

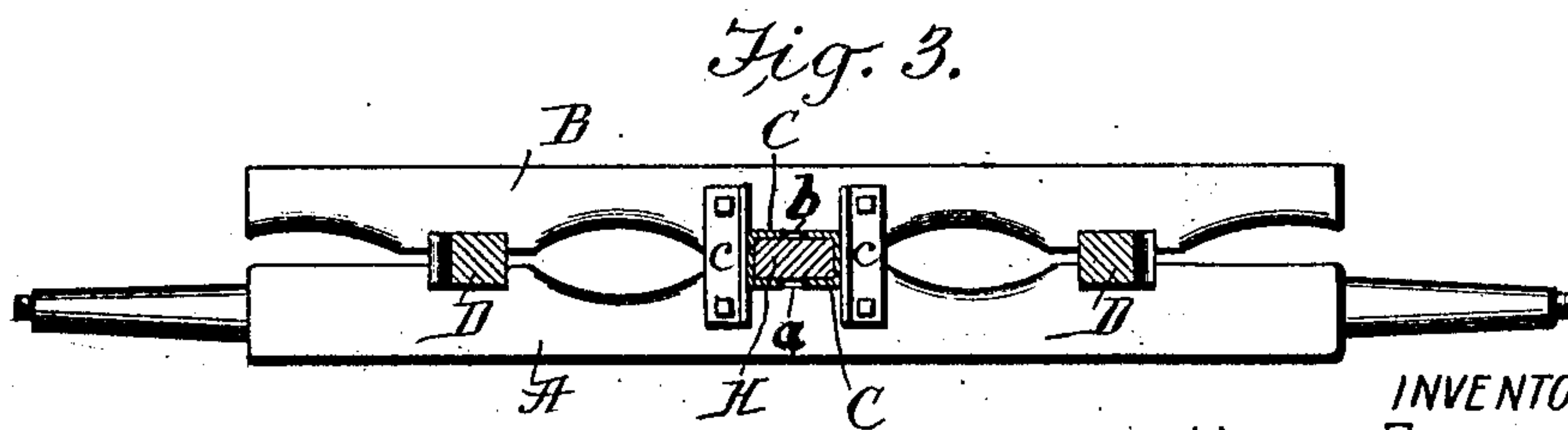
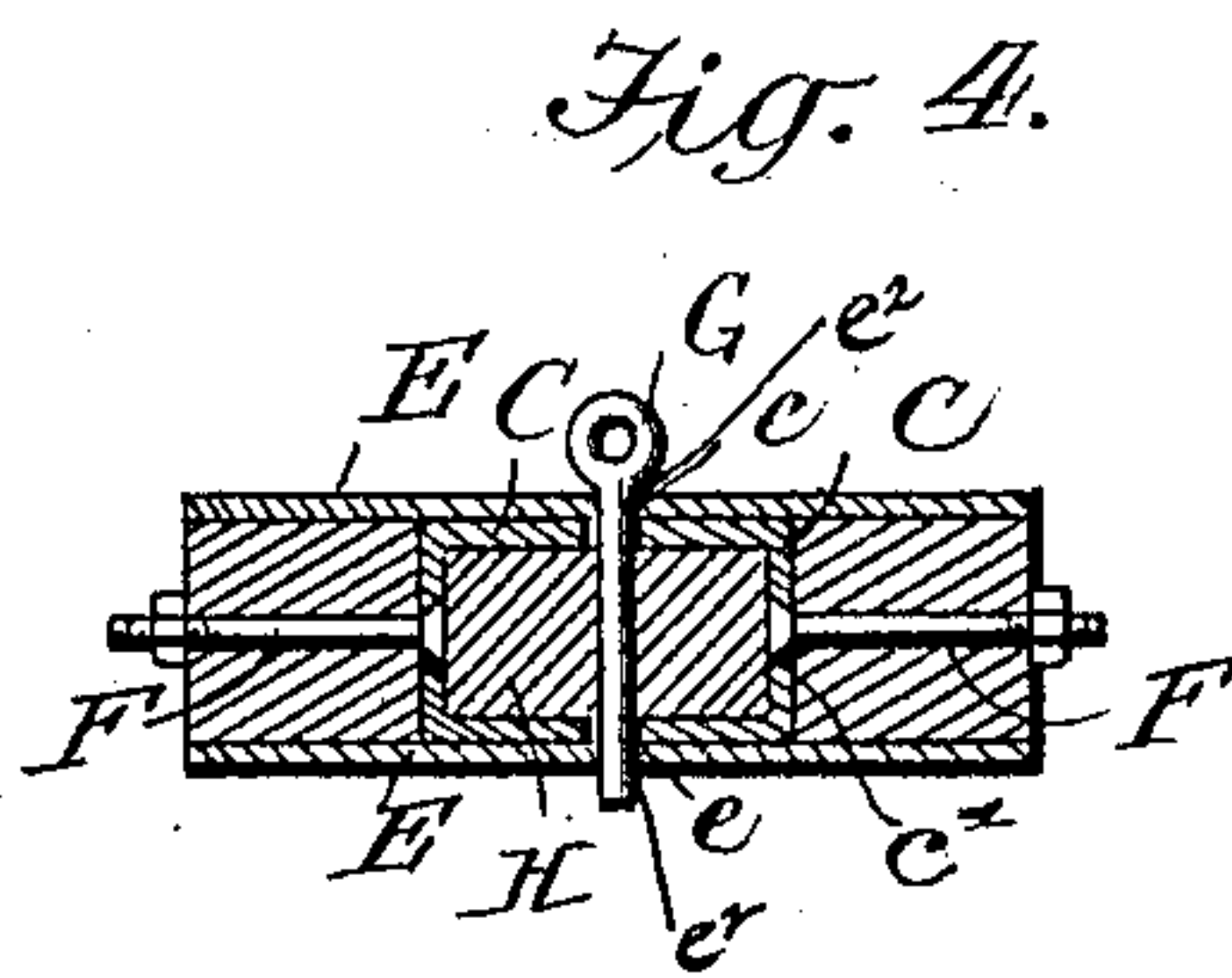
