

No. 654,773.

Patented July 31, 1900.

G. W. WHITEHEAD.
WAGON REACH COUPLING.

(Application filed Feb. 20, 1900.)

(No Model.)

Fig. 1.

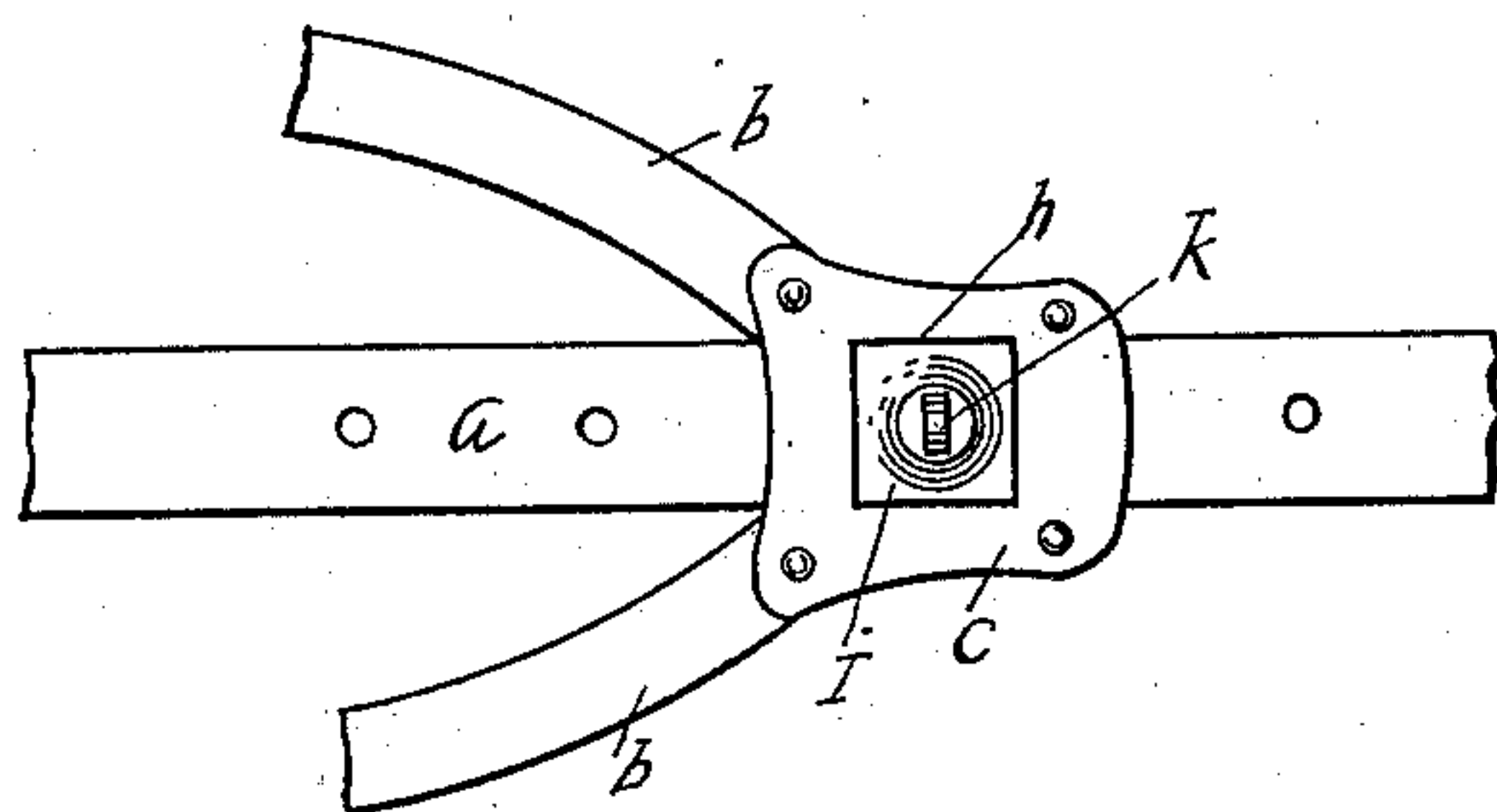


Fig. 2.

