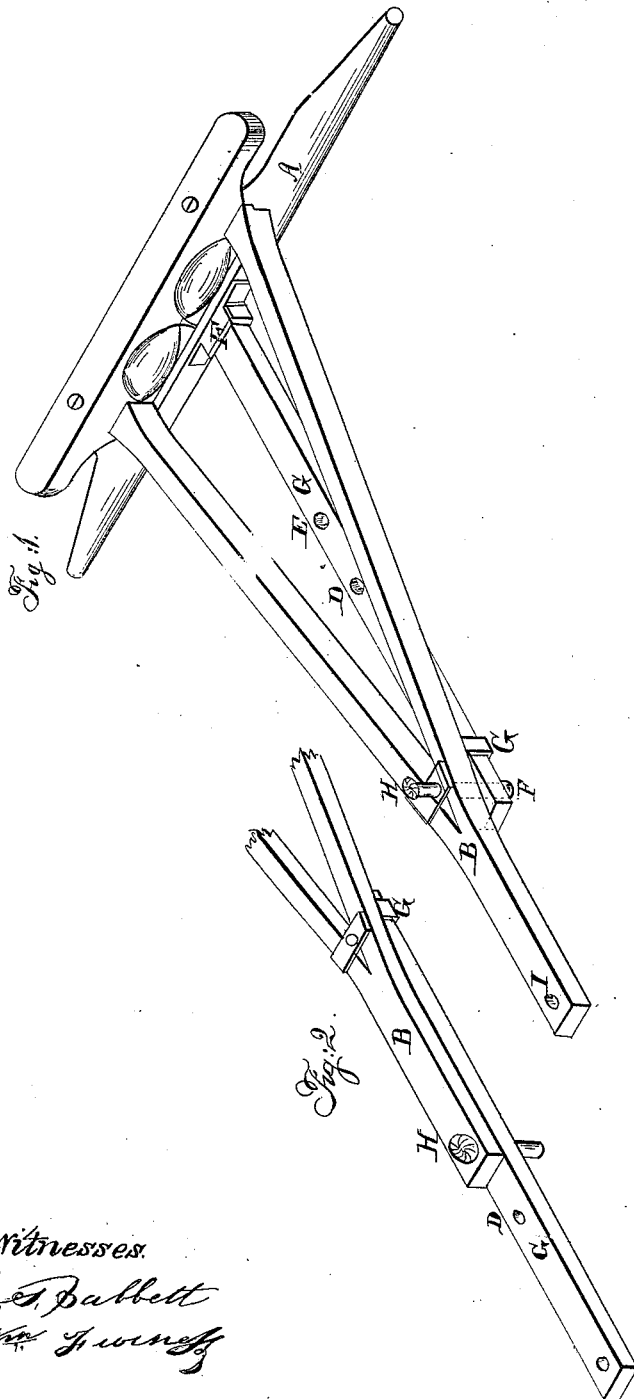


G. & W. BENCH.

Running-Gear.

No. 52,260.

Patented Jan. 30, 1866.



Witnesses.  
A. S. Balliett  
Wm. J. Winch

Inventors.  
George Bench  
William Bench

# UNITED STATES PATENT OFFICE.

GEORGE BENCH AND WILLIAM BENCH, OF AUBURN, NEW YORK.

## REACH FOR LUMBER-WAGONS.

Specification forming part of Letters Patent No. 52,260, dated January 30, 1866.

### *To all whom it may concern:*

Be it known that we, GEORGE BENCH and WILLIAM BENCH, of the city of Auburn, in Cayuga county, and State of New York, have invented a new and Improved Mode of constructing the Reach for Lumber-Wagons; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, making part of this specification, and to the letters of reference marked thereon.

The object of this invention is to construct that portion of the running-gear of a lumber-wagon interposed between the front and rear axles, commonly called the "reach," in such manner as to enable the wagoner to increase or diminish said distance at his convenience by means of a sub-reach so arranged that the varying condition may be obtained by simply readjusting a few parts, which is the work of a few moments.

To enable others to make and use our invention, we will proceed to describe its construction and mode of operation.

Figure 1 is a perspective view of the rear axle-tree and reach.

A is the axle-tree. B is the short reach, and C the sub-reach, in which are two holes, D and E. The sub-reach extends backward, and is inserted into a socket, F, secured to the axle-tree.

The opposite end is held firmly against the under side of the short reach B by means of a loop, G, encircling the same, and has a bolt, H, passing through it and the short reach B. By this means the sub-reach is held in its place, and is always on hand and ready to be used whenever wanted. The end I of the short reach B has a hole at I. This hole is designed to receive the king-bolt whenever the reach is attached to the front wheels.

Whenever the sub-reach is required to be used to increase the distance between the two sets of wheels, the bolt H is removed and the reach slipped forward through the socket G, so that the bolt H may be inserted into the holes at I and through the holes D or E. This readjustment is shown complete in Fig. 2, with the bolt H inserted through the hole I.

Having described the construction and operation of our invention, what we claim as new, and wish to secure by Letters Patent, is—

The combination and arrangement of the short reach B with sub-reach C, socket F, and loop G, constructed substantially as described, and for the purpose set forth.

GEORGE BENCH.  
WILLIAM BENCH.

Witnesses:

A. BABBETT,  
WM. FURNYS.