

C. STOHR & H. SACKMANN.

Improvement in Reach for Wagons.

No. 126,342.

Patented April 30, 1872.

Fig. 1.

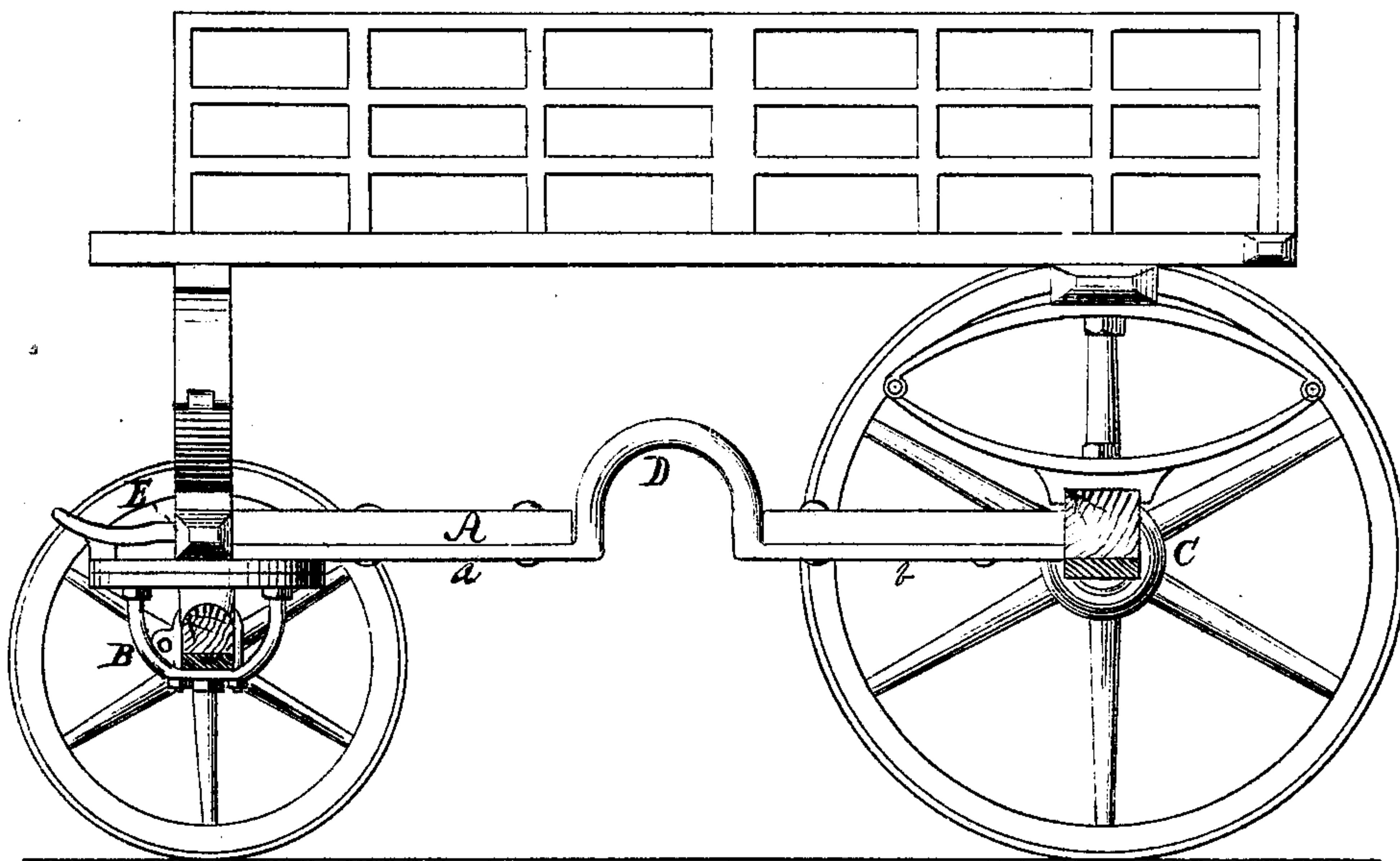
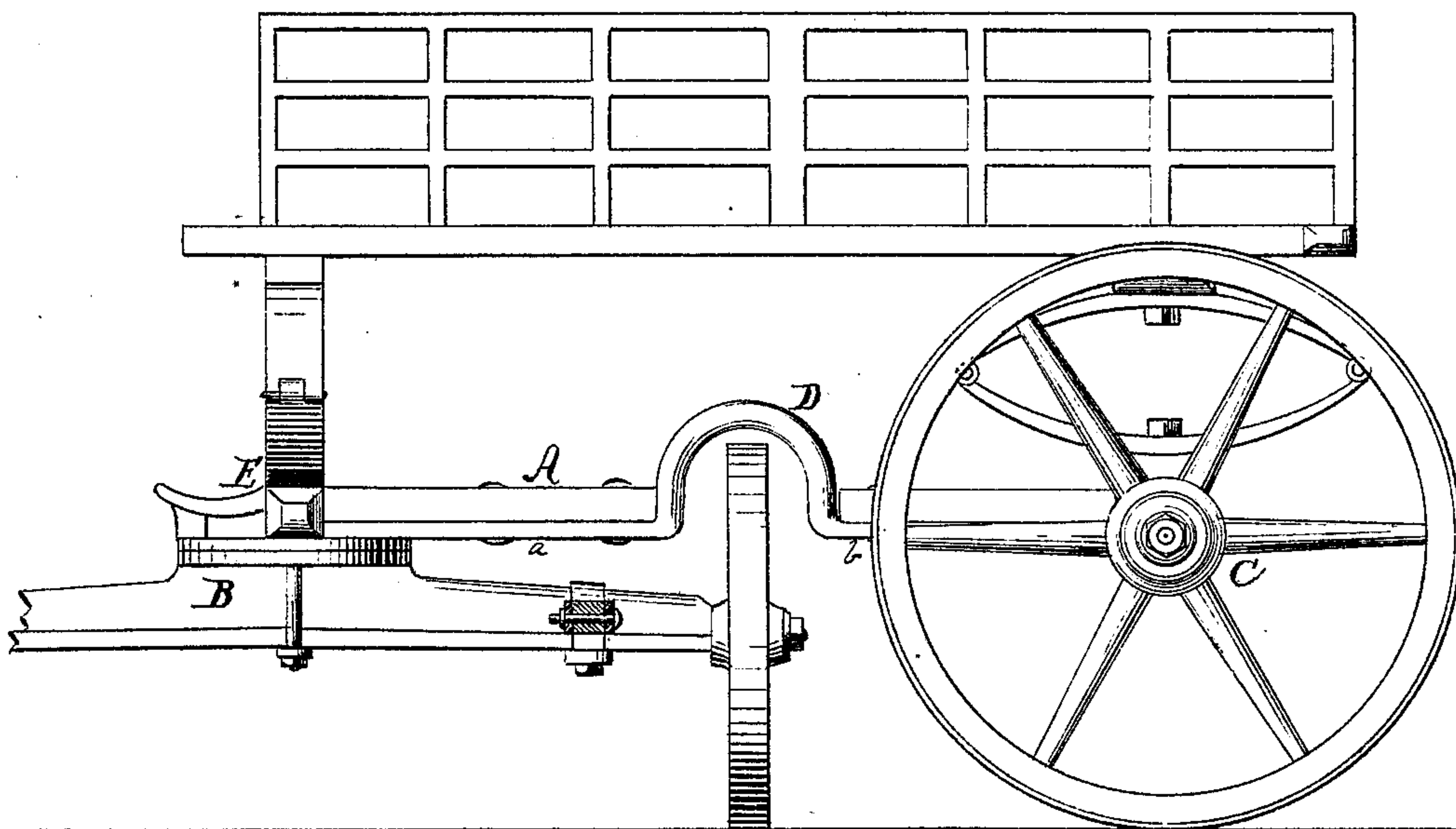