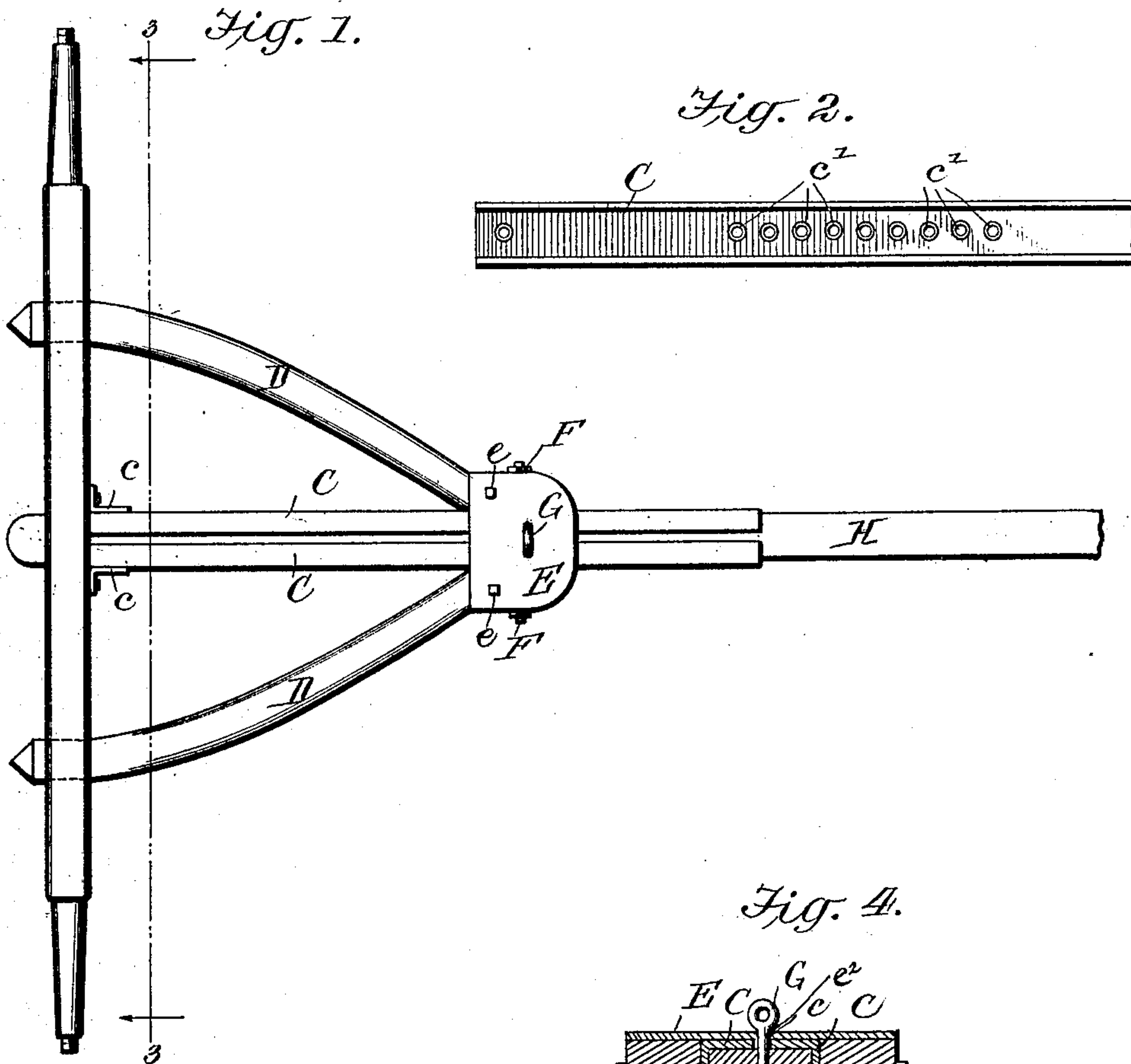
H. BRAUN & G. L. WACKEROW.

