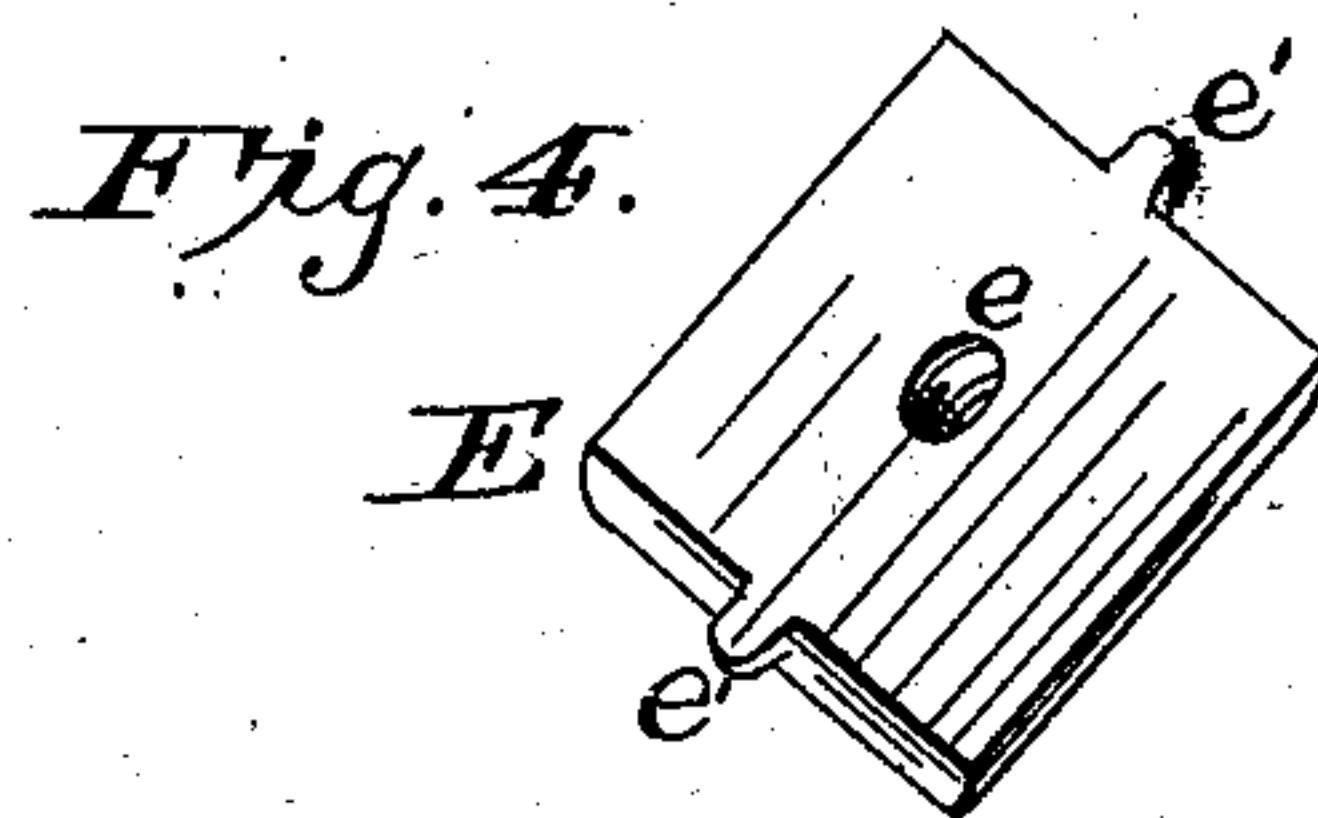
