

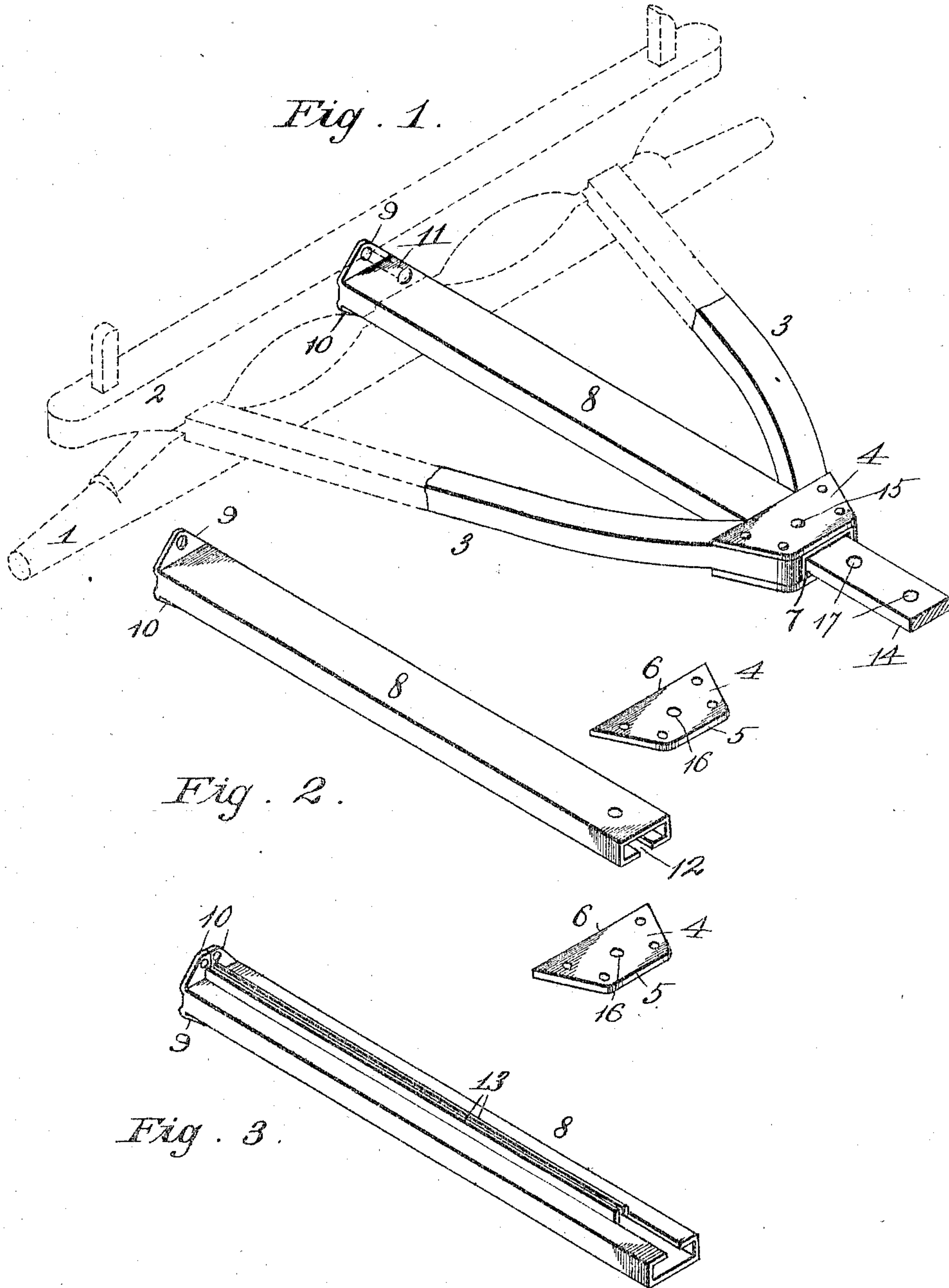
No. 776,458.

PATENTED NOV. 29, 1904.

J. T. CRAMPTON.
WAGON REACH.

APPLICATION FILED AUG. 8, 1903.

NO MODEL.



Witnesses:
W. A. Lingle.
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Inventor
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att'y.

UNITED STATES PATENT OFFICE.

JOHN T. CRAMPTON, OF PAWNEE CITY, NEBRASKA, ASSIGNOR, BY MESNE ASSIGNMENTS, TO HIMSELF AND LEWIS H. WOODS, OF PAWNEE CITY, NEBRASKA.

