No. 654,180. Patented July 24, 1900.

C. R. RABER.

HARROW TRUCK.

(Application filed May 9, 1900.)

(No Model.)

Fig. 1.

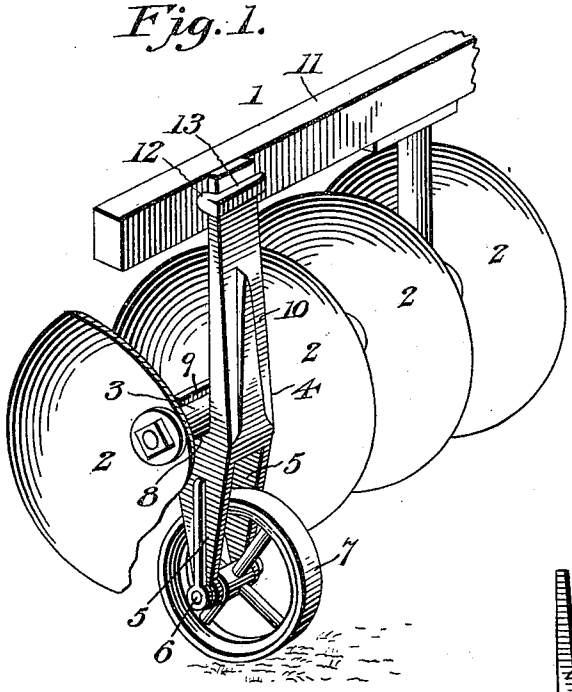


Fig. 2.

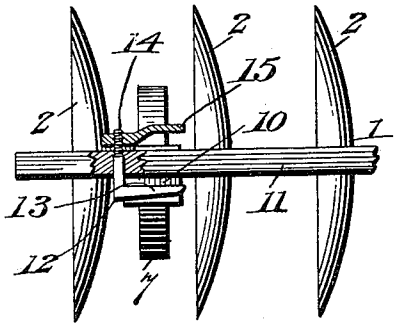
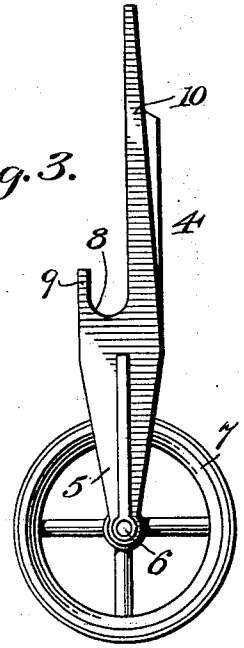


Fig. 3.



Charles R. Raber
Inventor

By E. G. Siggers
Attorney

Witnesses
Edwin L. McKee
Louis G. Julihn

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

CHARLES R. RABER, OF STUART, IOWA.

HARROW-TRUCK.

SPECIFICATION forming part of Letters Patent No. 654,180, dated July 24, 1900.

Application filed May 9, 1900. Serial No. 16,088. (No model.)

To all whom it may concern:

Be it known that I, CHARLES R. RABER, a citizen of the United States, residing at Stuart, in the county of Guthrie and State of Iowa, have invented a new and useful Harrow-Truck, of which the following is a specification.

My invention relates to detachable harrow-trucks; and the object of the invention is to produce a simple, durable, and inexpensive truck designed to be easily attached to a harrow or other farm implement for the purpose of transporting the same from one point of use to another. Ordinarily it is necessary to disorganize the harrow and to convey it to the point of use—as, for instance, from one field to another—where it is unloaded and set up for use. It is to obviate the necessity for this disorganization and inconvenient method of transportation that my detachable truck has been devised.

To this end my invention consists in providing a simple truck comprising a frame or jack-block supported in an upright position upon a truck-wheel, provided at its upper end with a clamp for attachment to a beam of the harrow-frame above the disks or other cultivating elements and having an open seat or rest located between the truck-wheel and clamp and designed to receive the disk shaft or other transverse bar of the machine to support the latter at a sufficient elevation to permit its transportation with the disks or other cultivating devices removed from contact with the ground.

In its specific aspect the invention consists in the details of construction and arrangement more fully hereinafter described, illustrated in the accompanying drawings, and embraced within the scope of the appended claims.