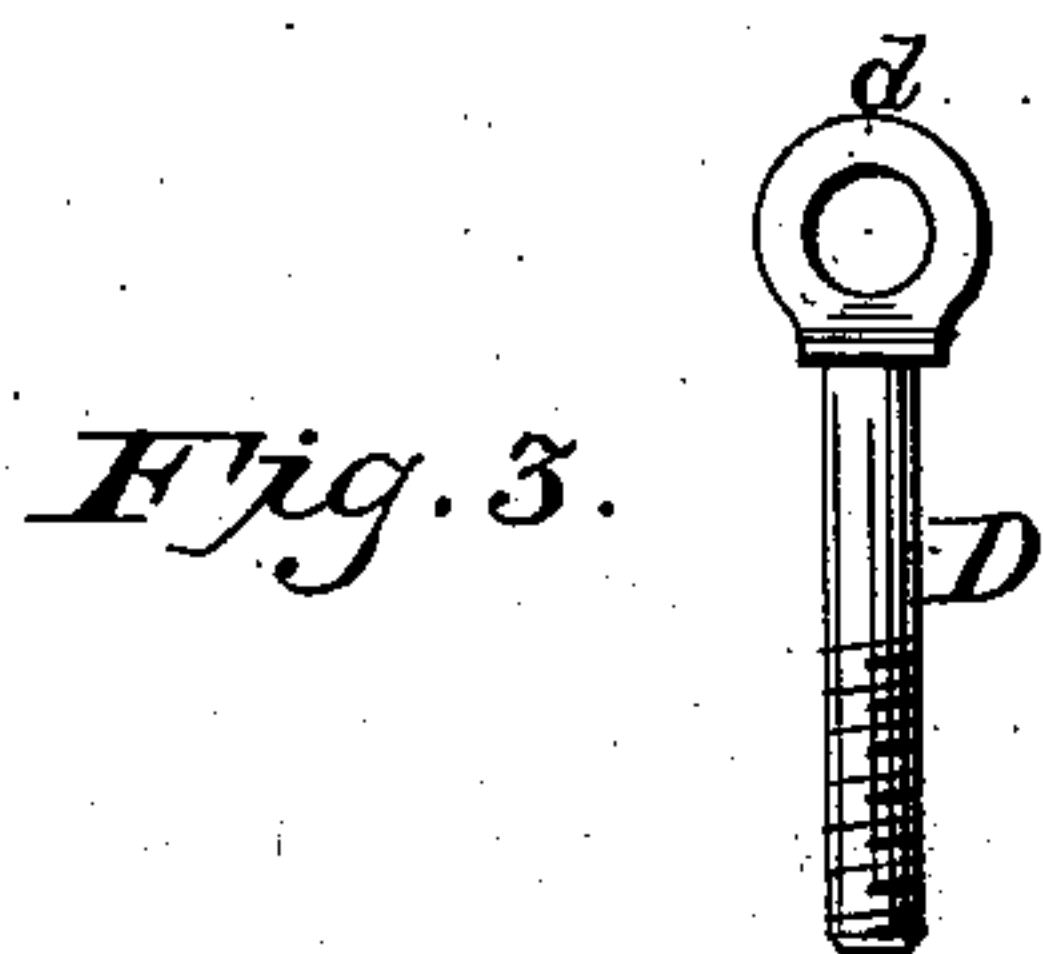
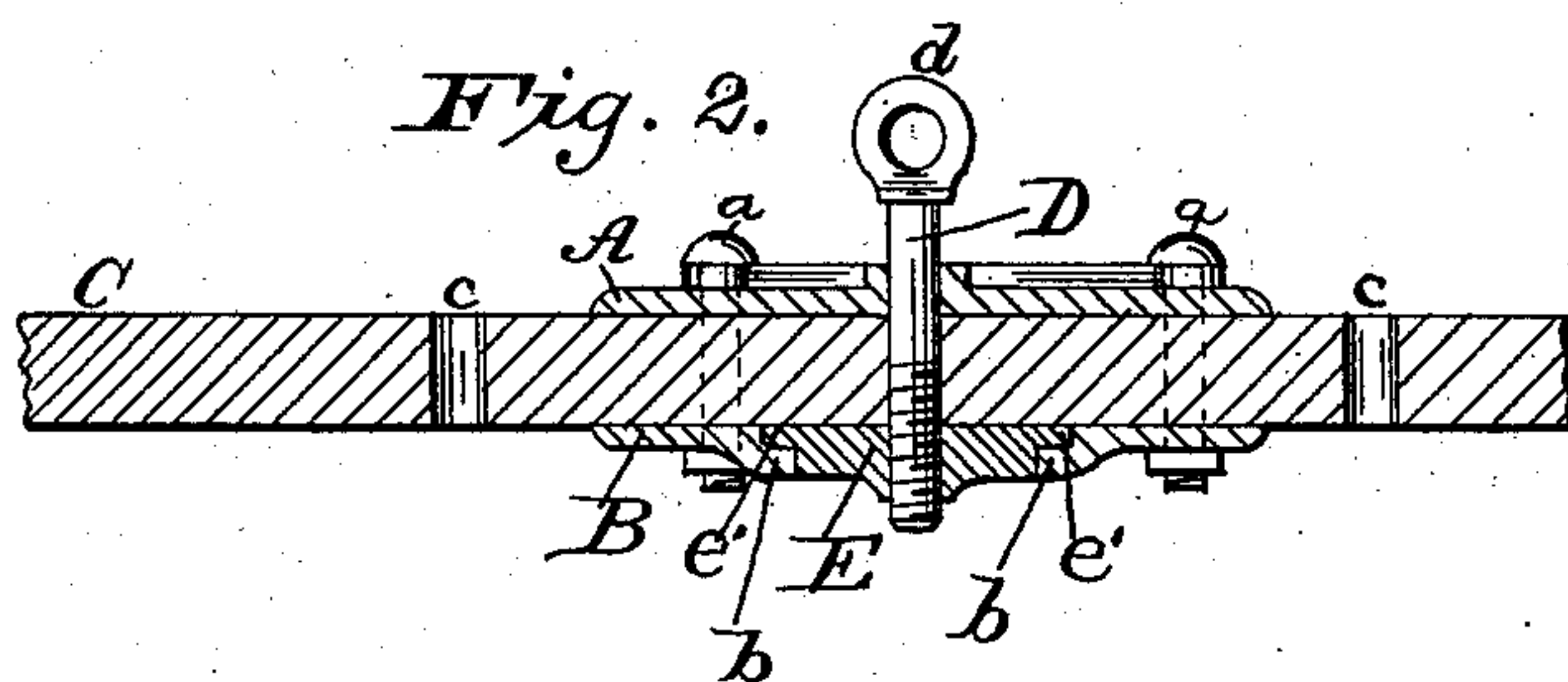
