

L. HOUSSE.
DRAFT RIGGING.

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1,432,066.

Patented Oct. 17, 1922.

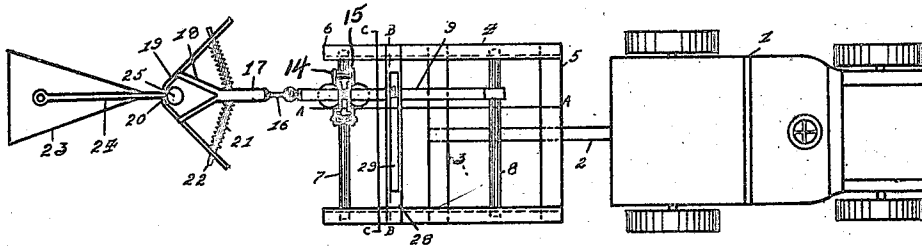


FIG. 1.

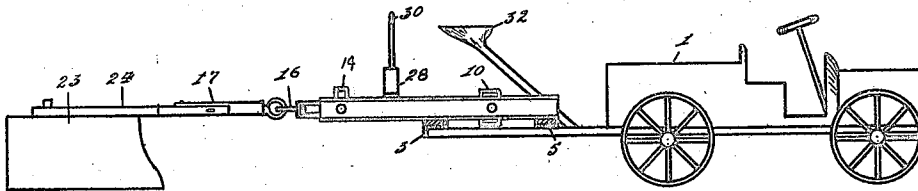


FIG. 2.

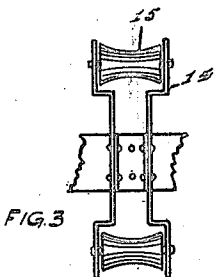


FIG. 3.

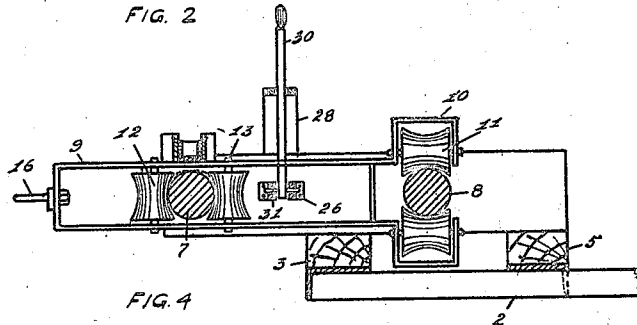


FIG. 4.

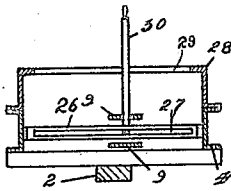


FIG. 5.

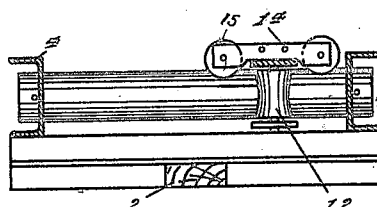


FIG. 6.

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UNITED STATES PATENT OFFICE.

LEVI HOUSSE, OF CLAREMONT, ONTARIO, CANADA.

DRAFT RIGGING.

Application filed January 6, 1919, Serial No. 269,923. Renewed July 31, 1922. Serial No. 578,851.

To all whom it may concern:

Be it known that I, LEVI HOUSSE, a subject of the King of Great Britain, and resident of the village of Claremont, county of Ontario, Province of Ontario, Dominion of Canada, have invented certain new and useful Improvements in Draft Rigging, of which the following is a specification.

The invention relates to improvements in draft rigging as described in the present specification and shown in the accompanying drawings that form a part of the same.

The invention consists essentially of the novel construction and arrangement of parts whereby a plow is provided with a guiding mechanism independent of the driving mechanism.

The objects of the invention are to provide a means for keeping the plow to its course regardless of slight deviation of the drive mechanism, or slant of ground, and generally to provide a device of the class described which will be inexpensive to manufacture, durable and efficient.

In the drawings, Figure 1 is a plan view of the device.

Figure 2 is a side view of the device.

Figure 3 is a detail showing two of the transversely operating guide rollers.

Figure 4, is a longitudinal sectional view taken on the line A—A of Figure 1.

Figure 5 is a transverse sectional view on the line B—B of Figure 1.

Figure 6 is a cross sectional view taken on the line C—C of Figure 1.

