C. MYERS.

WAGON REACH COUPLING.

APPLICATION FILED JULY 27, 1909.

944,143.

Patented Dec. 21, 1909.

Fig. 1

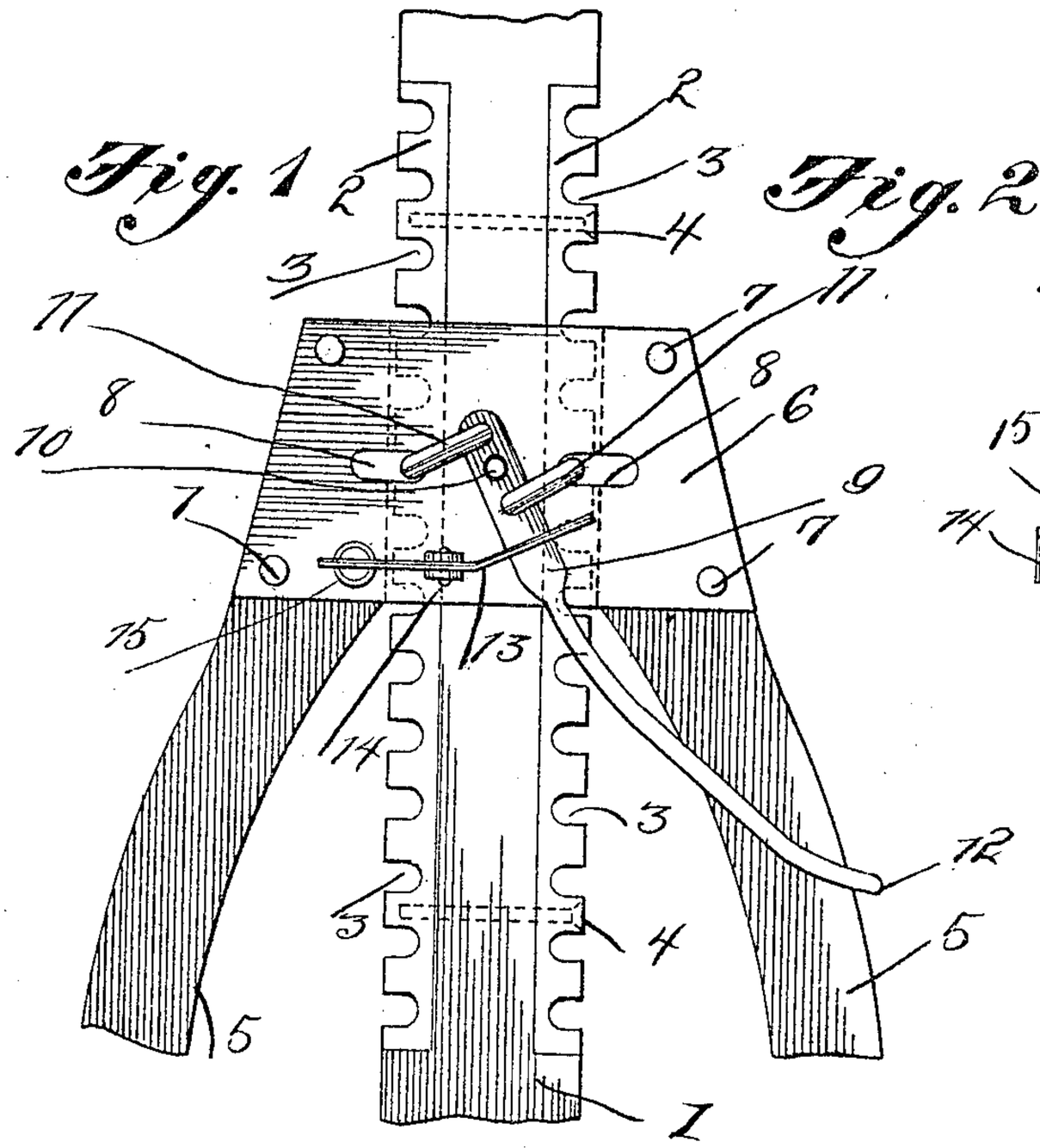
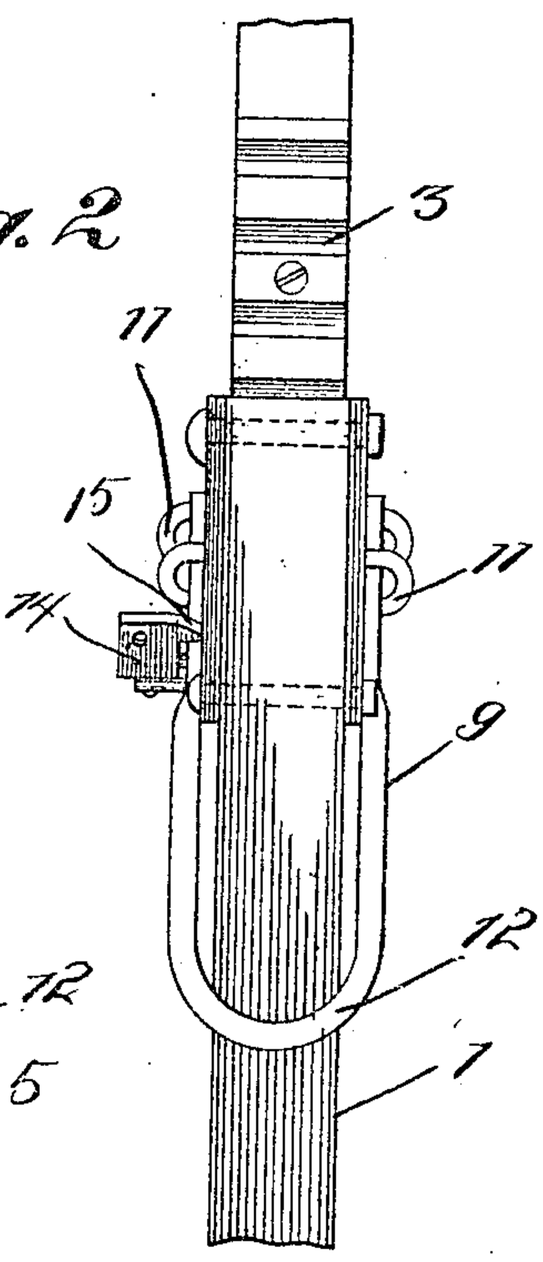