WAGON-REACH.

SPECIFICATION forming part of Letters Patent No. 776,458, dated November 29, 1904.

Application filed August 8, 1903. Serial No. 168,716. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. CRAMPTON, a citizen of the United States, residing at Pawnee City, in the county of Pawnee and State of Nebraska, have invented certain new and useful Improvements in Wagon-Reaches, of which the following is a specification.

My invention relates to improvements in wagon-reaches; and my object is to provide an adjustable reach that will permit the truck to be adjusted longitudinally for the accommodation of wagon-boxes and hay or stock racks of different lengths.

The present invention is an improvement over Patent No. 715,994, issued to me December 16, 1902, and possesses the advantages of simplicity and cheapness of manufacture over the sleeve disclosed by said patent. A further advantage of the present sleeve resides in its open bottom portion, whereby dirt and other foreign substances are prevented from accumulating in and clogging it against the ready adjustment of the reach or coupling-pole. Another advantage is that the lower portion of the sleeve is braced to resist the vertical strain to which it is subjected while the wagon is passing over rough or uneven ground.

In order that the invention may be readily understood, reference will now be made to the accompanying drawings, in which—

Figure 1 represents a perspective view of the improved part of the reach secured to the rear portion of a wagon-truck. Fig. 2 is a detail perspective view of the improved portion of the reach and plates for securing it to the forward ends of the rear hounds. Fig. 3 is an inverted detail perspective view of a modified form of the improved portion of the reach with its bottom portion reinforced with depending longitudinal ribs.

In said drawings like reference-numerals indicate similar parts throughout the several views.

1 designates the rear axle, provided with the customary superposed bolster 2, and 3 designates the rear hounds, which extend forwardly from between the axle and bolster and are secured at their converging ends with top and bottom plates 4, which are narrower

at their forward ends 5 than at their rear ends 6 in order to conform to the shape of the converging ends of the hounds. In securing the plates to the hounds a rectangular space 7 is left, into which the forward end of sleeve 8 snugly fits. The rear end of said sleeve extends between the axle and bolster, to the rear sides of which it is secured by integral oppositely-disposed tapering flanges 9 10, respectively, and bolts 11, which extend through said flanges and the axle and bolster. The bottom portion of the sleeve has a longitudinal slot 12 extending the full length thereof to obviate the expense of riveting or otherwise securing its opposite ends together and also prevent the accumulation of foreign substances within its interior portion that might interfere with the adjustment of the coupling-pole therein. On either side of slot 12 the sleeve is provided with integral downturned ribs for the purpose of strengthening the sleeve, so it may the better resist the strains to which it is subjected while in service. The forward ends of ribs 13 terminate a suitable distance from the front end of the sleeve in order to abut against the rear side 6 of the lower plate 4, while their rear ends rest against flange 10. As the sleeve is rigidly secured only at this end, there would be considerable danger of fracture along the angle of the flange were it not for the brace afforded by the abutting ends of the ribs. The rear end of coupling-pole 14 is telescopically arranged in the sleeve, so the truck may be extended or contracted, and after the desired adjustment has been attained the pole is reliably secured in the sleeve by a coupling-pin 15, extending through centrally-arranged apertures 16 in plates 4 and one of a series of holes 17 in the coupling-pole.

From the above description it is apparent that I have produced an extensible and contractible wagon-reach which is simple in construction and thoroughly effective for the purposes intended.

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

1. An adjustable reach for wagon-trucks

comprising a rear sleeve portion having a longitudinal slot in its lower side, a front portion fitting telescopically in the rear portion, a downturned flange at the rear end of the sleeve adapted to be secured to the wagon-
5 axle, and downturned ribs formed on either side of said slot, their rear ends abutting against said flange.

2. An adjustable reach for wagon-trucks
10 comprising a rear sleeve portion having a longitudinal slot in its lower side, a front portion fitting telescopically in the rear portion, a downturned flange at the rear end of the sleeve adapted to be secured to the wagon-

axle, downturned ribs formed on either side 15 of said slot, their rear ends abutting against said flange and their front ends terminating short of the front of the sleeve, a plate extending across the front of the lower side of the sleeve with its rear edge in contact with 20 the front ends of the ribs, and means for securing said plate to the wagon-hounds.

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

JOHN T. CRAMPTON.

Witnesses:

T. A. HICKEY,
LESLIE E. BAIRD.