

1,428,615.

Patented Sept. 12, 1922.  
2 SHEETS—SHEET 1.

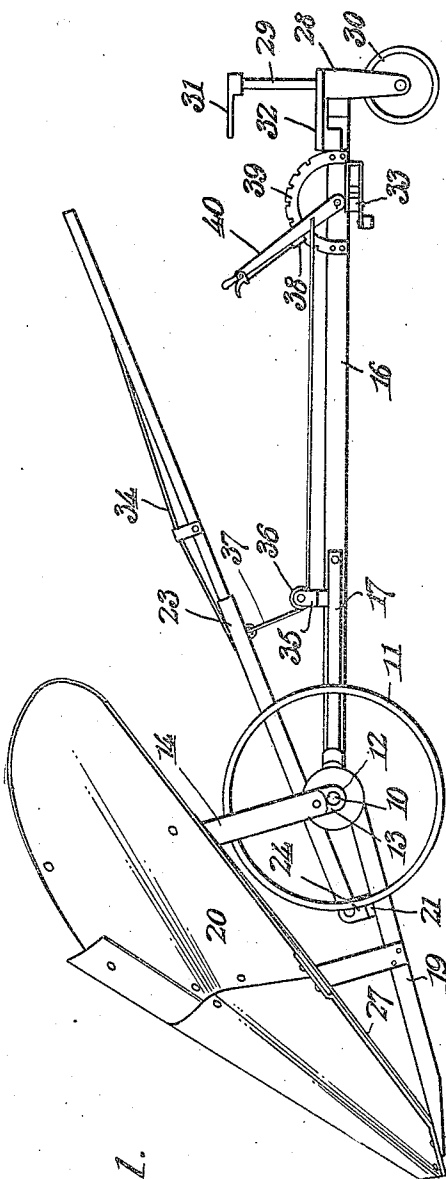


Fig. 1.

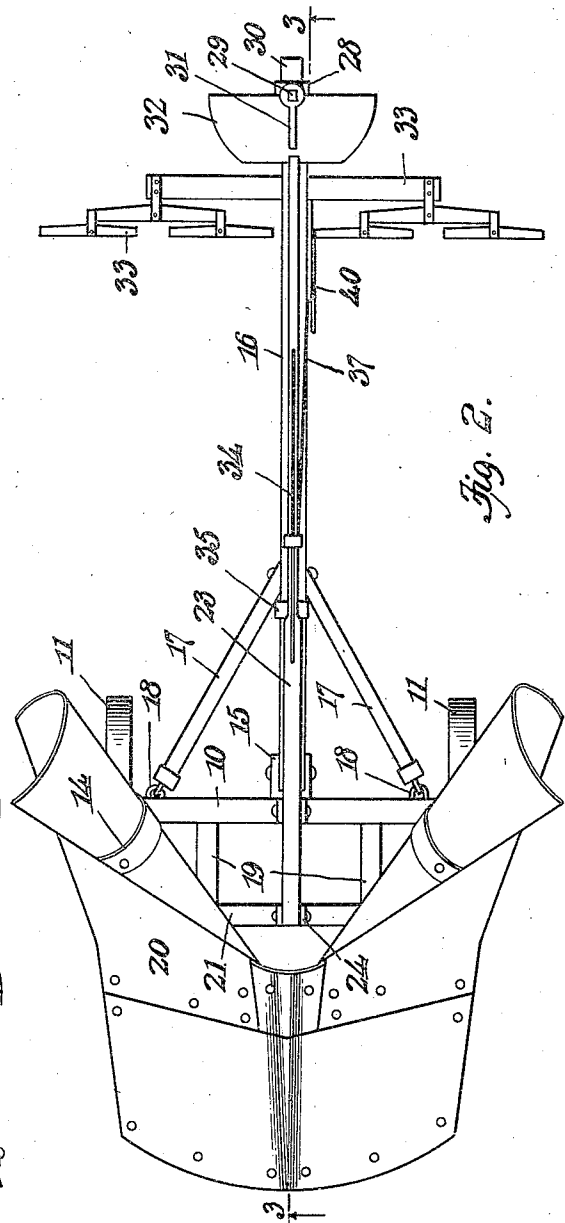


Fig. 2.

*William C. Speer.* INVENTOR.