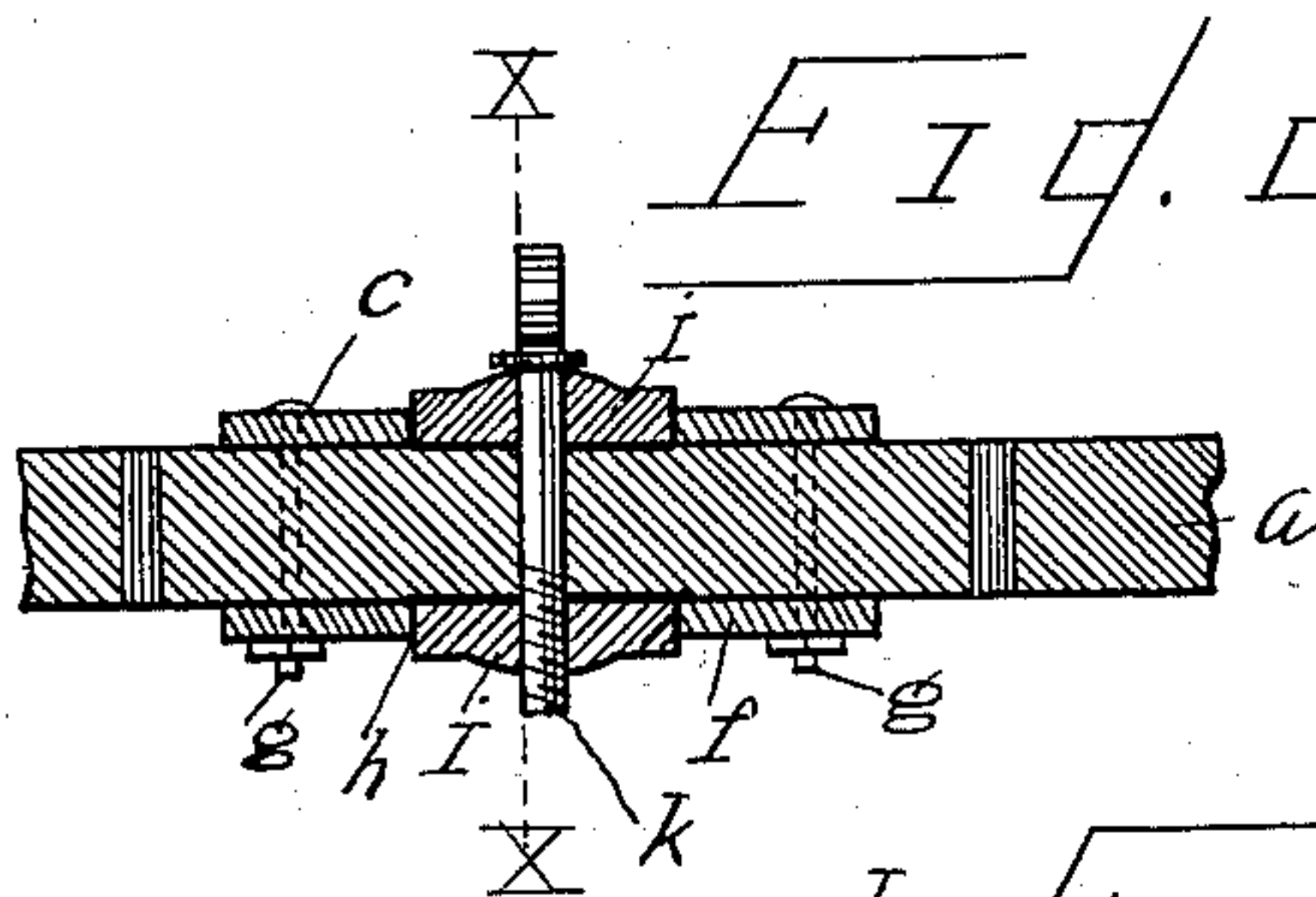


Fig. 3.

