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PATENTED NOV. 19, 1907.

G. W. LOEFFLER.
REACH COUPLING FOR RUNNING GEARS.

APPLICATION FILED MAR. 30, 1907.

2 SHEETS—SHEET 1.

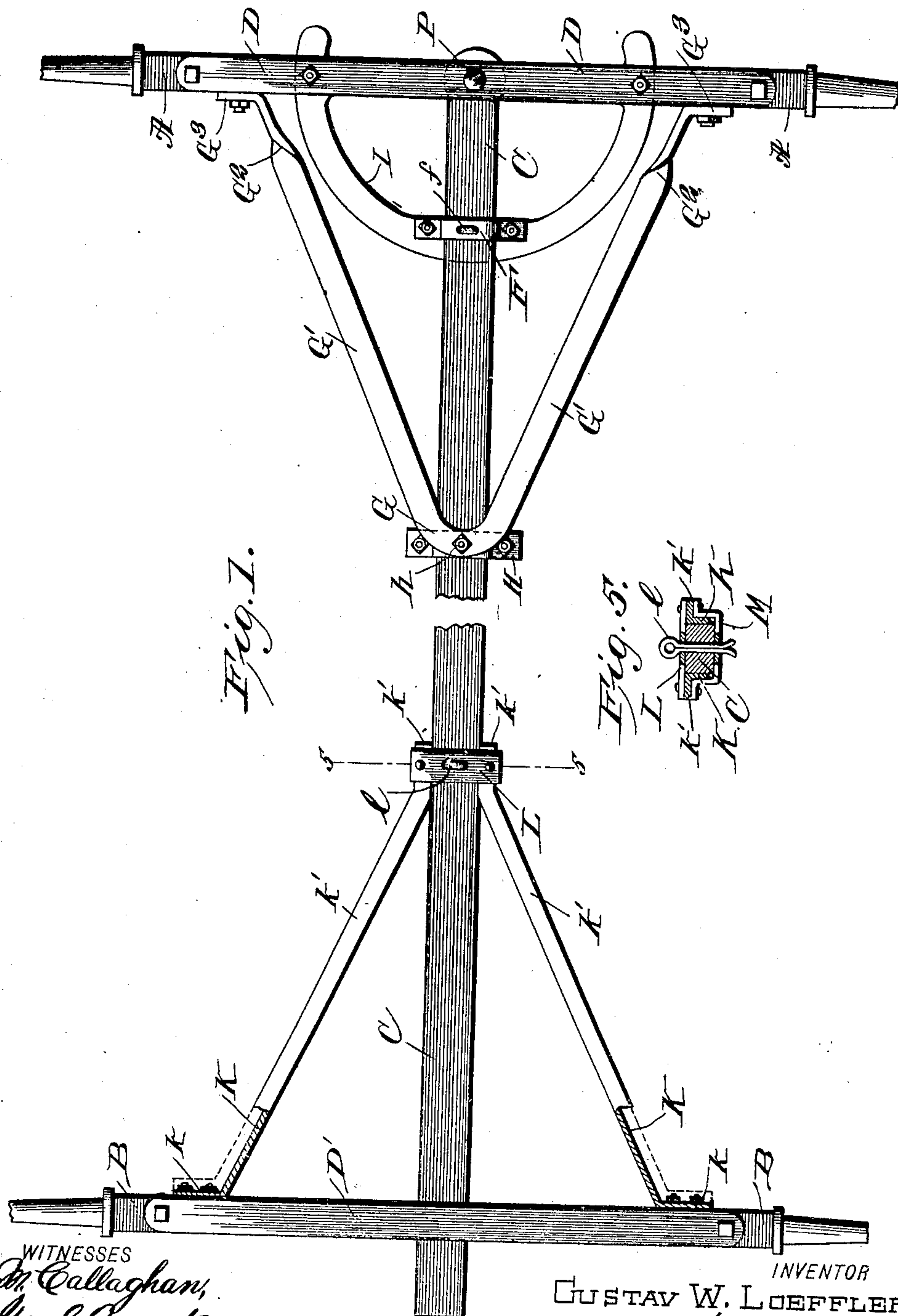


Fig. 1.

Fig. 5.

