(No Model.)

F. G. WINNEK.

REACH SLIDE FOR WAGONS.

No. 378,071. Patented Feb. 14, 1888.

Fig. 1.

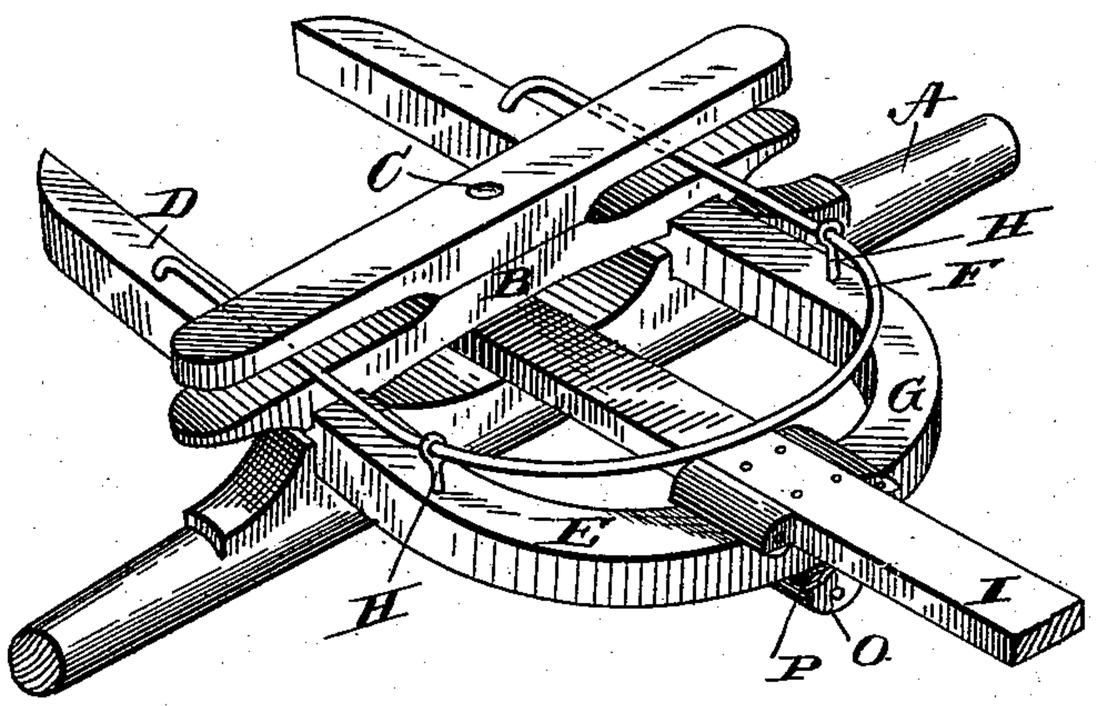


Fig. 2.

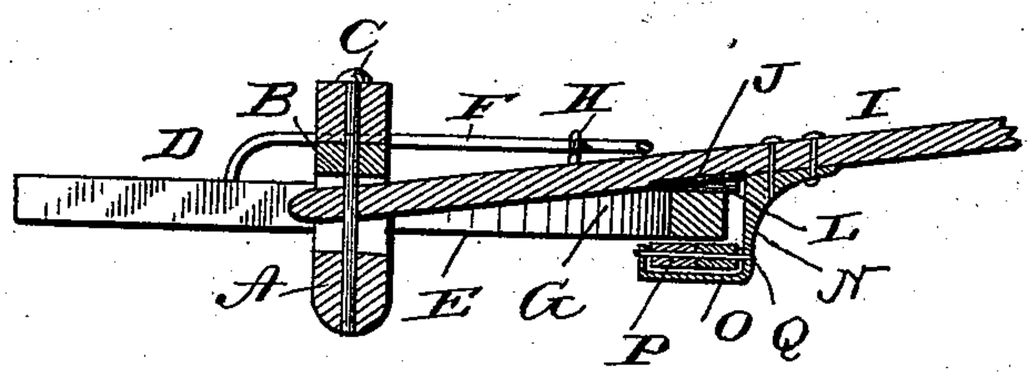


Fig. 3.