WAGON REACH.

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912,800.

Patented Feb. 16, 1909.



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HENRY BRAUN AND GEORGE LESLEY WACKEROW, OF MELLETTTE, SOUTH DAKOTA.

WAGON-REACH.

No. 912,800.

Specification of Letters Patent.

Patented Feb. 16, 1909.

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To all whom it may concern:

Be it known that we, HENRY BRAUN and GEORGE L. WACKEROW, citizens of the United States, and residents of Mellette, in the county of Spink and State of South Dakota, have invented a new and useful Improvement in Wagon-Reaches, of which the following is a specification.

Our invention relates to improvements in reaches for wagon trucks, and has for its object to provide a simple, cheap and efficient means for applying the reach members to a truck.

Our 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 showing our improvements. Fig. 2 is a side elevation of one of the channel irons. Fig. 3 is a vertical section taken on line 3—3 of Fig. 1. Fig. 4 is a vertical transverse section taken through forward ends of the rear hounds.

In the drawing A represents the rear axle of a truck and B the bolster connected to the axle in the usual or any suitable manner.

In the center of the upper face of the axle an angular depression *a* is made and coincident with this in the lower face of the bolster B another angular cut out portion or depression *b* is made. Fitting in the angular opening formed by the two depressions before mentioned are the two similar channel irons C C, the channeled portions facing each other. The channel irons are secured at their rear ends to the rear axle and bolster by means of the angle irons *c c*, which are rigidly connected to said channel irons, and secured at their upper and lower ends to the bolster and axle respectively by pins driven into the axle and bolster. The channel irons extend forwardly, passing between the converging front ends of the rear hounds D, each channel iron having in its vertical wall towards the forward end a number of perforations or openings *c'* which are countersunk on the inner face of said vertical walls. The channel irons after passing the forward ends of the rear hounds extend quite a distance in advance thereof as shown in Fig. 1 of the drawing. The forward ends of the hounds are connected by means of the upper and lower plates E which are similar in all

respects, the bolts *e* passing through the plates E and the hounds D. The channel irons are rigidly connected to the forward ends of the hounds by means of bolts F, said bolts having beveled heads fitting smoothly in the countersunk holes *c'* in the channel irons so as to present a smooth inner surface for the passage of the reach-pole H; the bolts F pass horizontally through the forward ends of the rear hounds and are held in place by burs or other suitable means; the hound plates E E have a central hole or opening *e'* such openings being in register to permit the ordinary coupling pin G to pass through when adjusting the reach rod.

The locating of a number of countersunk openings in the vertical wall of the channel irons adjacent to their forward ends, is to permit the channel irons to be applied to wagon trucks having hounds of varying size and construction. Fitted within the channel irons and adapted to have longitudinal movement therein is the reach pole H which may be provided with several vertical holes to receive the coupling pin G in adjusting the distance between the two axles of the truck.

It will be observed from the construction shown and described that our improved reach member combining two complementary channel irons constitutes a rigid, durable and strong structure formed wholly of metal as to withstand the severe strains to which it in practice will be subjected.

Our improvements can be applied to practically all of the wagon trucks now in common use at a very small cost, and will add materially to the life of such trucks as the channel irons protect the ordinary reach pole and preserve it from wear and tear and action of the elements, the open space between the facing channel irons permitting the wooden reach pole to dry out quickly when moisture has got into the same.

We claim:

1. A telescopic reach member for vehicles consisting of two separated opposing channel irons, the channels of said irons facing each other, the space between said channel irons being free and unobstructed from end to end, and angle irons secured to the side walls of said channel irons adjacent to the rear ends of said channel irons, and adapted to be secured to the rear axle and bolster respectively of the vehicle truck.

2. The combination with a telescopic

reach member comprising two longitudinal
complementary separated opposing channel
irons, the channels facing each other and hav-
ing a series of countersunk openings through
5 their vertical walls adjacent to the front end
thereof, and said channel irons secured ad-
jacent to their rear ends to the rear axle and
bolster respectively of the vehicle truck, of
rear hounds of the truck, said hounds con-
10 verging at their forward ends and abutting
the sides of the channel irons, bolts passing
through one of the aforesaid countersunk
openings in each channel iron and through the

forward end of each rear hound, and plates
secured to the upper and lower faces of the 15
forward ends of the hounds and provided
with registering openings, and a bolt or pin
adapted to pass through said registering
openings, and retain a reach pole within the
aforesaid telescopic reach member.

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