Fig. 2.



Witnesses.
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UNITED STATES PATENT OFFICE.

CHRISTIAN STÖHR AND HEINRICH SACKMANN, OF NEW YORK, N. Y.

IMPROVEMENT IN REACHES FOR WAGONS.

Specification forming part of Letters Patent No. 126,342, dated April 30, 1872.

To all whom it may concern:

Be it known that we, CHRISTIAN STÖHR and HEINRICH SACKMANN, both of the city, county, and State of New York, have invented a new and useful Improvement in Wagons; and we do hereby declare the following to be a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which drawing—

Figure 1 is a central longitudinal section of a wagon containing our improvement. Fig. 2 is a side view, wherein the front axle is brought lengthwise of the wagon.

Similar letters indicate corresponding parts.

This invention relates to wagons and other vehicles having a front and rear axle; and consists in so constructing the reach or reaches which connect the two axles that the front wheels can pass under the same and the front axle be turned to make a complete revolution on the king-bolt.

The letter A designates the reach, which connects the front axle B of the wagon with the rear axle C. The reach A is bent up, as seen at D, at the proper distance from the center on which the front axle turns, in order to allow the front wheels to pass under it without obstruction when, for any purpose, it is desired that either of the front wheels should be turned under or past the center line of the wagon or reach. The turn-plates D* D* are so constructed as to allow the front axle to make a complete revolution on its bolt, and either wheel can pass under the reach through the bend D without obstruction or difficulty.

When two reaches are employed both of them are bent up, as here shown.

Our improvement is applicable especially to vehicles whose forward ends are supported upon a bolster, E, under which the front axle is arranged to turn freely.

It is obvious that our improvement is applicable to any diameter of front wheel, the bend D being increased in height accordingly.

We do not broadly claim constructing a wagon-reach so that the front wheels will pass under the reach in short turning. Such is not

new of itself; but heretofore, in the construction of such reaches, great care and skill had to be exercised by the mechanic. The iron portion to surround or brace the wooden portion has always been gauged by patterns prepared for the purpose, or the wooden portion of the reach had to be employed as the gauge, the iron being constantly reheated for the purpose of allowing it to be hammered into shape so as to correspond with the form of wooden reach employed. It should also be noticed that where wood and iron has been combined for forming reaches, so as to form an arch or upward curve for the passage of the front wheels, that the wooden portion has either been made in short curved sections or been sawed out at a great expense by the employment of patterns as a gauge. Such we dispense with by simply selecting a bar of iron of the proper length and forming at or about its center an arch, from the terminus of which arch radiate arms *a b*, one of which connects with the rear axle, while the other is connected with the front bolster. Upon the arms thus formed is bolted the wooden portions A A', thus forming a combined iron and wooden reach, which is easily constructed by any mechanic with the aid of ordinary tools. It is intended by us to employ round bands of iron in the construction of the reach, so that all that will be required is to first form the arch, leaving its wall in the round state, and then hammer or draw down the arms *a a'* into flat surfaces, as shown.

What we claim as new, and desire to secure by Letters Patent, is—

The iron reach formed from a single piece of metal, as set forth, with the dome or arch D, from the sides of which dome extend the horizontal arms *a b*, all constructed as herein shown and described.

This specification signed by us this 2d day of February, 1872.

CH. STÖHR.
H. SACKMANN.

Witnesses:

W. HAUFF,
E. F. KASTENHUBER.