WITNESSES
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ATTORNEYS

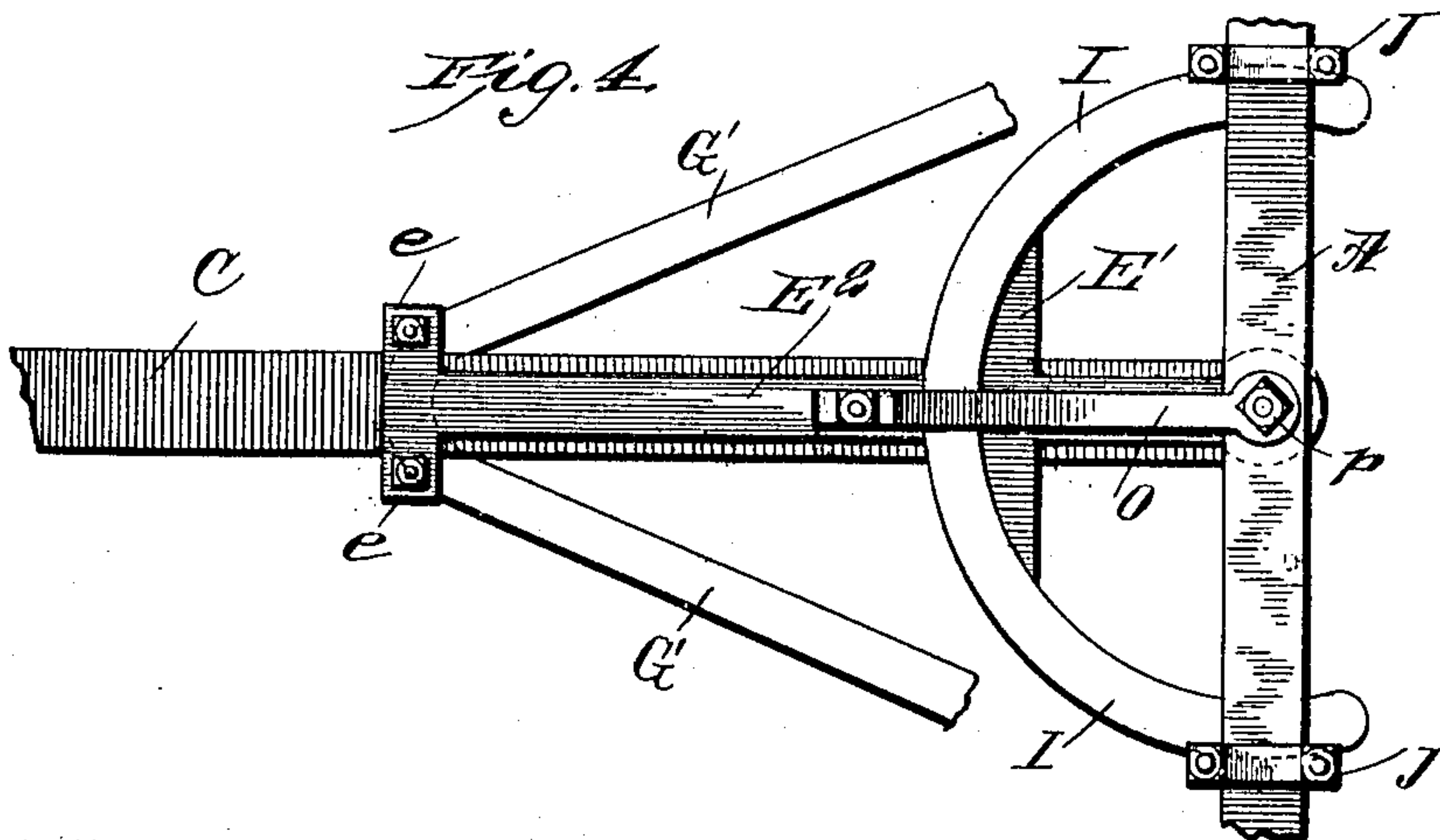
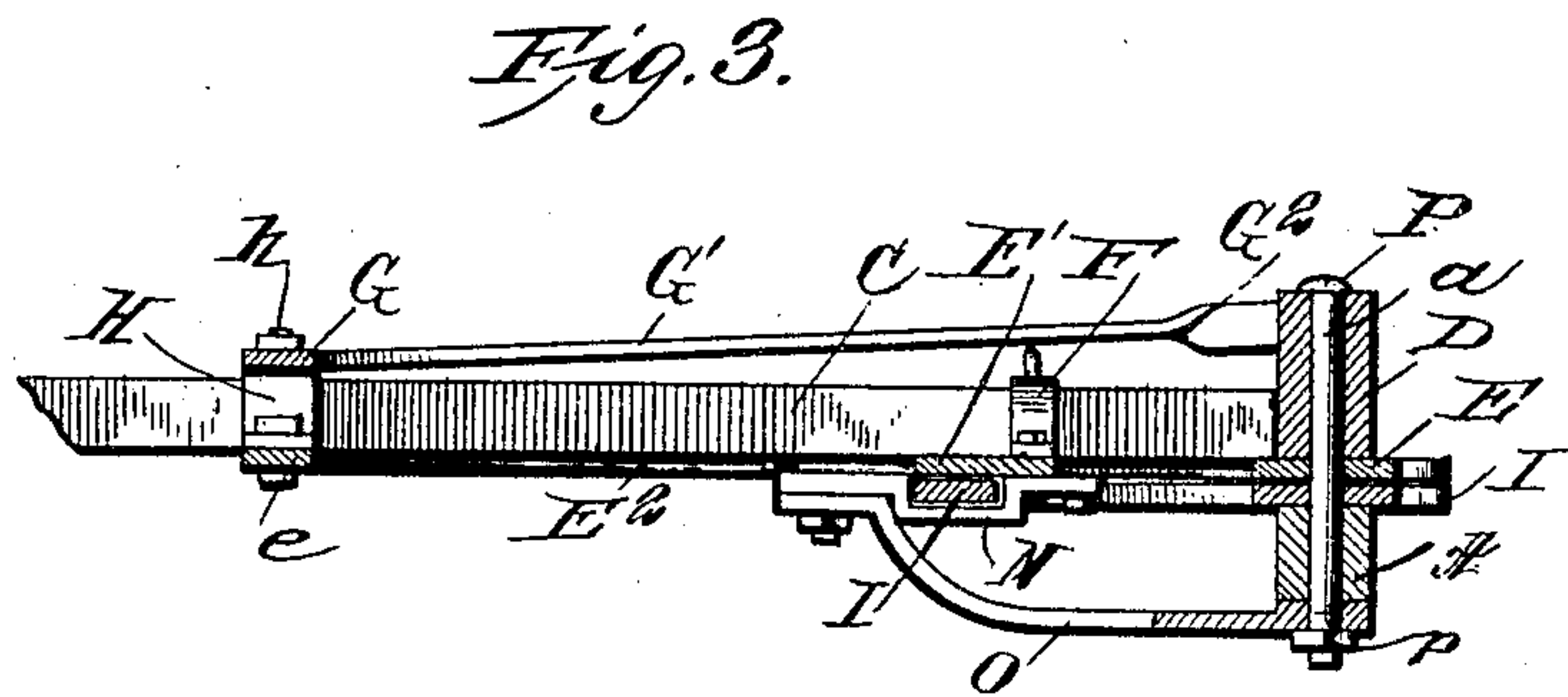
