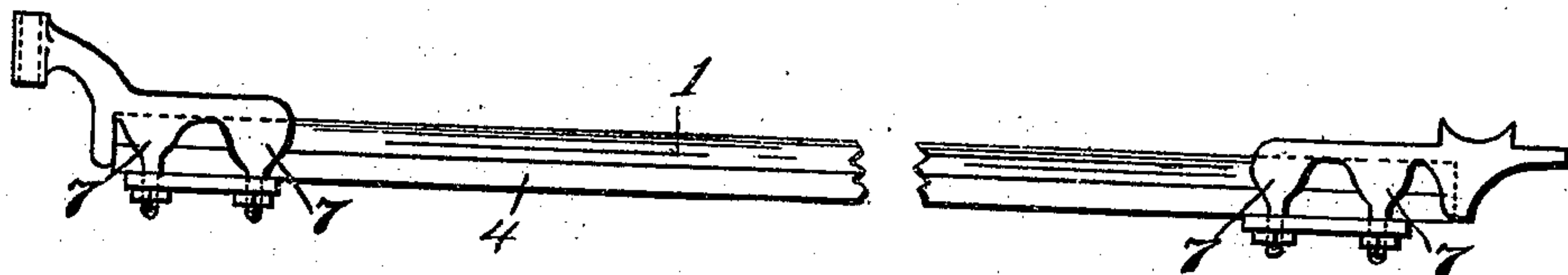


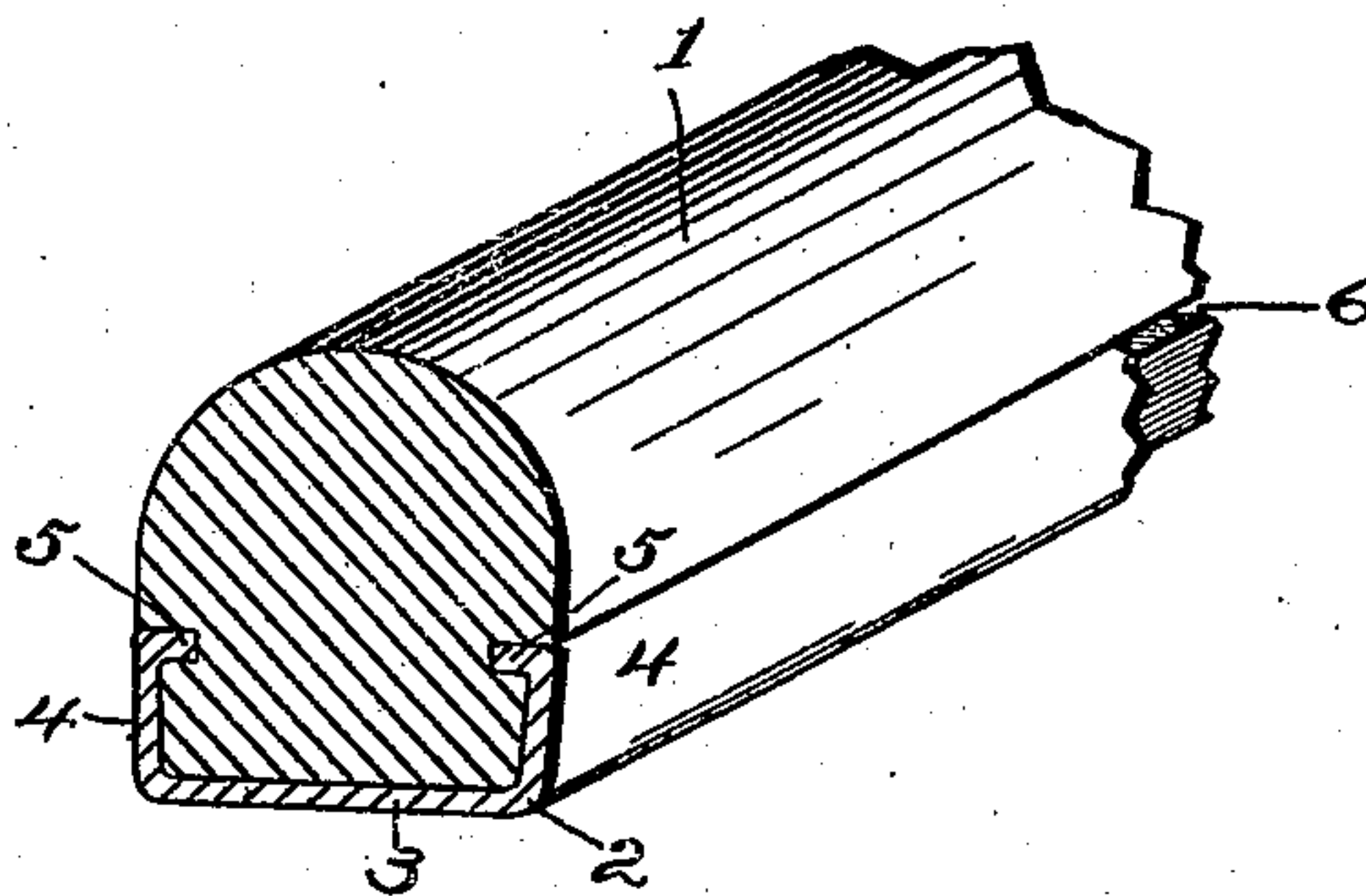
No. 847,548.

