(No Model.)

S. PETERS.
Plow Truck.

No. 233,276. **Patented Oct. 12, 1880.**

Fig. 1.

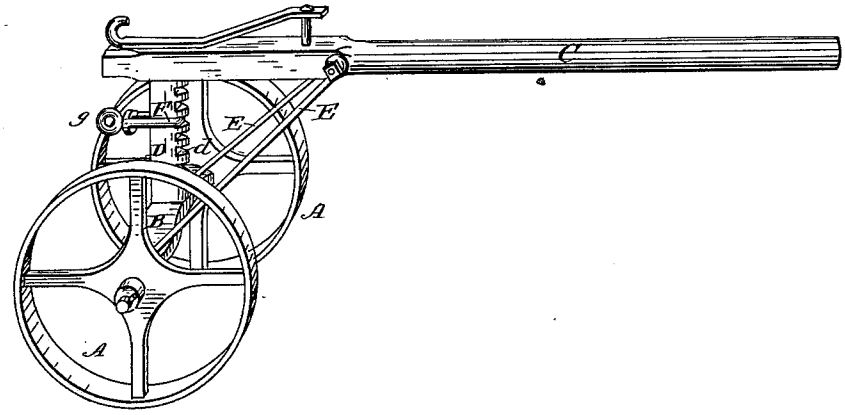
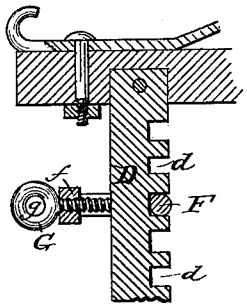


Fig. 2.



Witnesses:

N. A. Low

J. S. Barker.

Inventor:

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by Doubleday & Bliss

Att'ys

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UNITED STATES PATENT OFFICE.

SAMUEL PETERS, OF CROWN POINT, INDIANA, ASSIGNOR TO GEORGE SANFORD, OF SAME PLACE.

PLOW-TRUCK.

SPECIFICATION forming part of Letters Patent No. 233,276; dated October 12, 1880.

Application filed September 13, 1880. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL PETERS, a citizen of the United States, and a resident of Crown Point, in the county of Lake and State of Indiana, have invented certain new and useful Improvements in Plow-Trucks; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in the construction of trucks for farm purposes, especially those employed with plows, harrows, &c.

The trucks that have been heretofore used have been constructed to permit a vertical adjustment of the plow by means of a series of perforations in the truck-standard, whereby the clevis could be placed at a higher or lower point. With such construction it is necessary to withdraw the clevis-bolt entirely from one aperture and insert it in another every time that an adjustment is made.

One of the purposes of my invention is to enable an instant adjustment of the plow relative to the standard of the truck without the necessity of removing any of the parts or detaching them from each other. To accomplish this I construct the vertical standard with a series of notches on the front edge, and combine with it a link which can be readily slipped up or down on the standard, and which can be caused to engage with any of the notches by means of a bolt or set-screw, one or two revolutions of which will be sufficient to engage it with the notch or disengage it therefrom.

Figure 1 is a perspective view of my improved truck. Fig. 2 is a sectional view of the slip-link detached.

In the drawings, A A represent the driving-wheels of the truck; B, the axle upon which they are mounted, and C the tongue or pole.

D is a vertical upright or standard between the axle B and tongue C.

E E are braces secured at their lower ends to the axle and at their upper ends to the tongue at points in front of the standard D, the whole of the above-described parts forming a strong and durable frame.

d d are notches formed on the front edge of the standard.

F is a slip-link, preferably of the shape shown—that is to say, being U-shaped at the front end, so as to readily engage with the notches *d*.

G is a bolt or screw passing through the rear end of the link F, and bearing against the rear side of the standard D. It is provided with an eye, *g*, at its rear end, whereby it is attached to the plow, harrow, or other implement. The inner end of the bolt or screw G is preferably flattened or upset, so that the bolt cannot be lost from the link.

When it is desired to change the draft of the plow, the devices described avoid the necessity of removing any of the parts from the truck, or detaching anything, as the adjustment can be made by turning the bolt one or two revolutions, which releases the link from the notch, and it can then be raised or lowered, as desired, and instantly secured in the required position.

It is impossible to lose or misplace any of the parts of the truck when constructed as described, they being connected in such manner that nothing need be entirely withdrawn therefrom.

I am aware of the fact that trucks have been constructed permitting a vertical adjustment upon the standard, and I do not wish to be understood as claiming, broadly, trucks of such character; but I believe myself to be the first to have constructed a cheap and effective truck in which a closed link having a screw-threaded seat in one end is employed in combination with a screw-threaded eyebolt, which secures the link in any position to which it may be adjusted, and also receives the draft of the beam.

What I claim is—

In a plow-truck, the combination, with the axle, of the standard D, provided upon its

front edge with open notches *d d*, the slip-link F, closed at both ends and provided at its rear end with a screw-threaded seat, *f*, and the eyebolt G, screw-threaded to fit the seat *f*, and adapted to engage with the standard D at one end and to receive the plow-clevis at the other end, *g'*, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 31st day of August, 1880.

SAMUEL PETERS.

Witnesses:
THOMAS J. WOOD,
MARTIN WOOD.