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J. A. NYBERG.

WAGON REACH.

APPLICATION FILED MAY 31, 1905.

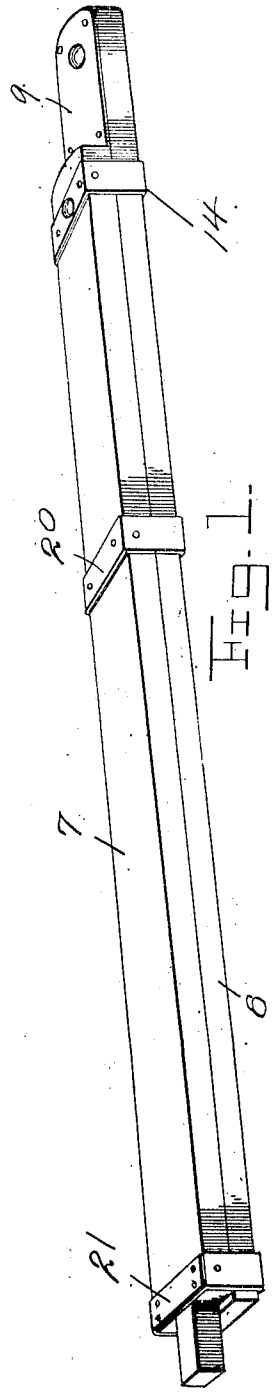


FIG. 1.

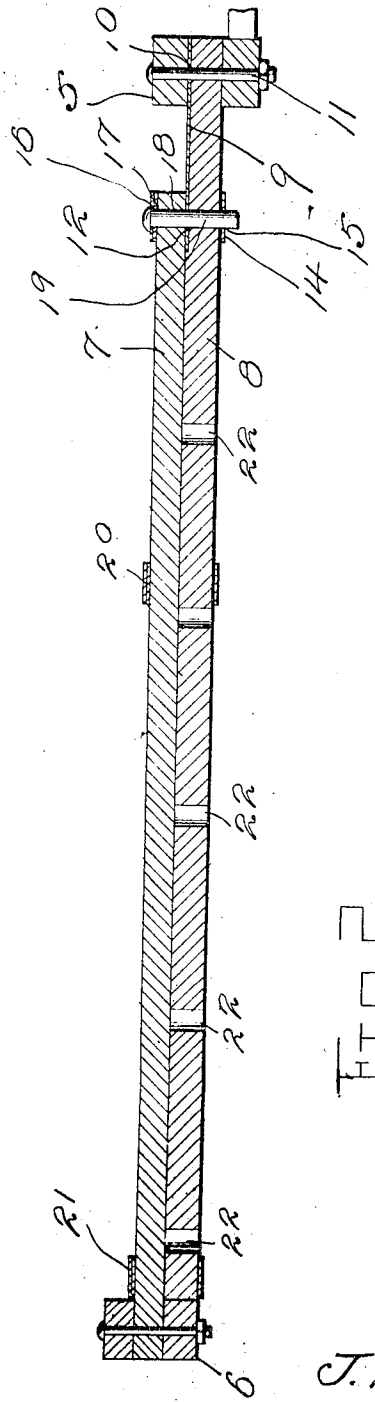


FIG. 2.

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WAGON-REACH.

No. 849,695. Specification of Letters Patent. Patented April 9, 1907.

Application filed May 31, 1905. Serial No. 263,057.

To all whom it may concern:

Be it known that I, JOHN A. NYBERG, a citizen of the United States, residing at Oakville, in the county of Louisa, State of Iowa, have invented certain new and useful Improvements in Wagon-Reaches; and I do hereby 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.

This invention relates to reach-poles for wagons, the object of the invention being to provide a reach including slidably-connected sections which may be adjusted with respect to each other to vary the effective length of the reach so that the front and rear axles of the wagon may be adjusted toward and away from each other to satisfy different specific conditions of use.

A further object of the invention is to provide a construction wherein the adjustment may be easily and quickly accomplished while the reach with its normal adjustment will have a maximum of strength and will not be susceptible to excessive wear, the latter matter being an important feature of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a perspective view showing a wagon-reach embodying the present invention. Fig. 2 is a vertical section taken longitudinally through the reach and through the front and rear axles of a wagon.

Referring now to the drawings, there is shown a portion of a wagon including a front axle 5 and a rear axle 6, with which the reach is connected.

The reach comprises two poles or sections 7 and 8, one of which is disposed upon the other. Upon the upper face of the forward end of the pole 8 is secured a metallic plate 9, having a perforation 10 therethrough, which is continued through the pole and which receives the king-bolt 11, by means of which the pole is connected to the front axle 5. Through the rear end portion of the plate 9, which extends under the forward end of the pole 7 when the gearing is closely coupled, as it will be for most of the time, is formed a second perforation 12, which is likewise continued through the pole 8.

Secured to the forward end of the pole 7 is a metal band 14, which encircles the pole 8 and through which is a perforation 15, that is designed to register with the perforations 12 when the poles 7 and 8 are in their normal positions. The ends of the band 14 are lapped upon the pole 7, and through them are formed perforations 16 and 17, which register with a perforation 18 in the forward end of the pole 7 and with the perforation 15, so that in the normal positions of the poles 7 and 8 the perforations above referred to as registering or alining may receive a pin or bolt 19 to hold the poles 7 and 8 against longitudinal correlative movement. It will be noted that the metal plate 9 prevents wear of the pin or bolt against the pole 8, while the band 14 prevents wear against the pole 7, these several metal portions serving to prevent splitting or breaking of the wooden poles 7 and 8 under all conditions of use. These results are most important and accrue, as stated, from the constructive character of the device thus far described. A second band 20, secured to the pole 7, surrounds the pole 8 in the rear of the band 14, and a third band 21, secured to the pole 7, adjacent to the rear end of the latter, likewise surrounds the pole 8, so that when the latch pin or bolt is withdrawn the poles 7 and 8 may be slidably adjusted. Additional perforations 22 are formed in the pole 8 for alinement with the perforation 12 and those of the band 14 to receive the latch pin or bolt under different conditions of adjustment. The rear end of the pole 7 is connected to the rear axle in the usual manner.

What is claimed is—

1. The combination with a front and rear axle, of a reach comprising an upper and a lower pole, the upper pole being connected with the rear axle, a plate secured upon the upper face of the front end of the lower pole and extending under the forward end of the upper pole when the running-gear is closely coupled, and having perforations therethrough extending through the pole, a king-bolt passed through the front axle and the front perforation of said plate, a band secured upon the forward end portion of the upper pole and passed around the lower pole, said band and upper pole having registering perforation alining normally with the rear perforation of the plate of the lower pole, a latch-pin removably engaged in said alining perforations, the lower pole having a longitudinal series of perforations therein in the rear of its plate, and additional bands secured to the upper pole and passing around the lower pole.

2. The combination, with the front axle, of a reach comprising an upper and a lower pole, the upper pole being connected with the rear axle, a plate secured upon the upper face of the front end of the lower pole, and extending under the forward end of the upper pole when the running-gear is closely coupled, and having perforations therethrough and extending through the pole, a king-bolt passed through the front axle and front perforation of said plate, a band secured upon the forward end of the upper pole and encompassing the two poles, said band and upper pole having a perforation registering with the rear perforation of the plate of the lower pole and a perforation in the latter and a latch-pin in said registering perforations, whereby undue wear upon the plates and poles, and liability of splitting the latter is avoided.

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

JOHN A. NYBERG.

Witnesses:
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