

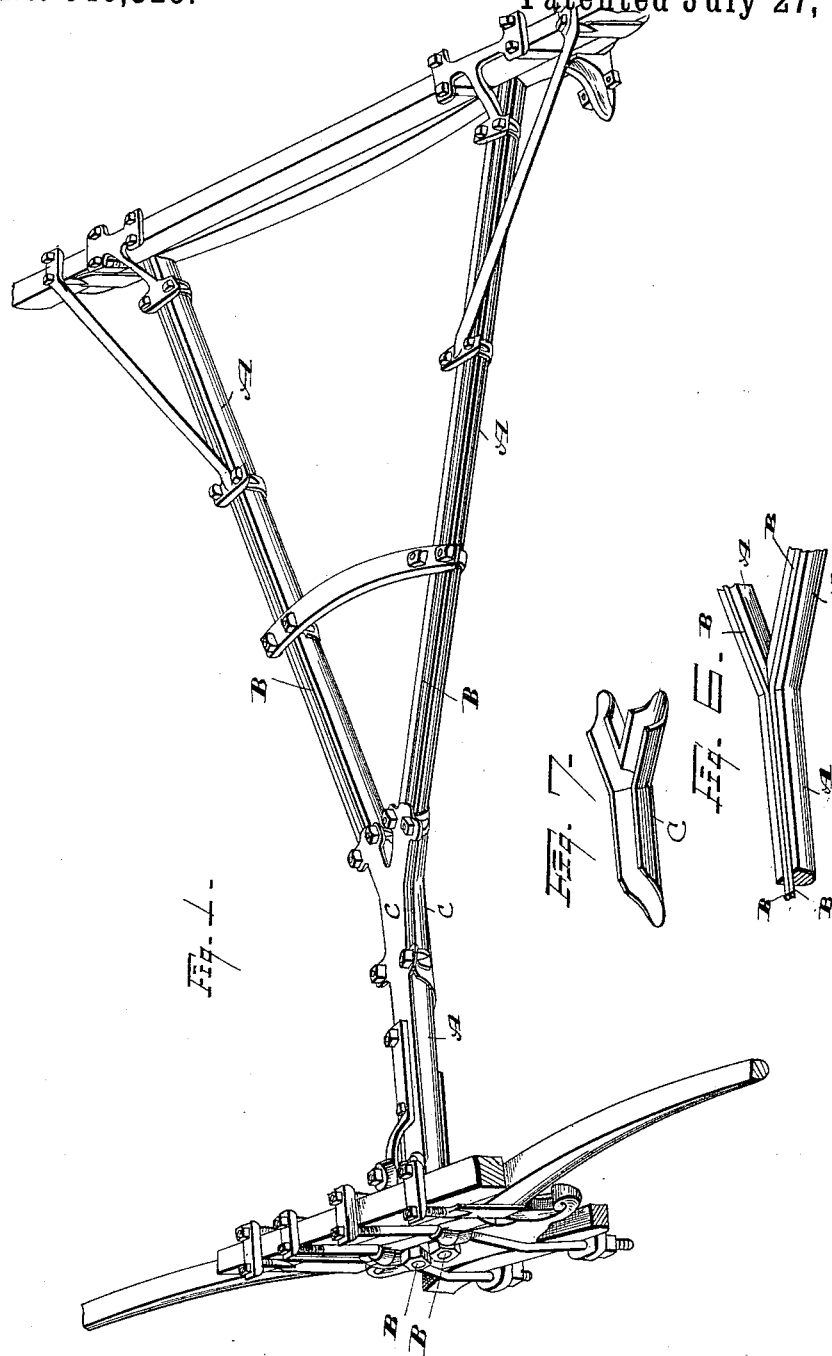
(No Model.)

2 Sheets—Sheet 1.

F. SELLE.
WAGON REACH.

No. 346,325.

Patented July 27, 1886.



