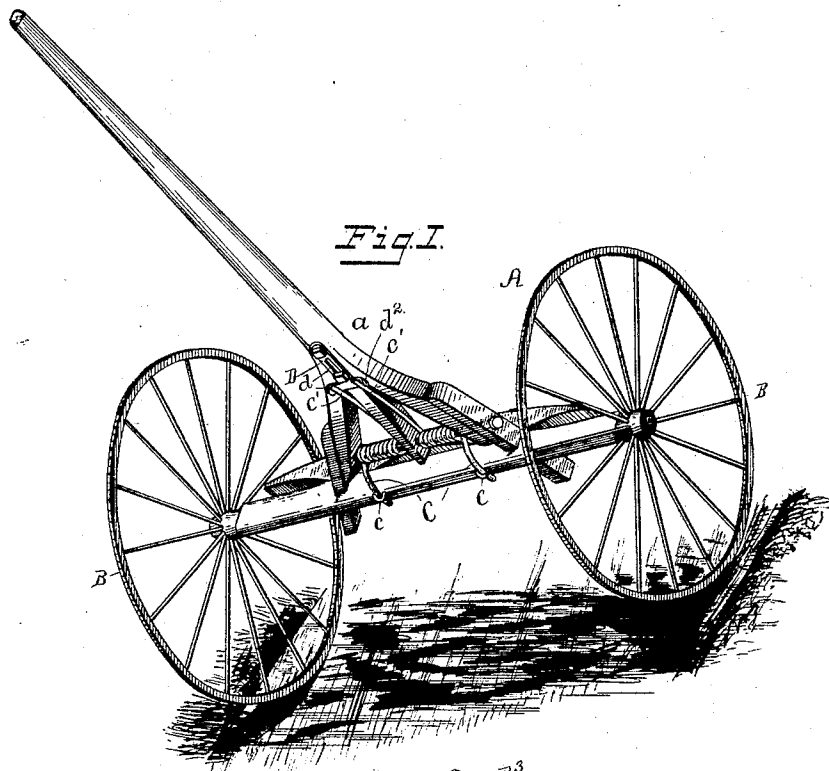
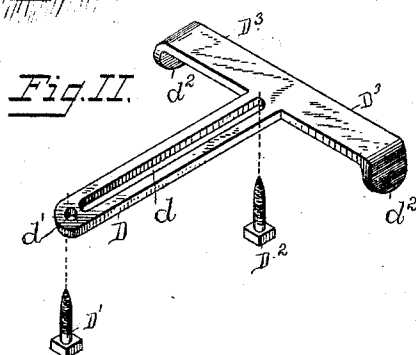


(No Model.)

J. H. CASSIDY.
TONGUE SUPPORT.

No. 458,690.

Patented Sept. 1, 1891.



Witnesses.

R. A. Balderson
J. K. Lathy

Inventor
Jacob H. Cassidy

By Lathy & Balderson
His Attorneys.

UNITED STATES PATENT OFFICE.

JACOB H. CASSIDY, OF LEAVENWORTH, KANSAS.

TONGUE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 458,690, dated September 1, 1891.

Application filed May 12, 1891. Serial No. 392,492. (No model.)

To all whom it may concern:

Be it known that I, JACOB H. CASSIDY, a citizen of the United States, residing at Leavenworth, in the county of Leavenworth, State of Kansas, have invented certain new and useful Improvements in Tongue-Supports for Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to an improvement in tongue-supports for vehicles; and it consists of the novel construction hereinafter fully set forth and described.

This invention is designed to be used with the coil-spring tongue-supports illustrated in the accompanying drawings; and its objects are, first, to provide an adjustment for said coil-spring tongue-support which will be positive and efficient and which may be adjusted at will or whenever the supporter may become worn without having to employ a blacksmith and without bending the shanks of the spring; second, to accomplish this by introducing an adjustment plate or wedge between the ends of the spring and the lower surface of the tongue; third, to attain these ends with simplicity and economy, which I do by constructing and utilizing the device illustrated in the accompanying drawings, in which—

Figure I is a perspective view of the front part of the running-gear of a vehicle elevated to an angle sufficient to show the manner in which my invention is applied; and Fig. II is a detail in perspective of the adjustment-plate, showing slots and bolts by which it is adjusted.

Referring to the drawings by letter, A represents the front portion of the running-gear of a wagon mounted on wheels B B and provided with a tongue a.

C C are the coil-springs, suitably strung on the tongue-rod, their shanks secured in position on the bottom of the axle, and, if found desirable, are held there by loops c c or their equivalent.

c' c' are the front extensions of said coil-spring supports, which bear against the under side of the adjustment-plate D, which in turn is secured to the lower surface of the tongue by suitable bolts D' and D². The shank of said adjustment-plate is provided

with an elongated adjustment-slot d, through which the adjusting bolt-screw D² passes. The end of this shank is provided with a perforation d', through which passes the keeper-bolt D', which is for the purpose of holding the adjustment-plate rigidly in position.

D³ are the extensions or wings of the adjustment-plate, provided at their outward extremities with downwardly-extending lugs d² d², which form receptacles and rests for the front ends or shanks of the supports heretofore referred to.

Heretofore the only way in which the supporter could be adjusted was to detach it from the vehicle and subject the shanks to a heating process, and then bend same to the required form. This frequently resulted in taking the temper from the coils and leaving them almost worthless. Now by using my adjustment-plate the supporter may be adjusted at will by slackening up on the slot-bolt D² and removing the keeper-bolt D', then sliding the adjustment-plate forward or back, as desired, and again seating the keeper-bolt and tightening the slot-bolt.

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

1. In combination with a coil-spring C, the adjustable plate for a tongue-support, constructed with the perforation d' and an elongated adjustable slot d, the extending wings D³, with lugs d², and the keeper and adjusting bolts D' and D², operating in the perforation d' and slot d, as set forth and described.

2. In combination with the front gear of a vehicle, a tongue-support consisting of a plate D, having in its end a perforation d' and a slot d, wings D³, and downwardly-extending lugs d², bolts D' and D², passing through said perforation and slot, and coiled springs C, coiled around the tongue-rod and having their rear ends secured to the lower face of the axle and their front ends resting up against the lower face of the wings D³, substantially as shown and described.

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

JACOB H. CASSIDY.

Witnesses:

W. S. BROWN,
A. P. FONDA.