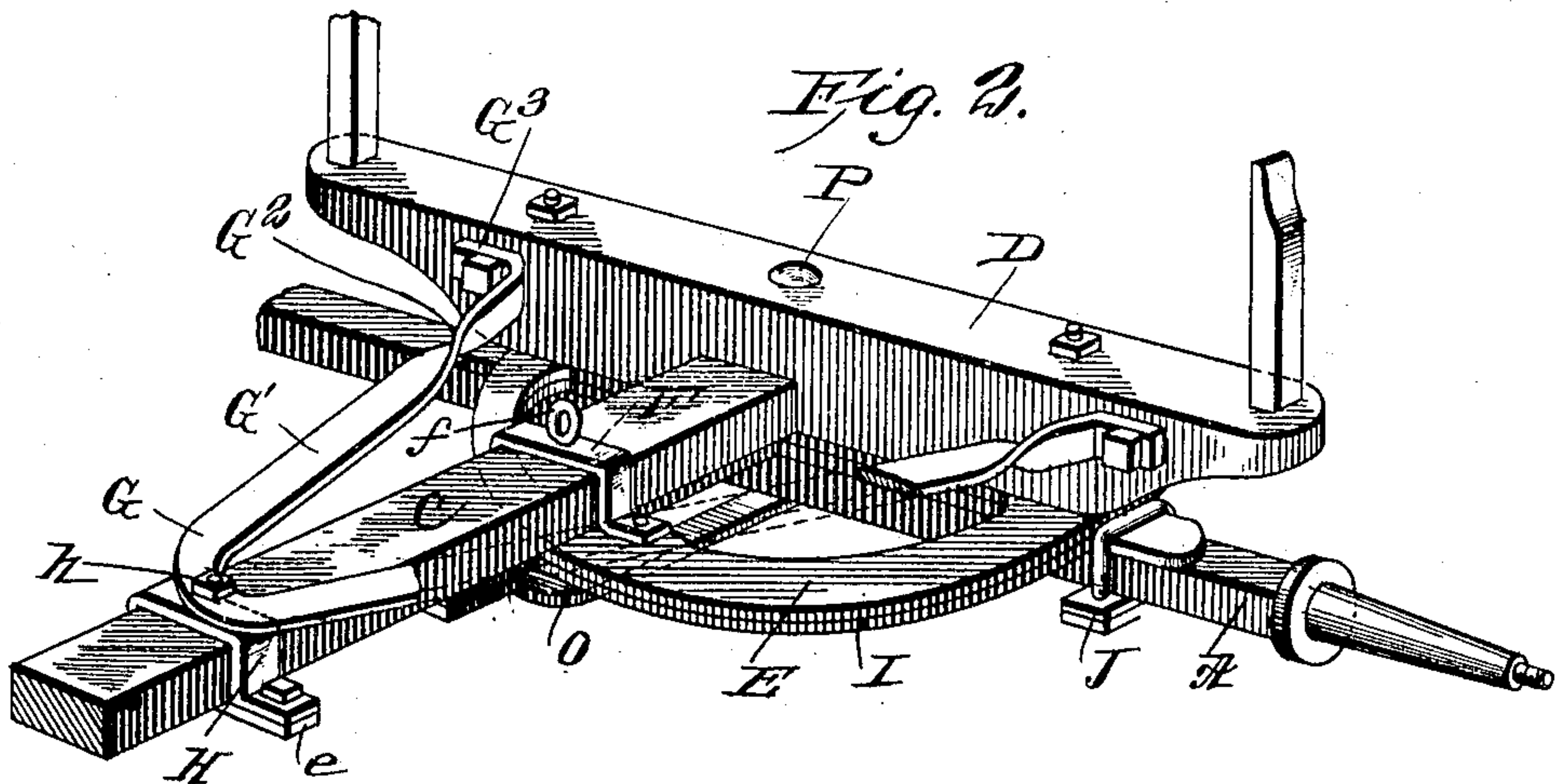
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UNITED STATES PATENT OFFICE.