WITNESSES

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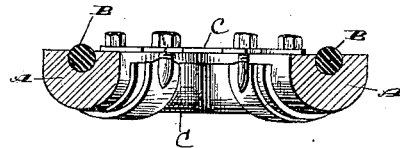
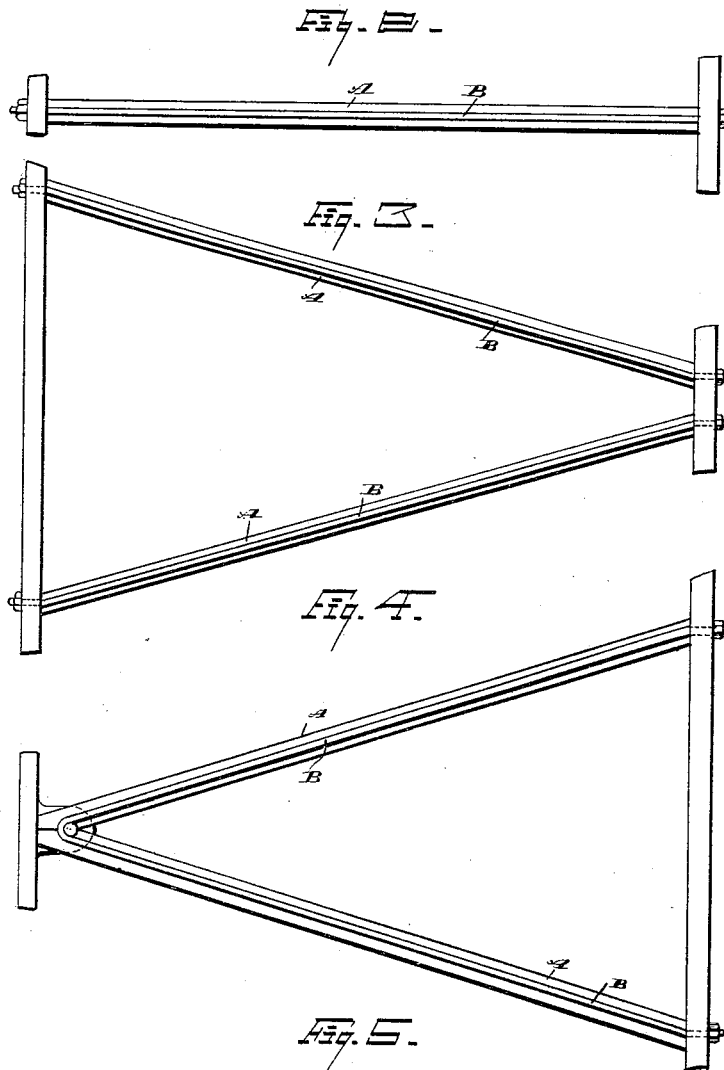
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WITNESSES

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UNITED STATES PATENT OFFICE.

FERDINAND SELLE, OF AKRON, OHIO.

WAGON-REACH.

SPECIFICATION forming part of Letters Patent No. 346,325, dated July 27, 1886.

Application filed December 3, 1885. Serial No. 184,591. (No model.)

To all whom it may concern:

Be it known that I, FERDINAND SELLE, of Akron, in the county of Summit and State of Ohio, have invented certain new and useful Improvements in Buggy and Wagon Reaches; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to improvements in buggy and wagon reaches; and it consists, essentially, in the combination, with any suitable wooden reach, of a metallic re-enforcing and strengthening rod or bar partially or completely embedded therein.

In the drawings, Figure 1 is an inverted view of a reach embodying my invention. Figs. 2, 3, and 4 illustrate reaches of various patterns embodying my invention; and Fig. 5 is a view in vertical cross-section of a reach constructed according to my invention. Fig. 6 is a detached view showing the manner of making the wooden part of the Y-shaped reach in three pieces. Fig. 7 is a detached view showing the metallic sheathing which unites, braces, and strengthens the parts of the reach.

A is the wooden portion of the reach, and B is a rod of iron or any suitable metal, which is either partially or completely embedded in said reach, substantially as indicated. I prefer applying the re-enforcing or strengthening rod B to the under face of the reach A, although I do not limit my invention in this respect; nor do I limit my invention to any particular style or fashion of reach.

The advantages of my invention are almost too manifest to require specific mention. Principal among them, however, may be named the great strength of resistance against all strains, and, second, the ability of making a light-appearing reach which shall have great strength and durability, inasmuch as the strengthening-rods B may be made to receive the greater portion of the usual and necessary strain.

In the form of reach shown in Fig. 1 of the drawings I have shown a very effective and convenient construction in making the wooden portion of the Y-shaped reach of three parts—one for each of the divergent portions, and a third for the continuation of the reach toward the front. These pieces are suitably shaped so as to be united, as shown in Fig. 6 of the drawings. Embracing these three united pieces is a metallic sheathing, C, which is composed of two parts, one being curved and shaped to fit the wooden frame-work, and the other being a flat plate, as indicated in Figs. 1 and 5 of the drawings. The drawings sufficiently show this construction, so that no extended or specific description thereof is necessary. By this construction, if any one of the three wooden parts of this Y-shaped reach should break, that part alone can be replaced without the necessity of reconstructing the reach entire.

I am aware that it is not new to groove a carriage or wagon tongue and secure a metal bar within said groove by pins passing through the tongue and bar; also, that it is old to secure metal springs within the side bars of a wagon, and hence I make no claim to such constructions.

What I claim as my invention is—

1. A buggy or wagon reach having a re-enforcing or strengthening metallic rod or bar, B, partially or completely embedded in a groove formed in one face of the reach, substantially as and for the purposes specified.

2. In a wagon-reach, the combination, with the component timbers of said reach, grooved as described, of the metallic bracing and the sheath C, substantially as and for the purpose specified.

In testimony whereof I sign this specification, in the presence of two witnesses, this 24th day of September, 1885.

FERDINAND SELLE.

Witnesses:

CHAS. H. DORER,
ALBERT E. LYNCH.