BY *Charles C. Powell* ATTORNEYS

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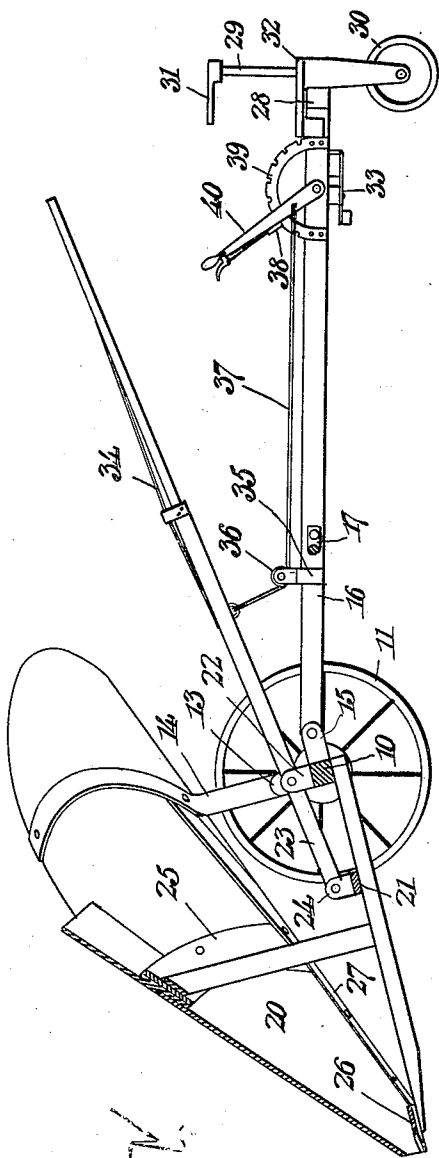


Fig. 3.

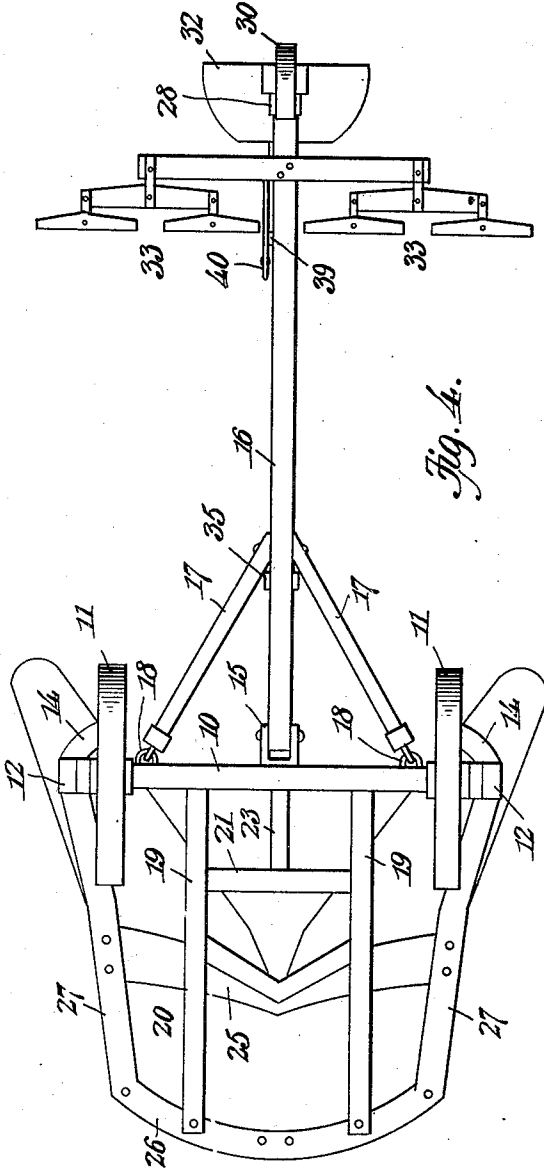


Fig. 4.

William C. Speer, INVENTOR.

BY

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ATTORNEYS

# UNITED STATES PATENT OFFICE.

WILLIAM C. SPEER, OF WRIGHT, KANSAS.

SNOWPLOW.

Application filed May 14, 1920. Serial No. 381,322.

*To all whom it may concern:*

Be it known that I, WILLIAM C. SPEER, a citizen of the United States, residing at Wright, in the county of Ford, State of Kansas, have invented certain new and useful Improvements in Snowplows; 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 appertains to make and use the same.