GUSTAV W. LOEFFLER, OF TAMPA, FLORIDA.

REACH-COUPLING FOR RUNNING-GEARS.

No. 871,712.

Specification of Letters Patent.

Patented Nov. 19, 1907.

Application filed March 30, 1907. Serial No. 365,471.

To all whom it may concern:

Be it known that I, GUSTAV W. LOEFFLER, a citizen of the United States, and a resident of Tampa, in the county of Hillsboro and State of Florida, have invented certain new and useful Improvements in Reach-Couplers for Running-Gears, of which the following is a specification.

My invention relates to improvements in running gear for vehicles and more particularly to the reach coupling means.

The object of my invention is to provide a simple, cheap and efficient means of coupling the reach and running gear and is designed as an improvement on the gear shown in my patent granted Feb. 16, 1892 No. 469,155.

My invention consists in certain novel features of construction, arrangement and combination of parts as will be hereinafter fully described and pointed out in the claims, reference being had to the accompanying drawing, in which

Figure 1 is a top plan view partly in section of a running gear embodying my improvements. Fig. 2 is a perspective of the front axle, bolster and attachments. Fig. 3 is a sectional elevation of the same. Fig. 4 is a bottom plan view of same. Fig. 5 is a vertical sectional view taken on line 5—5 of Fig. 1.

The front axle A, rear axle B and reach C and bolsters D, D' may be in general respects of ordinary construction.

The reach rests just in the rear of the front bolster and extends rearwardly through the rear bolster D' in the usual manner.

E represents the upper circle iron of the fifth wheel member being fastened to the underside of the bolster D by the bolts *a*. This iron which is broadened at E' passes beneath the reach C to the rear of the front axle and is held up to said reach by the strap iron F bent to fit over the reach and bolted at its ends to the upper face of the fifth wheel iron E. The iron E has an integral extension E² which extends rearwardly along the under face of the reach and has the projecting side lugs *e*, the purpose of which will later appear.