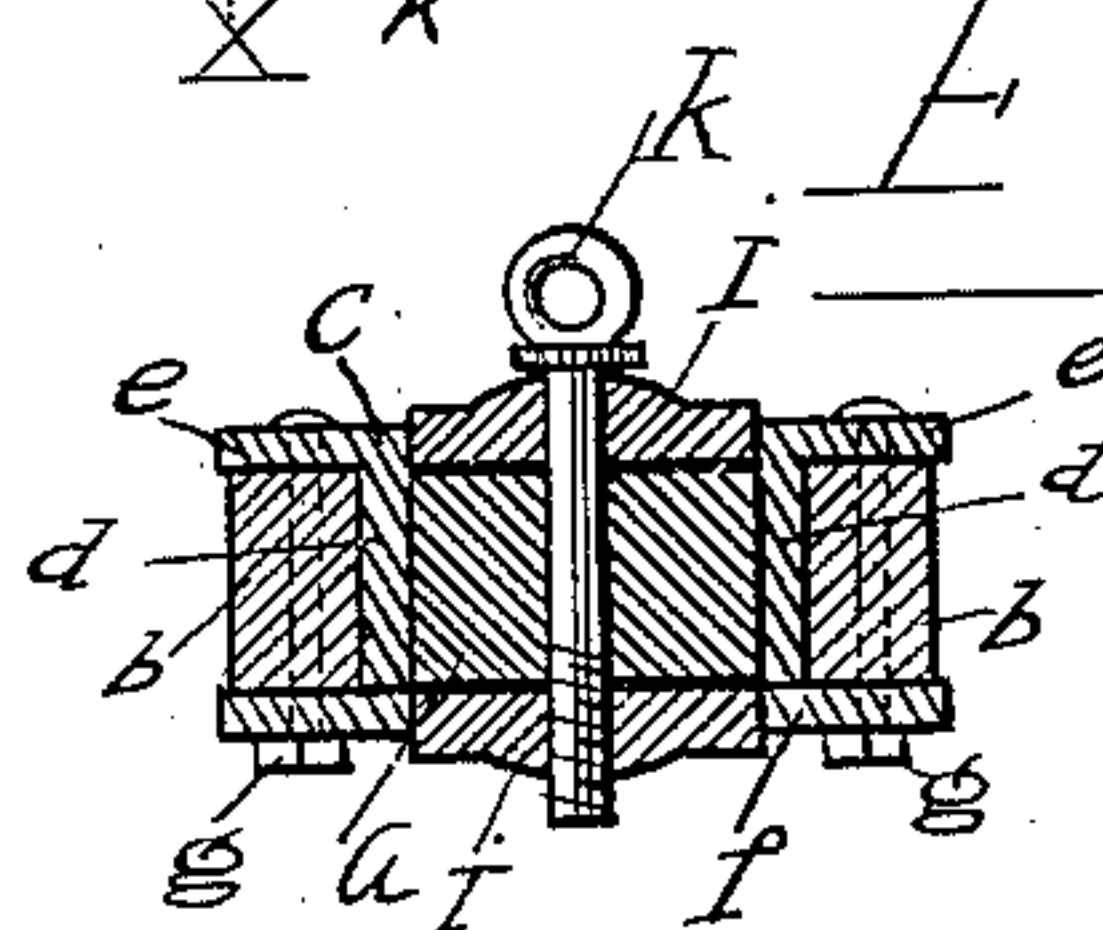
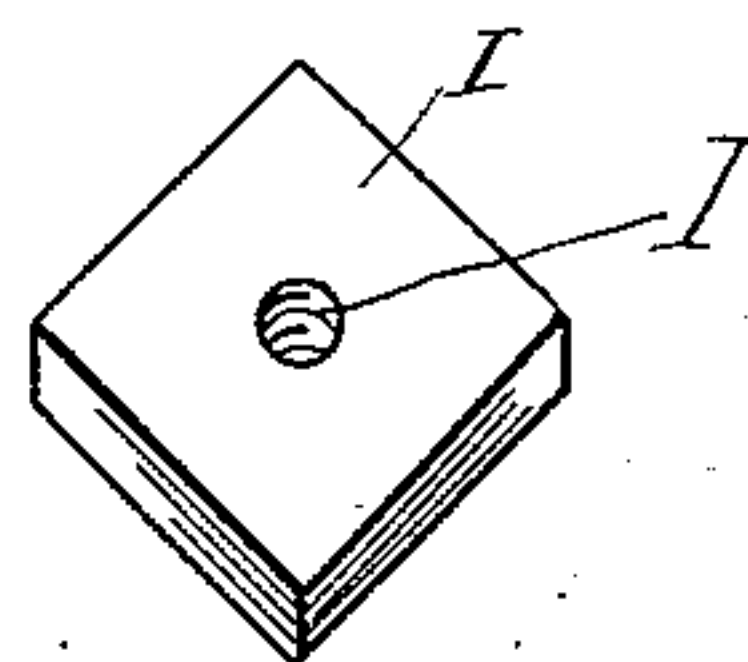
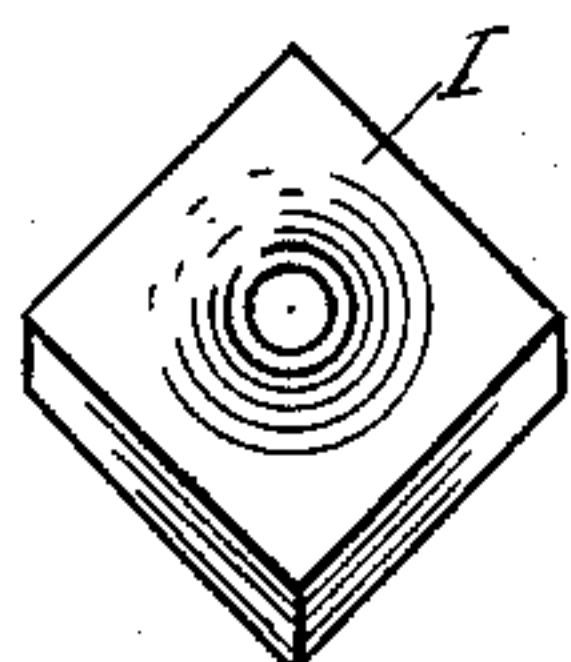