This invention relates to new and useful improvements in plows and particularly to snow plows.

One object of the invention is to provide a novel and improved snow plow in which the shovel thereof can be easily and quickly raised and lowered by the operator and held in such positions.

Other objects reside in the novel and particular construction and arrangement of the various parts of the device whereby a strong and durable, as well as effective device of this character is produced.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawings.

In the drawings;

Figure 1 is a side elevation of a snow plow made in accordance with the invention. Figure 2 is a top plan view of the same.

Figure 3 is a vertical longitudinal central sectional view taken on the line 3—3 of Figure 2.

Figure 4 is a bottom plan view of the device, showing the manner of bracing the various parts of the plow.

Referring particularly to the accompanying drawings, 10 represents an axle on the ends of which are rotatably supported the ground wheels 11. On the outer ends of the axle, outwardly of the hubs of the wheels 11, are the collars 12, each having a vertical extension 13 to which is secured one end of a brace 14. Secured to the center of the rear face of the axle is a U-shaped bracket 15, and pivotally mounted in this bracket is the forward end of the draft pole 16, inclined braces 17 being secured to the opposite sides of the pole, at their rear ends, and pivotally connected to the axle at their forward ends, the latter connection being shown at 18. Rigidly secured to the lower face of the axle, at points below the pivotal connections 18, are the rear ends

of the arms 19, which extend forwardly from the axle, and supported on the forward ends of these arms is the double moldboard plow 20. A cross brace 21 connects the intermediate portions of the arms 19. On the center of the upper face of the axle there is secured the vertically arranged U-shaped bracket 22 in which is pivotally supported the intermediate portion of the longitudinally extending lever 23. A U-shaped bracket 24 is secured to the center of the upper face of the cross brace 21, and pivotally supported in this bracket is the forward end of the lever 23. The upper end portions of the braces 14 are curved and secured to the inner faces of the moldboards of the plow. A cross strap 25 is secured to the intermediate portion of the under face of the plow, while a reinforcing strap 26 is secured to the lower face of the forward or snow engaging edges of the plow. Longitudinal straps 27 are secured to the side edges of the moldboards, whereby the plow is effectively braced and strengthened.

On the rear end of the pole is secured a casting 28, and rotatable in the rear end of the casting is the upper portion of the pintle 29 of the caster 30. The upper end of the pintle 29 is provided with a handle 31, which is grasped by the driver to turn the caster, for the purpose of steering the plow. Secured on the rear of the pole, and resting on the casting, is a platform 32, on which the driver stands, while driving the animals, said animals being hitched to the draft means 33, which are mounted adjacent the front of the platform, and on the pole. A truss brace 34 is mounted on the upper side of the lever 23, whereby said lever is prevented from bending or breaking while being pressed downwardly, as in elevating the plow.

Mounted on the intermediate portion of the pole is a bracket 35, and rotatably supported on this bracket is a grooved wheel 36. A chain 37 is secured at its forward end to the lever, and after passing through the bracket, in engagement with the grooved wheel, has its rear end secured to the upper end portion of the pivotally supported lever, which is mounted on the side of the pole, forwardly of the platform, and within convenient reach of the driver. The lever 40 has a pawl 38 which engages with the notched segment 39, also mounted on the side of the pole. When the plow is to be

elevated, as when the machine is to be moved from one place to another, the driver depresses the rear end of the lever 23, which raises the plow above the ground, the driver then pulling the lever 40 back and locking the same with its pawl, thus holding the lever 23 depressed and the plow elevated at the front of the machine.

It will, of course, be understood that the animals are so hitched to the machine that the machine is pushed forwardly.

What is claimed is:

A snow plow including a push pole, a frame pivotally supported on the forward end of the pole for vertical movement, ground wheels on the sides of the frame, a

plow rigidly supported on the frame, braces rigidly carried by the pole and movably connected to the frame at points in line with the pivotal connection of the frame with the pole, a lever rigidly connected with the frame and extending rearwardly over the pole, a lever pivotally supported on the pole, and a flexible element connected to the first and second levers and slidably engaged with the pole.

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

WILLIAM C. SPEER.

Witnesses:

N. F. SOMMARS.

EPH OWINGS.