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TRUCK FOR HARROWS.  
APPLICATION FILED MAR. 8, 1907.

919,755.

Patented Apr. 27, 1909.  
3 SHEETS—SHEET 2.

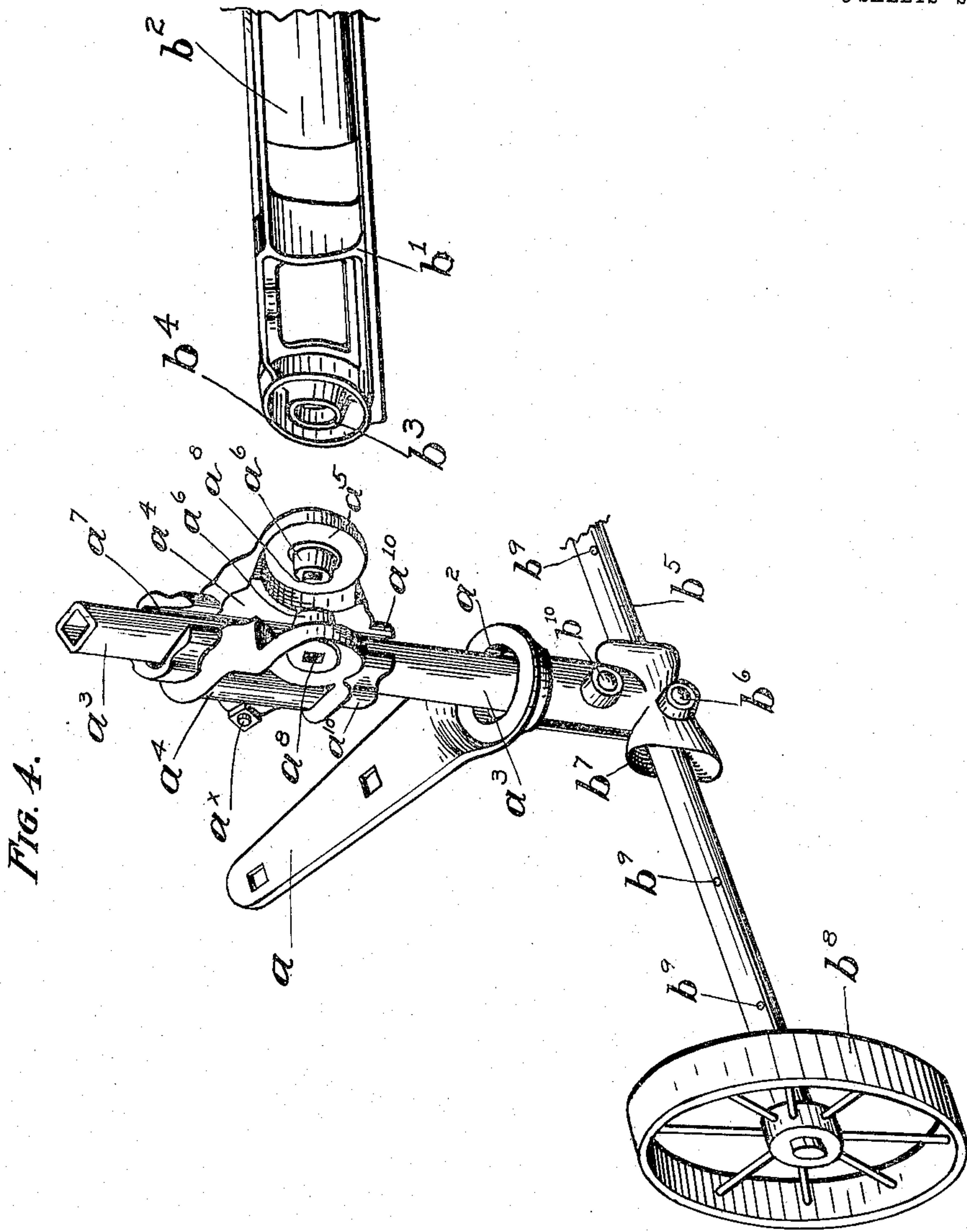


FIG. 4.

