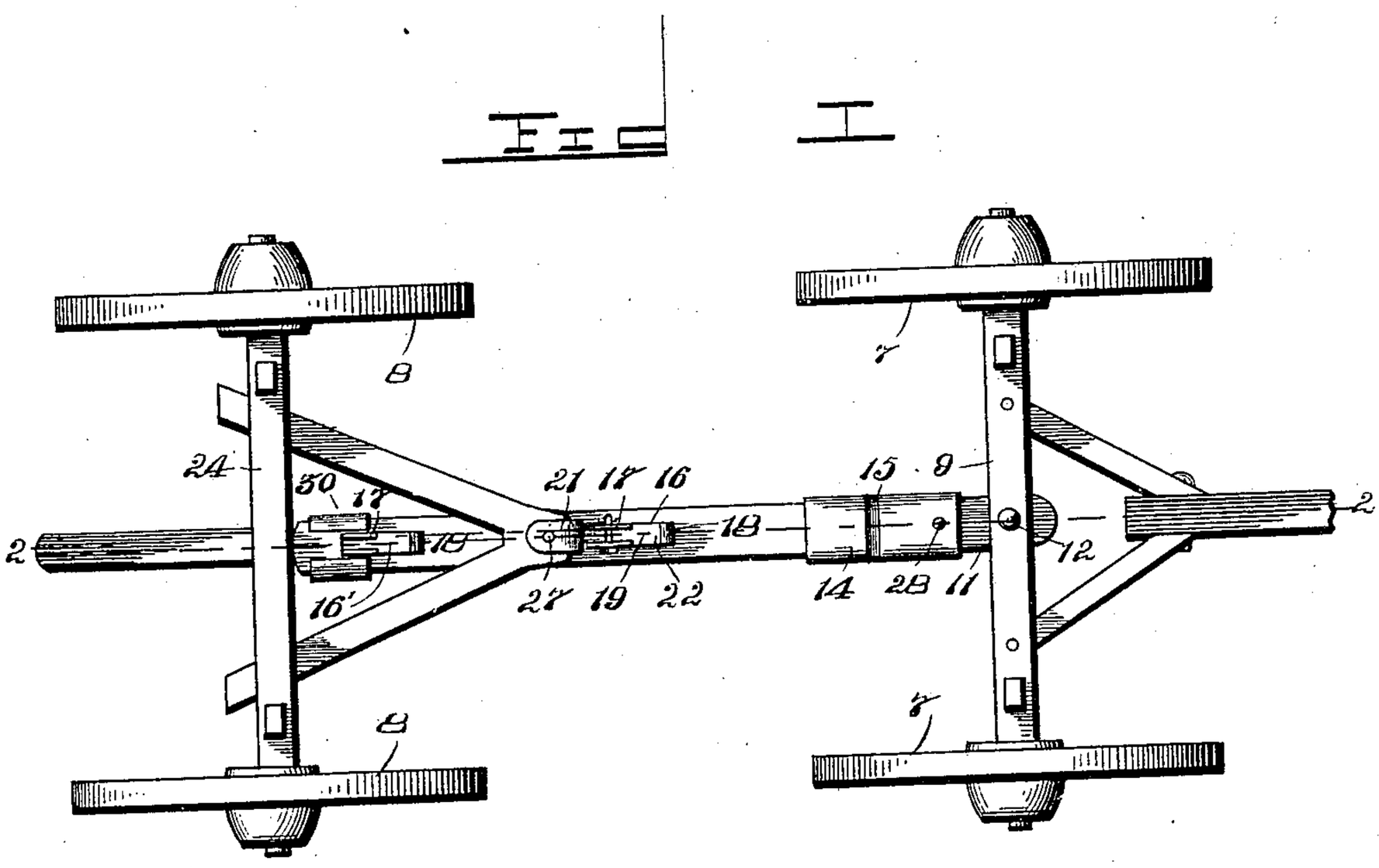
No. 631,979. Patented Aug. 29, 1899.

