R. C. SHARP.

METAL WAGON REACH.

APPLICATION FILED JULY 1, 1913.

1,132,398.

Patented Mar. 16, 1915.

Fig. 1.

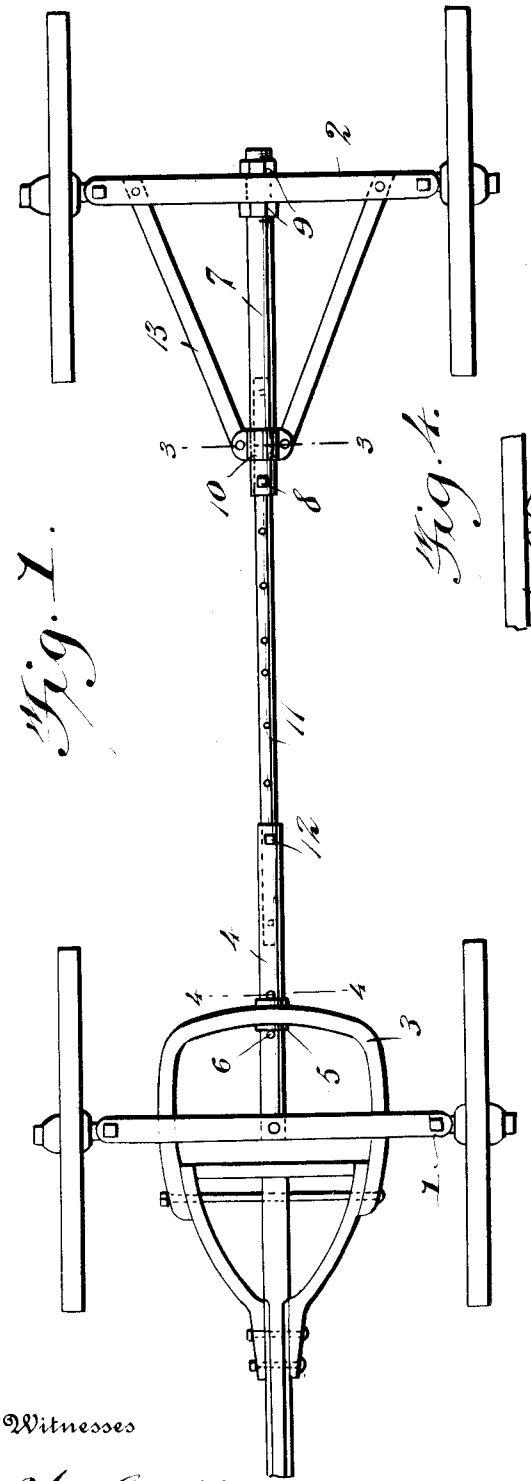


Fig. 3.

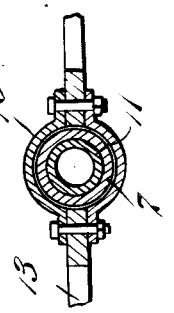


Fig. 4.

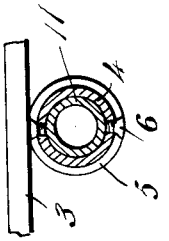
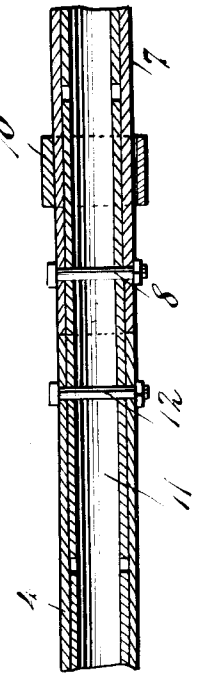


Fig. 2.



Witnesses

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METAL WAGON-REACH.

1,132,398. Specification of Letters Patent. Patented Mar. 16, 1915.

Application filed July 1, 1913. Serial No. 776,817.

To all whom it may concern:

Be it known that I, RALPH C. SHARP, a citizen of the United States, residing at Independence, in the county of Montgomery and State of Kansas, have invented new and useful Improvements in Metal Wagon-Reaches, of which the following is a specification.