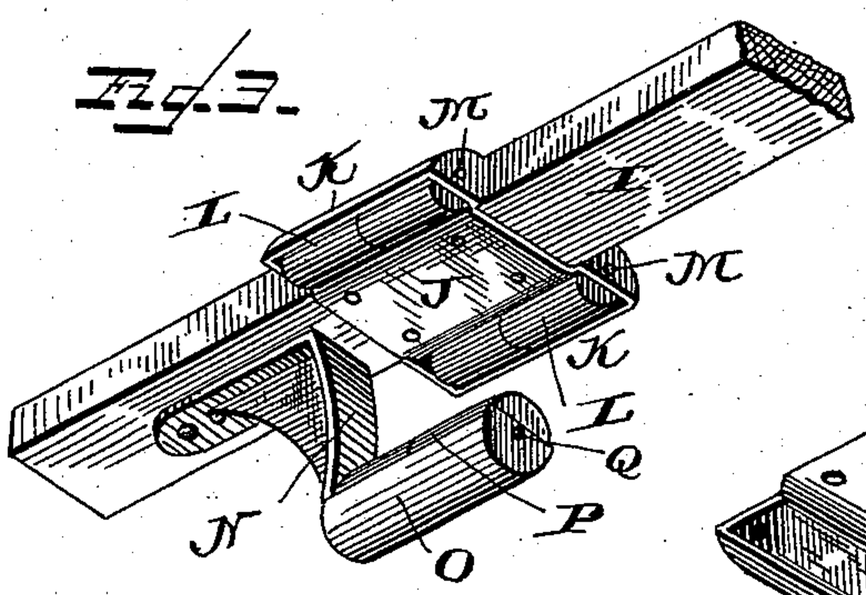
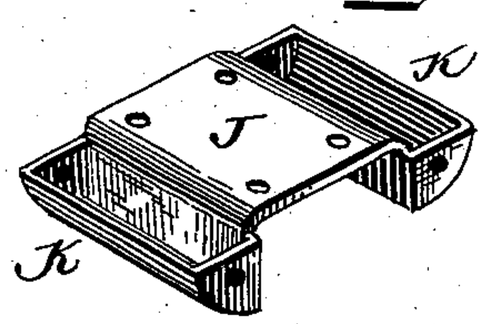


Fig. 4.



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UNITED STATES PATENT OFFICE.

FREDERICK G. WINNEK, OF LEAVENWORTH, KANSAS, ASSIGNOR OF ONE-HALF TO JOHN H. ATWOOD AND THOMAS P. FENLON, JR., BOTH OF SAME PLACE.

REACH-SLIDE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 378,071, dated February 14, 1888.

Application filed December 15, 1887. Serial No. 257,970. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK G. WINNEK, a citizen of the United States, residing at Leavenworth, in the county of Leavenworth and State of Kansas, have invented new and useful Improvements in Anti-Friction Wagon-Reach Slides, of which the following is a specification.

This invention has relation to running-gear for wagons and similar vehicles; and it has for its object to provide an anti-friction bearing for the reach or coupling-pole upon the curved rear portion of the forward hounds; to provide such a bearing upon both sides of the portion of the reach resting upon the said curved portion of the hounds, and to provide the said bearings with two or more rollers in each set, whereby the rollers will travel freely and without friction upon the smaller inner or forward portion of the curved hounds, as well as upon the longer outer or rear portion, as will be more fully explained in the following description, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of as much of the running-gear of a wagon as will illustrate my invention. Fig. 2 is a longitudinal vertical sectional view of the same. Fig. 3 is a perspective view seen from the under side of the reach, with the boxes and bracket for the anti-friction rollers; and Fig. 4 is a perspective detail view of the box for the upper anti-friction rollers.

The parts of the running-gear shown in the drawings consists of the front axle, A, having the front bolster, B, pivoted upon its upper side in the usual manner by the king-bolt C, and having the forwardly-extending portions D of the hounds E secured to its upper side.