Like numerals of reference indicate corresponding parts in the various figures.

Referring to the drawings, 1 is the truck carrying the drive mechanism which is rigidly secured to a draw bar 2, said draw bar being adapted to support a frame comprising a transverse member 3 secured centrally to the outer end of said draw bar, side members 4 of substantially channel formation secured at their longitudinal centres to the ends of said transverse member, and a transverse member 5 rigidly secured to said draw bar adjacent to the truck 1 and having its ends rigidly secured to the corresponding ends of said longitudinal members.

The outer ends 6 of the side members 4 are provided with bearings adapted to rotatably support a transverse track 7 mounted therein.

8 is a transverse track rotatably mounted

between the members 3 and 5 in bearings in the side members 4, said tracks 7 and 8 being in the same horizontal plane.

9 is a looped strap or yoke adapted to extend longitudinally of the frame from a point slightly to the rear of the track 7 to the track 8 and having its arms spaced sufficiently to permit of said tracks rotating freely therebetween, the ends of said strap being bent to form substantially squared members 10, in each of which is mounted a spool 11 adapted to engage the transverse track 8 on the top and bottom sides thereof respectively.

12 are spools mounted on vertical shafts 13, which in turn are journaled in bearings in the arms of the strap 9 on opposite sides of the track 7, said spools being adapted to operate over the front and rear sides respectively of the track 7.

14 are metal straps transversely arranged in relation to the strap 9 and being rigidly secured at their centres to the top arm of said strap directly above the track 7, said straps having their outer ends provided with bearings in which are adapted to be rotatably mounted spools 15 adapted to operate over the top side of the track 7.

It will thus be apparent that by the above described arrangement of the spools the strap or bracket 9 to which the plow mechanism is connected will slide freely along the tracks in transverse relation to the frame and that said spools cannot possibly catch or become dislodged as the spools 11 prevent vertical displacement, the spools 12 horizontal displacement and the spools 15 torsion.

16 is a clevis secured to the rear end of the bracket 9 for the purpose of attaching the drawn element.

26 are parallel straps transversely arranged in bearings in the sides 4 of the frame preferably slightly in advance of the track 7 and having longitudinal slots therein.

28 is a bracket transversely mounted in the side members 4 directly above the opening between the straps 26 and having a longitudinal slot 29 extending practically throughout its length and adapted to loosely accommodate a lever 30 which projects downwardly through a small opening in the top arm of the yoke 9 and is provided at its lower end with a pin or roller 31 projecting from each side thereof into the slots 27

of the strap 26 respectively, said lever being located adjacent to the seat 32 and being adapted on operation to reciprocate the yoke 9 along the tracks 7 and 8. The lever 5 30 is held to a vertical position through its connection with the top arm of the yoke 9 and the pin 31 and when pushed to one side or the other the said pin 31 slides along in the slots 27 in the straps 26 and draws the 10 yoke along with it.

What I claim is:

1. In a draft rigging, in combination, drive mechanism having a bar rigid therewith and projecting rearwardly therefrom, 15 a frame rigidly secured on said bar and carrying transverse tracks adjacent to opposite ends thereof, a strap folding longitudinally over said frame, and carrying vertically arranged spools adapted to operate on the 20 front and rear sides respectively of the rear-most of said tracks and having its ends bent to form bearings for spools adapted to operate on the top and bottom sides respectively of the foremost of said tracks, spools 25 supported in bearings from said strap above said rearmost tracks and adapted to operate over the top side of said rearmost track on opposite sides of said strap, and a lever for

operating said straps in transverse relation to said frame. 30

2. In a draft rigging, in combination, drive mechanism, a draw bar rigid with said drive mechanism and projecting rearwardly therefrom, a frame supported on said draw bar and carrying transverse 35 tracks a yoke having its arms projecting over the top and bottom sides respectively of said frame, and carrying spools adapted to engage said tracks spaced brackets transversely arranged in said frame between the 40 arms of said yoke, said brackets having longitudinal slots through the sides thereof, a bracket transversely arranged above said brackets and slotted longitudinally, and a 45 handle projecting through the slot in the last mentioned bracket, and through the top of said yoke and carrying a pin adapted to project from opposite sides thereof into the slots in the first mentioned bracket.

Signed at Toronto, Ont. this 21st. day of 50 November, 1918.

LEVI HOUSSER.

Witnesses:

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M. HAMMOND.