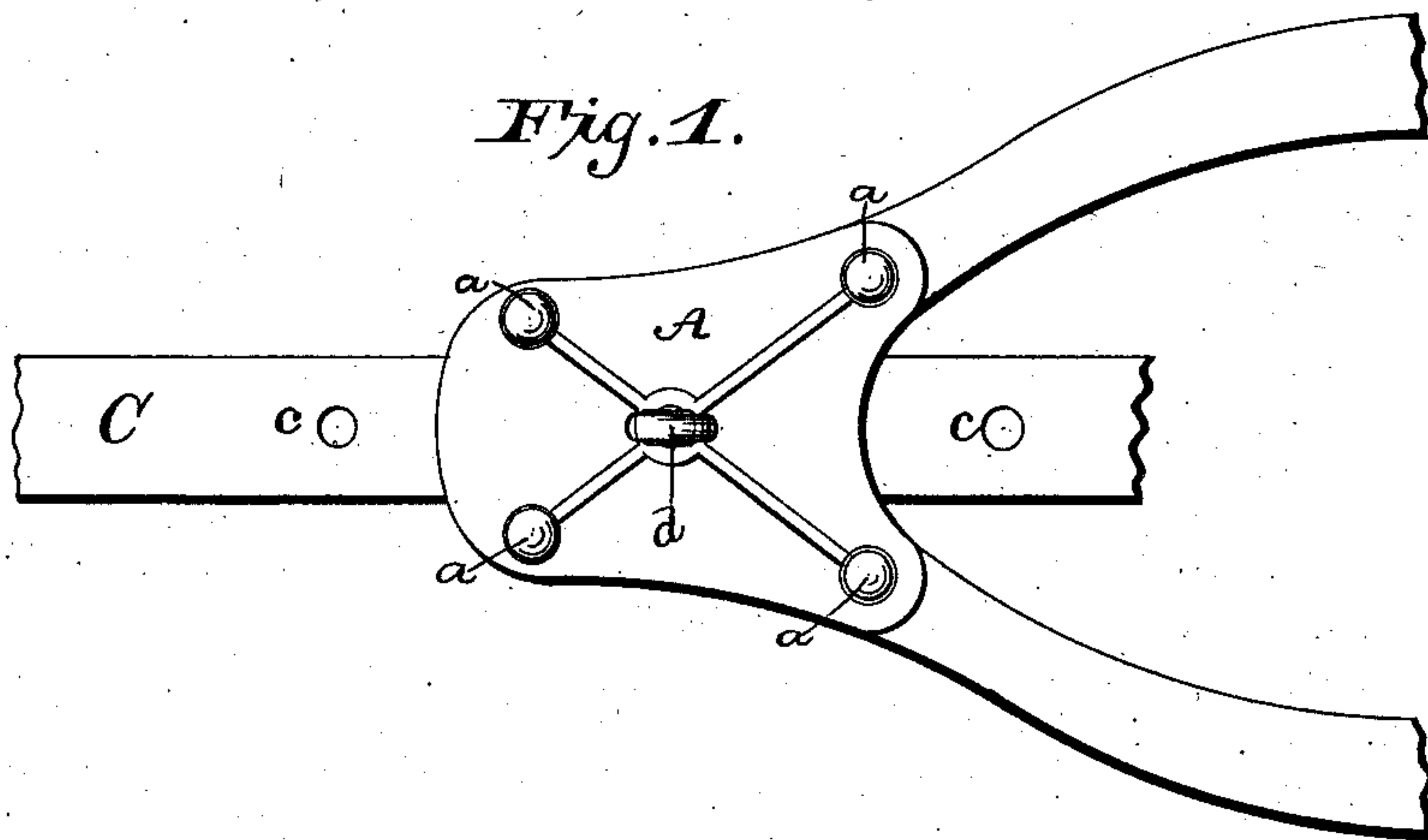