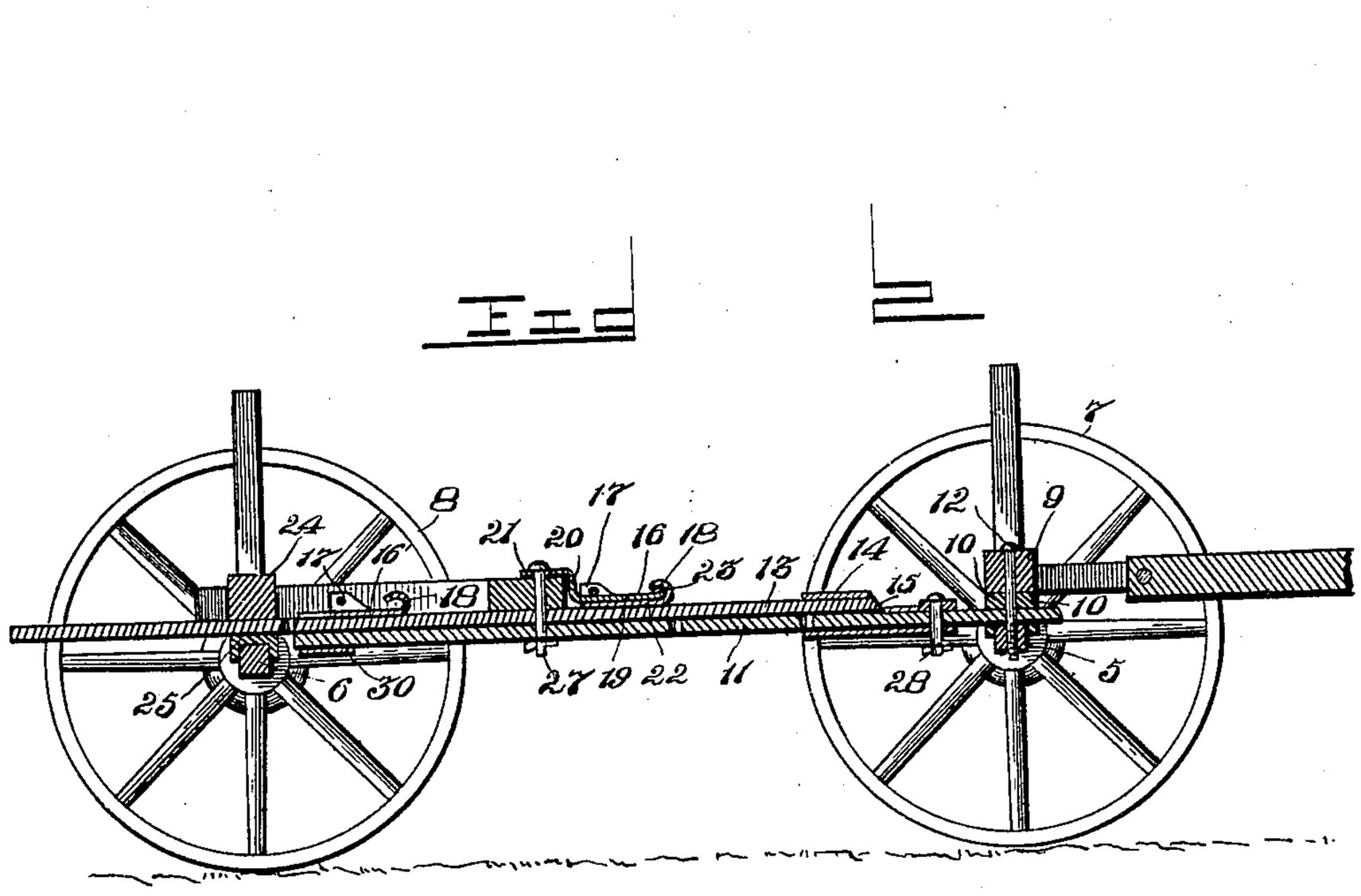
A. T. BARRY.

WAGON REACH.

(Application filed June 24, 1899.)

(No Model.)





Witnesses
John Maupin.
Geo. H. Chandlee.

Albert T Barry Inventor
By his Attorneys,
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UNITED STATES PATENT OFFICE.

ALBERT T. BARRY, OF OPAL, WYOMING, ASSIGNOR TO JAMES F. BARRY, SR., OF SAME PLACE.

WAGON-REACH.

SPECIFICATION forming part of Letters Patent No. 631,979, dated August 29, 1899.

Application filed June 24, 1899. Serial No. 721,768. (No model.)

To all whom it may concern:

Be it known that I, ALBERT T. BARRY, a citizen of the United States, residing at Opal, in the county of Uinta and State of Wyoming, have invented a new and useful Wagon-Reach, of which the following is a specification.

This invention relates to wagon-reaches; and it has for its object to provide a reach which may be employed in connection with the usual construction of the running-gear of a farm-wagon and is adapted to be manipulated to vary the spacing between the forward and the rear wheels to adapt the running-gear to different uses.

The object of the invention is to provide a simple and cheap construction of this nature in which the reach may be varied in length and in which when the rear wheels are brought to the limit of their forward movement with respect to the front wheels there will be no excessive protruding of the reach behind the rear-wheel axle.

A further object of my invention is to provide a simple and efficient means for holding the reach in its different adjusted positions.

In the drawings forming a portion of the specification and in which like numerals of reference indicate similar parts in both views, Figure 1 is a plan view of a running-gear constructed in accordance with my invention. Fig. 2 is a section on line 2 2 of Fig. 1.

Referring now to the drawings in operating in accordance with the invention, I provide a front axle 5 and a rear axle 6, having front and rear wheels 7 and 8, respectively, journaled thereon. Upon the front axle is arranged a bolster 9 of the usual construction, mounted upon the axletree 10, which lies directly upon the axle and is separated therefrom at intervals by interspaces. Through the central interspace is passed the end of a reach-bar comprising a lower element 11, which lower element has a perforation adjacent its end in alinement with perforations in the bolster, the tree, and the axle, through which perforations is passed a king-bolt 12. While I show a specific arrangement of axle, tree, and bolster, it will be readily understood that it forms no part of my invention and that the lower element 11 may be connected at its forward end with the king-bolt, which holds corresponding elements of any desired form.