Fig. 4.



WITNESSES:

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GEORGE W. WHITEHEAD, OF MONTEZUMA, IOWA, ASSIGNOR OF ONE-HALF
TO FRANK BENDER, OF SAME PLACE.

WAGON-REACH COUPLING.

SPECIFICATION forming part of Letters Patent No. 654,773, dated July 31, 1900.

Application filed February 20, 1900. Serial No. 5,894. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. WHITEHEAD, a citizen of the United States, residing at Montezuma, in the county of Poweshiek and State of Iowa, have invented certain new and useful Improvements in Wagon-Reach Couplers; 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 an improvement in couplers for the reaches of vehicle running-gears; and its object is to provide a simple and durable coupler which will prevent the usual friction and consequent wear and mutilation of the reach at its point of connection with the coupler and at the same time securely connect the parts of the running-gear.

The invention consists in the novel construction and combination of parts, as will hereinafter be more fully described, and specifically pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, and in which similar letters of reference indicate similar parts in all the figures, in which—

Figure 1 is a plan view of a portion of the running-gear of a vehicle provided with my coupler. Fig. 2 is a vertical central longitudinal section of the same. Fig. 3 is a transverse section through lines $x x$, Fig. 1, and Fig. 4 is a perspective view of the top and bottom locking-plates.

Referring to the drawings, the letter a indicates the reach of a vehicle running-gear, and $b b$ the hounds, which connect the axle with my improved coupler.

The coupler consists of a top plate c , from the bottom of which depend two parallel flanges $d d$ a sufficient distance apart to permit the passage of the reach a . The sides of the said plate extend beyond the flanges, forming wings $e e$ and a bottom plate f , secured to the top plate by means of bolts $g g$, which pass through the extensions $e e$ of the top plate c . The ends of the hounds $b b$ are adapt-

ed to be secured in the recesses formed in the sides of the coupler by the extensions of the top and bottom plates by means of the bolts $g g$. The top and bottom plates have formed centrally therein opposite rectangular orifices $h h$, preferably of a width equal to that between the flanges $d d$. Rectangular locking-plates $i i$ are adapted to fit snugly in the orifices $h h$, bearing against the upper and lower surfaces of the reach, and are held in the said orifices and clamped rigidly against the said reach by means of eyebolt k , which is passed through apertures formed in the upper plate and the reach and screws into a screw-threaded eye l , formed in the lower plate. Thus it will be seen that the reach is held against movement in any direction by means of the rectangular locking-plates, which are clamped against the upper and lower surface thereof and which fit snugly in the orifices formed in the top and bottom plates of the coupler, and also that the reach is securely held in its adjusted position by means of the screw-bolt, and, further, it is prevented from movement against the said bolt.

I am aware that castings have been formed with depending flanges for the purpose of receiving the reach of a vehicle running-gear, and I do not claim such a construction broadly, and, furthermore, such a construction is not essential to the operation of my invention and can be entirely omitted if desired.

What I claim is—

The combination with the reach of a vehicle, of a coupler consisting of an upper plate provided with depending flanges and a rectangular orifice, a lower plate having a rectangular orifice and bolted to the upper plate, rectangular locking-plates snugly fitting in the said orifices and adapted to be rigidly secured to the said reach passing therebetween, substantially as set forth.

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

GEORGE W. WHITEHEAD.

Witnesses:

E. E. MARTIN,
J. W. MARTIN.