Fig. 2



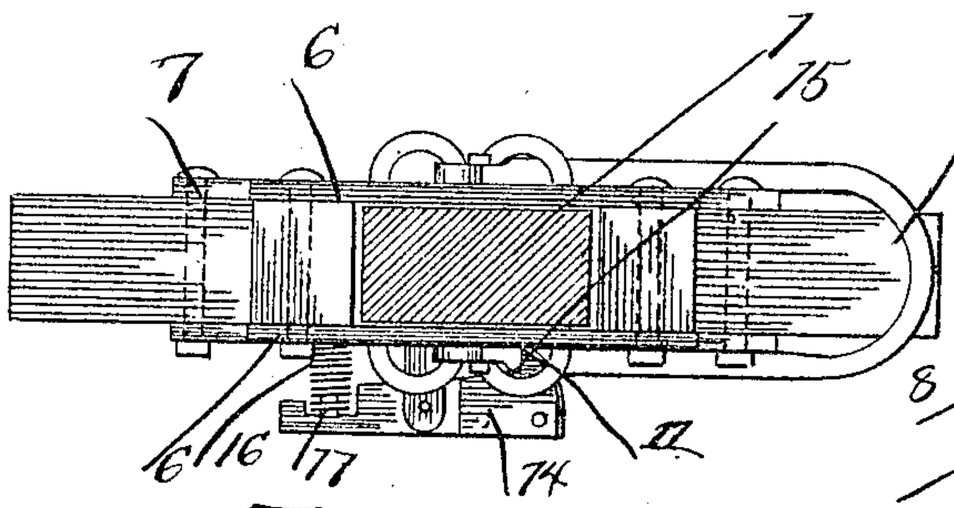


Fig. 3

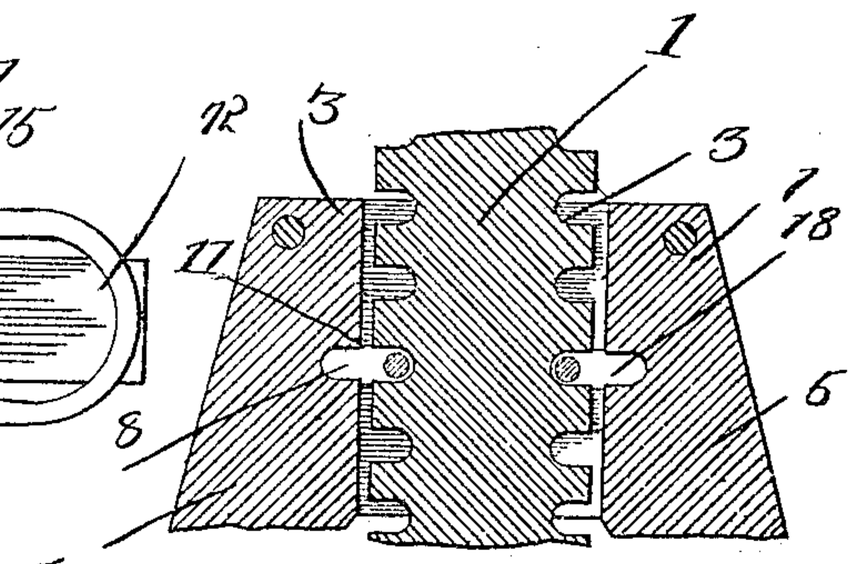


Fig. 4

Witnesses

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WAGON-REACH COUPLING.