This invention relates to a metal wagon reach and it consists in the novel features hereinafter described and claimed.

An object of the invention is to provide a reach of the character indicated of simple structure which is durable and strong.

A further object of the invention is to provide a reach of the character indicated, means for connecting the parts together so that the rear axle of a running gear may be readily turned over in order that the running gear may be adapted to support loads of different characters. In some instances it is desired to support the load from the bolster of the rear axle, especially is this the case when sticks of timber are loaded upon the wagon gear. However, in other instances it is desired to carry objects which are so constructed that the bolster and the stakes carried thereby would interfere with the same. In such an event, the rear axle may be turned over so that the flat axle will be presented as a support to such a structure.

With the above objects in view, the structure includes a reach comprising a sleeve surrounded at a point between its ends with spaced collars. The sleeve passes through the rear axle or the bolster upon the rear axle and the collars are located at the opposite sides of the axle. A loop loosely receives the forward portion of the sleeve and the forward ends of the rear hounds of the running gear are connected with the said loop. A reach pole section is slidably received within the sleeve and is connected to the same by means of a coupling pin. A second sleeve is pivoted to the forward axle and receives the forward end of the reach pole section to which it is adjustably connected by means of a coupling pin. A tube is journaled upon the forward sleeve and a circular iron carried by the front axle of the running gear bears upon the said tube. The said tube serves as an anti-frictional member between the said iron and the forward portion of the reach. In the accompanying drawing:—Figure 1 is a plan view of the wagon reach. Fig. 2 is a longitudinal sectional view of the intermediate portion of the same. Fig. 3 is a transverse sectional view of the same, cut on the line 3—3 of Fig. 1. Fig. 4 is a similar view cut on the line 4—4 of Fig. 1.

The reach is used in conjunction with a front axle 1 and a rear axle or bolster 2. The front axle is provided with an arcuate iron 3. A sleeve 4 of metal is pivotally connected at its forward end with the front axle 1 at a point midway between the ends thereof in the usual manner. A tube 5 is loosely mounted upon the forward portion of the reach pole 4 and is adapted to rotate thereon. The said tube is held against longitudinal movement upon the said pole by means of pins 6 fixed to the pole beyond the ends of the said tube. The intermediate portion of the iron 3 rests upon the tube 5 and the tube serves as an anti-frictional member between the iron 3 and the sleeve 4 so that the front axle 1 may swing readily with relation to the reach. A pole section 11 is slidably received in the sleeve 4 and is adjustably secured thereto by means of a coupling pin 12.

A sleeve 7 receives the rear portion of the pole 11 and is held at an adjusted position with relation to the same by means of a coupling pin 8 which passes transversely through the forward portion of the said sleeve and the said pole 11.

Collars 9 are screw threaded upon the sleeve 7 and are spaced from each other. The collars are located at the opposite sides of the bolster 2 and the rear portion of the sleeve 7 passes through the said bolster.

A loop 10 loosely receives the intermediate portion of the sleeve 7 and the forward end of the hounds 13 are fixed to the opposite sides of the said loop and the rear ends of the said hounds are fixed to the bolster 2 at the opposite sides of the sleeve 7.

From the above description it will be seen that a reach of simple structure is provided and that the parts are securely and efficiently held together. When it is desired to turn the rear axle or bolster 2 over, this can be readily done for the reason that the said axle or bolster loosely surrounds the sleeve 7 and during the act of turning the axle or bolster 2, the loop 10 turns with the said axle or bolster.

Having thus described the invention what is claimed as new is:—

A reach comprising a pole section, a sleeve adjustably receiving the pole section, means for fixing the sleeve with relation to the pole section, spaced collars mounted upon the exterior of the sleeve, an axle turnably mounted on the sleeve between the collars, a loop turnably mounted on the forward portion of the sleeve, and hounds connected with the loop and the axle at the opposite sides of the sleeve.

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

RALPH C. SHARP.

Witnesses:

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