In said drawings, Figure 1 is a perspective view of my truck applied as in use. Fig. 2 is a detail sectional view illustrating the construction and arrangement of the clamp, and Fig. 3 is an elevation of the truck detached.

Referring to the numerals of reference employed to designate corresponding parts in all the views, 1 indicates a portion of the frame, 2 the disks, and 3 the disk shaft or axle, of a disk harrow.

4 indicates the jack-block, preferably shaped from a single block of wood and comprising a pair of parallel bearing-brackets 5, apertured at their lower ends for the reception of the axle 6 of a comparatively broad-rimmed truck-wheel 7, which, in practice, supports the truck, harrow, or other farm implement. A short distance above the bearing-jackets, which are disposed at the sides of the jack-block, the latter is cut out to form an upwardly-opening somewhat more than semicylindrical seat, rest, or socket 8, extending transversely across the block adjacent to its front edge and defining a vertical transverse flange 9, extending across the front of the socket, and a comparatively-heavy shank 10, extending upward at the rear of the socket and of sufficient length to permit it to be clamped to one of the frame-beams 11 of the harrow or other machine.

The clamp 10 may be designated a "clamp-shank," as its upper end in practice is located against one face of the frame-beam 11, as shown, and is securely clamped thereto by an angular clamp 12, having a clamping end 13 in engagement with the rear face of the shank 10, and having a threaded arm 14, located at one side of the shank 10 and passed through the frame-beam 11, at the front side of which is located a handle-nut 15, screwed upon the threaded arm 14 of the clamp and designed, by being screwed against the face of the beam 11, to draw the clamp end 13 against the upper end of the shank 10 to rigidly, but detachably, connect the latter to the machine-frame. It will be obvious that in order to detach the clutch when the harrow or other machine has been transported to the field for use it is simply necessary to unscrew the nut 15 sufficiently to release the upper end of the shank 10, when, as will be obvious, the shaft 3 may be quickly unseated and the truck entirely detached until it is again necessary to transport the machine, at which time the shaft 3 is lifted into the seat 8, the upper end of the shank 10 is again clamped to the machine-frame, and the machine is ready for removal to another point of use.

From the foregoing it will appear that I have produced a simple and inexpensive truck designed to be quickly and conveniently attached to a harrow or other machine

to facilitate its transportation or to be detached therefrom when it is designed to employ the machine for working ground; but while I believe the present form of my truck to be preferable I do not wish to be limited to the precise construction illustrated, as I reserve the right to effect such structural variations as may be comprehended within the scope of the protection prayed.

What I claim is—

1. A detachable truck for farm implements comprising a jack-block having a truck-wheel at one end, an extended clamping-shank at its opposite end, and an intermediate rest for the reception of an element of the implement to be transported, the connection of the jack-block to the implement at an intermediate point and at its end serving to rigidly retain the truck on the implement while permitting of its ready detachment therefrom.

2. A detachable truck for farm implements comprising a jack-block provided with a wheel at one end and having an upwardly-opening rest or socket defined between a vertical flange extending across the front of the block and a vertically-extended shank.

3. The combination with a farm implement, and an adjustable clamp carried by one of its frame-bars, of a detachable transporting-truck comprising a jack-block supported upon a truck-wheel located below the block, said block being provided with a concave upwardly-opening rest or socket defined between a vertical transverse flange located at the front of the block, and an upwardly-extended clamp-shank, said socket being engaged by an element of the implement and the upper end of the shank being engaged by the clamp carried by the implement-frame, whereby the truck is connected at one end to the implement-frame and is provided with a second connection with said frame at a point intermediate of the clamp and wheel by the engagement of the socket with an element of the implement.

4. The combination with a harrow comprising disks, a transverse disk-shaft, and a frame, of a transporting-truck comprising a jack-block having parallel bearing-brackets depending from its side edges, a transverse upwardly-opening rest or socket engaged by the shaft of the harrow and defined between a vertical transverse flange located at the front of the block and a heavy upwardly-extended clamp-shank located at the rear of the block, and an angular clamp having one end in engagement with the rear face of the shank and having its opposite end screw-threaded and passed through the harrow-frame at one side of the shank, a handle-nut screwed upon the threaded extremity of the clamp, and a truck-wheel mounted between the bearing-brackets and designed to movably support the harrow.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHARLES R. RABER.

Witnesses:
I. M. BOULTINGHOUSE,
W. G. MCCOLLUM.