Slidably mounted upon the lower element 11 is an upper element 13, having a sleeve 14 at its forward end, which encircles said end, as also the lower element 11. The lower side of the sleeve 14 is extended forwardly along the lower element 11, as are also the sides of the sleeve, the forwardly-extending portions of said side being reduced in height and connected by a top 15, resulting in the formation of a forward reduced portion and rear expanded portion, as shown, and corresponding to the thickness of the parts with which they are in contact. The upper element has secured thereto at intervals approximately a third of its length plates 16, each having upwardly-extending ears 17 at the rear portion of its sides, the forward end of each plate being curved upwardly and over the base of the plate, as shown at 18. Adapted to coöperate with these plates alternately is a metallic plate 19, comprising a vertical web 20, an upper rearwardly-extending portion 21, and a lower forwardly-extending portion 22, which portion 22 has its front end turned upwardly at an angle, as shown at 23, to lie under the overhanging portion 18 of the plate 16.

In practice the upper element 13 is passed through an interspace between the rear bolster 24 and the axletree 25, the rearwardly-extending portion 21 of the plate upon the upper element 13 lying upon the meeting portion of the hounds. The portion 21 of said plate is provided with a perforation adapted to aline with a similar perforation in the hounds and which alines with a perforation in the upper element 13 of the reach-bar. The two elements of the reach-bar having been mutually adjusted to bring one of the perforations in the lower element 11 in alinement with the perforation in the hounds, a retaining-bolt 27 is then passed through these perforations and acts to hold the parts in place. The elements of the bar are then further held against movement with respect to each other by means of a pin 28, passed through perforations in the upper and lower walls of the diminished portion of the collar 14, which perforations are adapted to aline with one of a series

of perforations formed in the lower element of the bar. Thus it will be seen that when the bar is in the position shown in the drawings the running-gear will be coupled up short and that there will be only a slight projection of the bar in rear of the rear axle. If it then be desired to slightly lengthen the running-gear, the retaining-bolt 27 is withdrawn and the rear wheels are moved rearwardly with respect to the bar until the meeting portions of the hounds have assumed the proper position. The plate comprising the web 20 is then disengaged from the plate 16 and its upturned end 23 is inserted under the curved-over portion 18 of the rear plate 16'. The extension 21 is then dropped to lie upon the hounds, and the retaining-bolt 27 is passed through the alining perforations to hold the elements in their proper positions. If it be then desired to further lengthen the reach, the elements of the reach may be mutually adjusted after the pin 28 has been removed, and when they are in their proper adjustment said pin may be reinserted to hold them fixedly.

It will thus be seen that I have provided a cheap and simple construction in which the running-gear may be quickly and easily adjusted for the reception of a short box, a long box, or for the hauling of logs and lumber, or for any other purpose to which it is adapted, producing in a single running-gear a construction which is well adapted for a variety of purposes.

It will be readily understood that I may make the elements of the bar of any desired proportions, and that I may use the bar in connection with any style or construction of wheels and axles to which it is adapted, and that I may employ any desired material for any of the parts without departing from the spirit of my invention.

Secured to the rear end of the lower element 11 is a second collar 30, which incloses the upper element 13 and prevents the rear end of the lower element falling away from the upper element and at the same time forming a slidable connection between the elements.

Having thus described the invention, what is claimed is—

1. A wagon-reach comprising two elements slidably connected, perforations in said elements adapted for alinement, and a strap extending upwardly and rearwardly of the reach and adapted to receive the hounds between it and the reach.

2. A wagon-reach comprising two elements slidably connected, a plate carried by one of said elements and a second plate removably connected with the first-named plate and having an upwardly and rearwardly extending portion adapted to receive the hounds between it and the reach.

3. A wagon-reach comprising two elements slidably connected and having perforations therein adapted to aline, plates secured to one of said elements, a plate adapted to be connected alternately and removably with the first-named plates and having an upwardly and rearwardly extending portion adapted to receive the hounds.

4. A wagon-reach comprising two elements slidably connected and having perforations adapted to aline, a plate removably connected with one of said elements and extending upwardly and rearwardly thereof, said rearward extension having a perforation in alinement with one of said elements and adapted to aline with the perforations in the other element, said rearwardly-extending portion being adapted to receive the hounds between it and the adjacent reach element, and a pin adapted to be passed through the reach, said plate and the hounds.

5. A wagon-reach comprising two elements slidably connected, said elements having perforations adapted to aline, plates carried by one of said elements, a plate adapted to engage the first-named plate alternately and having an upwardly and laterally extending portion, a perforation in the laterally-extending portion in alinement with the adjacent element of the reach, said perforations being adapted to aline with a perforation in the lower element of the reach, and a bolt passed through said perforation and adapted to engage the hounds.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ALBERT T. BARRY.

Witnesses:
H. L. COWLES,
A. L. HELMER.