A pin *f* passes through the strap iron F and the reach C and the thickened portion E' and prevents longitudinal movement of the reach through the said strap iron.

G represents a brace of general V shape; said brace consists of a flat horizontal bar of iron bent to form the arms G', G' which di-

verge from the point G and near their ends are bent to a vertical position at G², the extreme ends bent to form the feet G³ which are bolted against the rear vertical face of the front bolster D. At the bend of the brace iron it is bolted to a strap iron H similar to strap F, said strap iron H fitting over the reach and its ends being bolted to the lugs *e*, *e* of extension E² placed beneath the reach; the bolt *h* which fastens the brace to the strap iron H passes through the said brace and the strap iron, its head being set countersunk under the strap iron and a nut screwed on its upper end. The upper circle iron E rests and plays on the lower fifth wheel circle iron I which is secured to the upper face of the front axle by clips J.

To the front vertical face of the rear axle B are attached the ends of the rear hounds K which are fastened to said axle by the feet *k*, which rest against said axle; these hounds are attached to axle near its outer ends but inside the spindles which receive the hubs of the wheels, and then project forwardly and inwardly at an angle and have the front straight extensions *k'*, *k'* which lie against the vertical side faces of the reach C. These hounds are made in the form of angle bars being made of iron or steel, the horizontal webs *k'* of which are at their front ends pierced to permit the passage of bolts which pass through the ends of a flat bar L placed on top of the reach. A cotter pin *l* also passes through this bar, and through the reach and also through a bent strap iron M fitting up against the lower face of the reach and into the angle of the hounds, thus holding these several parts together.

To the underside of the upper fifth wheel member is secured the bent strap, N, within the bent portion of which the lower fifth wheel circle iron I is free to move. The rear end of strap iron is bolted to the rear extension E² by the same bolt which fastens the rear end of brace O which is bent and extends to beneath the front axle where it is held by the king-bolt P and nut *p* on the lower end of same.

I claim—

1. In a vehicle running gear the combination of the front axle, front and rear bolsters and reach pole, upper and lower fifth wheel irons, the upper fifth wheel iron having a rear extension beneath the reach, a strap iron surrounding the reach and secured to the rear extension of the upper fifth wheel

iron, a strap secured to the upper fifth wheel circle iron, and to the reach, and a V shaped brace secured at its apex to the rear strap iron, and at its free ends to the front bolster.

5 2. In a vehicle running gear the combination of the front axle, front and rear bolsters, and reach pole, upper and lower fifth wheel circle irons, the upper circle iron having a rear extension fitting beneath the reach pole, 10 a strap iron fitting over the reach pole and secured to the rear extension of the upper circle iron, a bent strap iron secured at its forward end to the upper circle iron, a curved brace rod secured at its rear end to 15 the bent strap iron and the upper circle iron, and at its front end to the front axle by a king bolt.

3. In a vehicle running gear the combination of front and rear axles, front and rear 20 bolsters, and a reach pole, upper and lower fifth wheel circle irons, the upper iron secured to the front bolster and the lower circle iron secured to the front axle, the upper circle having a central enlargement and 25 an integral rear extension fitting beneath the reach pole, said rear extension having laterally projecting lugs, a front strap iron inclosing the reach pole and secured to the upper circle iron, a bent strap secured to the under 30 face of the upper circle iron and provided with a central channel, the lower fifth wheel

circle iron working within said channel, a curved brace plate secured at its front end to the front axle by a king bolt, and at its rear end to the lower face of the front strap 35 iron by a bolt which secures the upper circle iron, and front strap iron together, a rear strap iron inclosing the reach pole and secured at its lower end to the aforesaid laterally projecting lugs of the rear extension of 40 the upper circle iron, and V shaped brace secured at its apex to the rear strap iron, and at its front ends to the front bolster, and a pin passing through the front strap iron and upper circle iron. 45

4. In a vehicle running gear the combination of front and rear axles, front and rear bolsters, and a reach pole, angle iron rear 50 hounds, the forward ends of which are bent to form forward projections, abutting the sides of the reach, a plate secured to the upper horizontal web of the angle iron hounds, a bent strap plate fitting beneath the reach and into the angle of the angle iron hounds at 55 their forward extensions, and a pin passing through the upper plate, reach and lower bent strap iron.

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Witnesses:

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EDWIN R. DICKENSON.