(No Model.)

T. C. THOMPSON.
WAGON REACH COUPLING.

No. 259,731.

Patented June 20, 1882.



Attest:

J. M. Burnham.
Chas. F. Benjamin

Inventor:

Thomas C. Thompson,
by William Conard
Atty.

UNITED STATES PATENT OFFICE.

THOMAS C. THOMPSON, OF BALDWIN, WISCONSIN.

WAGON-REACH COUPLING.

SPECIFICATION forming part of Letters Patent No. 259,731, dated June 20, 1882.

Application filed April 5, 1880. (No model.)

To all whom it may concern:

Be it known that I, THOMAS C. THOMPSON, a citizen of the United States, residing at Baldwin, in the county of St. Croix and State of Wisconsin, have invented certain new and useful Improvements in Wagon-Reach Couplings; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in the draft-couplings of wagons, and its object is to increase the strength and durability of hounds and wagon-reach at the points of greatest wear and strain.

In the accompanying drawings, Figure 1 represents a top plan view of wagon hounds and reach provided with my attachments; Fig. 2, a sectional view taken longitudinally of the same; Fig. 3, a perspective view of the screw-bolt which holds the reach in place; and Fig. 4, a perspective view of the nut which, in combination with the screw-bolt, keeps the wagon-reach firmly in place.

Like letters refer to similar parts in the several drawings.

A is a strong flat metal plate fitting the upper surface of the wagon-hounds.

B is a similar plate fitting the lower surface of the hounds.

Screw-bolts *a a*, passing through plates and hounds, pin them all firmly together, and obviously give great strength and durability at the very point where the tug and strain of the draft-horses and the load are most severe upon the hounds.

C is an ordinary wagon-reach, perforated with eyes *c c*.

D is a screw-bolt, (with top eye, *d*,) which

holds the reach in the socket of the hounds and enables the draft end of the reach to be lengthened or shortened, as the occasion may require, the eye *d* admitting a lever-bar in tightening or loosening the screw-bolt.

E is a flat nut, with eye *e* in the center to admit the screw-bolt, and with dogs *e' e'* at two opposite sides. This nut fits loosely into a rectangular orifice cut in the under plate, B, and the dogs *e' e'* rest in sockets *b b*, which are turned in the said plate, by which means said nut E is prevented from dropping out of place whenever the screw-bolt is withdrawn to allow a readjustment of the wagon-reach in the hound-socket.

The nut E has a screw-thread cut inside and around its center eye, *e*, to fit the screw-bolt D, so that whenever the latter is revolved downwardly through and below the wagon-reach the nut E (being flat on its upper surface) is pressed and held tightly against the flat under surface of the reach. Whenever the wear and strain on the reach loosens the pressure of the nut upwardly against the under surface of the reach, a downward turn of the screw-bolt will tighten it again. In this way the loose rattling play of a worn or thin or large-eyed reach is prevented and the friction of parts and danger of breakage materially reduced.

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

In wagon-couplings, the combination of reach, screw-bolt, flat nut with dogs, and under plate with sockets, substantially as and for the purposes described.

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

THOMAS C. THOMPSON.

Witnesses:

ARMSTRONG TAYLOR,
HENRY ANDERSON.