944,143. Specification of Letters Patent. Patented Dec. 21, 1909.

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To all whom it may concern:

Be it known that I, CURT MYERS, a citizen of the United States of America, residing at Springport, in the county of Jackson and State of Michigan, have invented new and useful Improvements in Wagon-Reach Couplers, of which the following is a specification.

This invention relates to wagon reach couplers, and one of the principal objects of the same is to provide simple and efficient means for permitting the quick adjustment of the reach and for holding the reach in firm and reliable position when adjusted.

Another object of the invention is to provide a wagon reach having serrated plates connected to the opposite edges thereof and a lever having oppositely disposed links adapted to engage the notches in the serrations in the reach to hold the same in adjusted position, said lever being provided with a latch for holding it in adjusted position.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which,—

Figure 1 is a bottom plan view of the coupler showing the reach and the hounds broken away. Fig. 2 is an edge view of the same. Fig. 3 is a vertical section. Fig. 4 is a detail horizontal section through the reach and through the ends of the hounds.

Referring to the drawing, the numeral 1 designates a wagon reach, and secured at opposite sides of the front end of said reach are corrugated plates 2, said plates having a series of notches 3 therein, said notches preferably having rounded inner walls. The plates 2 are secured by means of bolts 4 to the reach, and said plates are practically set into the sides of the reach to not extend beyond the side edges thereof. The hounds 5 are connected together at their front ends by means of plates 6 secured to the top and bottom of the front ends of the hounds and provided with a space between them sufficient for the reach to slide freely through between the same. The plates 6 are secured to the hounds 5 by means of bolts 7. The plates 6 are provided with elongated slots 8 which communicate with the notches 3 in the serrated plates 2. A U-shaped lever 9 having its ends flattened is pivoted at 10 to the plates 6. Connected to the flattened portion of the lever at opposite sides of the pivotal point 10 are oval links 11 which extend through the slots 8 and are adapted to engage the notches 3 by moving the lever upon its pivot 10, as will be understood. The outer end 12 of the lever straddles one of the hounds 5, as shown in Fig. 3, and is thus disposed out of the way.

For holding the lever in its engaging position a suitable latch 13 is pivoted at 14 to the lower plate 6 underneath the hounds, said lever having a projecting lug 15 to engage the side edge of the lever 9 to hold it in position. The end of the lever opposite the projection 15 is provided with a spring 16 seated upon a stud 17 on said lever, while the opposite end of the spring bears against the plate 6 for holding the projecting lug 15 down to engage the lever 9.

The operation of my invention may be briefly described as follows: When it is desired to shorten or lengthen the reach, the lever 9 is grasped at the point 12 and thrown outward to move the links 11 out of the notches 3. When the reach has been properly adjusted, the lever 9 is thrown back until the links 11 engage the notches 3 to hold the reach in adjusted position, the latch 14 then serving to hold the lever against accidental movement.

My invention is of simple construction, can be readily applied to any wagon reach with but little alteration and will permit an easy and quick adjustment of the reach.

I claim:—

1. A wagon reach coupler comprising serrated plates connected to the opposite sides of the reach, plates connected to opposite sides of the hounds, a lever pivoted to said plates and carrying upon opposite sides of its pivot links to engage the notches in the serrated plates, and means for holding said lever in adjusted position.

2. A wagon reach and coupler comprising a reach having notched plates connected to the opposite edges thereof, hounds provided with plates connected to the opposite sides thereof, said plates being slotted in line with the notches, a lever pivoted to said hounds

and provided with links connected thereto at opposite sides of the pivotal point, and a spring latch for holding said lever in adjusted position.

3. A wagon reach coupler comprising a reach having plates provided with notches upon opposite sides of said reach, a lever provided with links connected thereto upon opposite sides of its pivotal point, and means for holding said lever in adjusted position.

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

CURT MYERS.

Witnesses:

HENRY HOLMES,

FRANK E. POWERS.