PATENTED MAR. 19, 1907

A. G. BRUNSMAN.  
VEHICLE REACH.  
APPLICATION FILED OCT. 19, 1906.



*Fig. 1.*



*Fig. 2.*

Witnesses  
C. M. Fahnestock  
Glena Pritchard

Inventor  
Anthony G. Brunsmann  
by Alfred M. Allen  
Attorney

# UNITED STATES PATENT OFFICE.

ANTHONY G. BRUNSMAN, OF CINCINNATI, OHIO.

## VEHICLE-REACH.

No. 847,548.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed October 19, 1906. Serial No. 339,661.

*To all whom it may concern:*

Be it known that I, ANTHONY G. BRUNSMAN, a citizen of the United States, residing in the city of Cincinnati, county of Hamilton, and State of Ohio, have invented certain new and useful Improvements in Vehicle Reaches and Poles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming  
10 part of this specification.

My improvements consist of that certain novel construction of reach for vehicles, to be hereinafter pointed out and claimed, whereby a reach of great strength and durability is  
15 obtained without detracting from the lightness and neatness of appearance requisite and necessary for the construction.

It has long been customary in pole and reach constructions in which wood is employed for the body of the reach to provide  
20 a metal plate or bar as a reinforcement. Whether these bars are simply flat plates for the bottom surface of the reach or provided with flanges forming U-bars to embrace the sides of the reach, such bars have  
25 to be secured to the body of the reach by bolts or screws, so that at all points of attachment the wood reach is necessarily weakened.

30 My improved construction is designed to avoid this weakening of the wood and at the same time to furnish a reinforcement for the reach which will in itself be much stronger than the ordinary reinforcing-plates.

35 In the drawings, Figure 1 is a side elevation of my improved reach, broken away at the middle portion. Fig. 2 is a perspective view of a portion of the reach, showing one end in cross-section.

40 1 is the ordinary wooden reach, and 2 is the metal reinforcing-plate. This plate com-

prises the base 3 with side flanges 4 4, forming a channel-bar to embrace the bottom and a portion of the sides of the reach. The sides of the channel-bar are bent in at right angles  
45 to form horizontal reëntering flanges 5 5, which take into longitudinal lateral grooves 6 6, running the length of the reach.

The grooves 6 6 are formed in the wooden reach, and then the channel-bar, with its re-  
50 entering flanges previously formed, is slipped over the reach from one end, or the channel-bar can be formed with open sides, so that the reach can be laid therein, and then the sides of the channel-bar can be upset to seat  
55 the flanges 5 5 in the grooves 6 6.

It will be evident that with this construction no bolts or screws are necessary to secure the reinforcing-plate to the reach, so that the wood of the reach is not weakened  
60 in any way by the attachment. It will also be evident that the channel-bar itself is very materially strengthened by the reëntering flanges and that this bar is far superior in resisting twists and strains to the simple  
65 U-bar or flat bar. For securing the reach to the fifth wheel and axle irons or brackets and stay-braces clips 7 7 can be employed instead of the usual bolts or screws.

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

In a reach for vehicles, the combination, with a wooden body provided with longitudinal grooves in its side faces, of a metal chan-  
75 nel-bar, with reëntering flanges to engage said grooves, and secure the bar in place.

ANTHONY G. BRUNSMAN.

Witnesses:

GLENA PRITCHARD,  
GEORGE BROEMMER.