The circling-iron F is secured to the forward portions of the hounds, and is supported above the curved portion G of the hounds by eyed uprights H, and the reach I, which is pivoted at its forward end upon the king-bolt, slides between the curved portion of the hounds and of the circling-bar. A frame or casting, J, is secured to the under side of the reach at the point at which it bears upon the curved portion of the hounds, and this frame is formed with two cylindrical or rounded boxes, K, one upon each side of the reach, within which sets of two or more rollers, L, are journaled upon the pins M, each set of rollers being journaled upon one pin. The lower sides of the rollers project below the open under sides of the boxes, and the rollers travel upon the upper side of the hounds, supporting the reach upon the same. A downwardly-projecting bracket, N, is formed with a forwardly-projecting cylindrical box, O, open upon its upper side, and a set of two or more rollers, P, is journaled upon a pin, Q, in this box, bearing against the under side of the hounds.

It will be seen that the upper sets of rollers will support the reach and prevent friction between the under side of the reach and the upper side of the hounds, allowing the forward truck of the wagon to turn freely and without friction, and the lower set of rollers will prevent the rear curved portion of the hounds from sagging when the perforation for the king-bolt and the king-bolt become worn, the said portion of the hounds bearing against the rollers in the bracket and being supported in the same.

The king-bolt will be relieved from strain by the upper and lower support, which the forward truck and the hounds will have upon the reach, and the reach will always have a support upon the hounds, being prevented by the lower rollers from bearing with its upper side against the circle-iron.

By having two or more rollers in each set the rollers will travel independently and without dragging or jamming upon the surfaces of the hounds, the forward rollers traveling upon the shorter inner portion of the curve of the hounds, while the outer or rear rollers will travel upon the longer portion of the same, traveling with a greater speed, thus avoiding all possibility of the inner or forward ends of the rollers dragging and wearing out the inner portion of the curve of the hounds.

The boxes for the rollers will protect them against dust and dirt, so that their free travel and revolution will not be obstructed by the same, and by the entire construction of the rollers and their support the free turning of the front truck of the wagon is attained and the

principal strain removed from the king-bolt and divided between the reach and the hounds.

The rollers may easily be applied to any wagon having a curved portion of the hounds and having a reach, the frame or casting being easily secured to the under side of the reach, and the bracket being thereupon secured, the entire application of the device being capable of being performed by any person having the slightest knowledge of the use of tools of the simplest kind.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In combination with the curved portion of the front hounds of a wagon and the reach, rollers journaled at the sides of the reach to travel upon the upper side of the curved portion of the hounds, and rollers journaled in a bracket to travel against the under side of the curved portion of the hounds, as shown and described.

2. In combination with the forward wagon-hounds having a curved rear portion and the reach, two sets of rollers journaled each set upon one pin parallel to the reach at the sides of the same, the sets of rollers traveling upon the upper side of the curved portion of the hounds, as shown and described.

3. In combination with the forward wagon-hounds having a curved rear portion and the reach, two sets of rollers journaled each set upon one pin parallel to the reach at the sides of the same and having covering-boxes for their upper sides, the sets of rollers traveling upon the upper side of the curved portion of the hounds, as shown and described.

4. In combination with the forward wagon-hounds having a curved rear portion and the reach, two sets of rollers journaled each set upon one pin parallel to the reach at the sides of the same and provided with covering-boxes over their upper sides, and a bracket upon the under side of the reach, having a forwardly-projecting arm or box having a set of rollers journaled within it upon one pin, the upper set of rollers bearing against the upper side of the curved portion of the hounds and the lower set of rollers bearing against the under side of the same, as shown and set forth.

5. In combination with the forward hounds of a wagon, said hounds having a curved rear portion, and the reach, a frame or casting secured to the under side of the reach above the hounds and formed with two cylindrical boxes at the sides of the reach, sets of rollers journaled each set upon one pin within the boxes and bearing against the upper side of the hounds, a downwardly-projecting bracket formed with a forwardly-projecting cylindrical box, and a set of rollers journaled in the said box and bearing against the under side of the hounds, as shown and set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

FREDERICK G. WINNEK.

Witnesses:

GEO. A. GREENE,

J. H. ATWOOD.