William H. Parlin <sup>Inventor</sup>

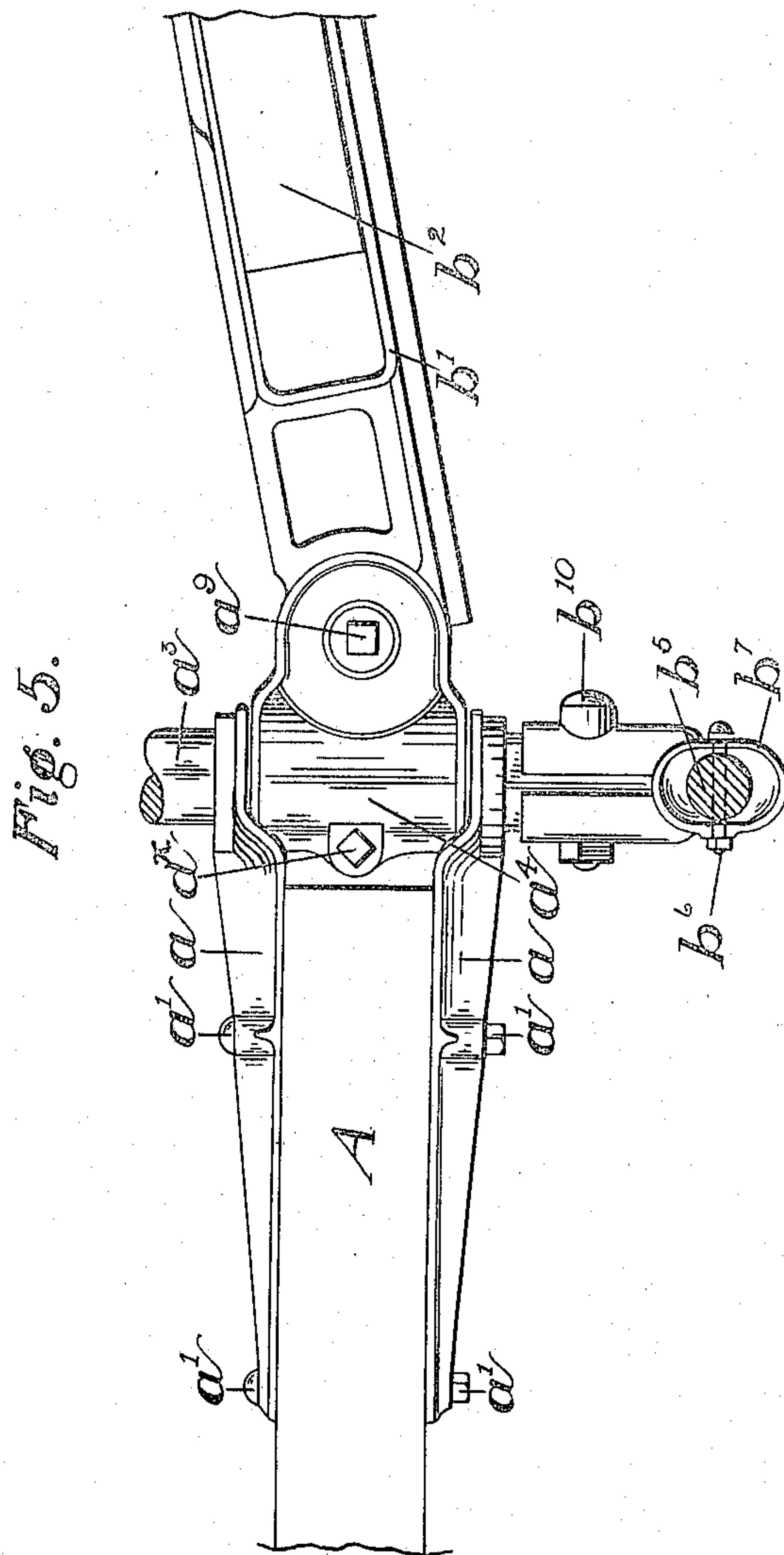
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# UNITED STATES PATENT OFFICE.

WILLIAM H. PARLIN, OF CANTON, ILLINOIS, ASSIGNOR TO PARLIN & ORENDORFF COMPANY,  
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## TRUCK FOR HARROWS.

No. 919,755.

Specification of Letters Patent.

Patented April 27, 1909.

Application filed March 8, 1907. Serial No. 361,343.

*To all whom it may concern:*

Be it known that I, WILLIAM H. PARLIN, a citizen of the United States, residing at Canton, in the county of Fulton and State of Illinois, have invented certain new and useful Improvements in Trucks for Harrows, of which the following is a specification.

My invention relates to improvements in harrow trucks and particularly to trucks adapted to be used with or without a tongue connection.

My primary object is to improve harrow truck attachments such that the connections will be easily made and be more efficient than heretofore, and particularly assist in combining a loose hitch connection with the axle of the truck so arranged that while the axle has a permissible oscillating vertical movement independent of the loose hitch connection yet said connection will regulate the swinging lateral movement thereof.

In my improved device I employ a downwardly extending rod, and preferably at a point below the top of the rod there is an intermediate member supported by said rod which member is pivotally connected to the main harrow frame or stub-tongue as it is commonly called. In the arrangement shown this intermediate member lies intermediate the upper and lower part of the stub-tongue and forms a bearing for brackets connected to said stub-tongue. The hitch connection is pivotally mounted on the intermediate member and preferably at a point substantially coincident with the center of the stub-tongue. These connections are such that even without a tongue the swinging lateral movement of the truck will be controlled by the loose hitch connection, for while the truck axle is pivotally connected to the supporting rod so that it can move in one direction independent of the rod, yet the loose hitch connection regulates the rotatable movement of the rod.

I have shown preferable forms of construction, but I have not intended to limit the invention to details in construction.

In the accompanying drawings, Figure 1 is a plan view showing the main frame of the harrow in part and the connections between the main frame and the tongue, this view showing the tongue connection from the harrow. Fig. 2 is a side elevation of the axle and support, also showing the

tongue. Fig. 3 is a detail of the truck frame. Fig. 4 is a perspective view showing the parts in position for assembling showing the usual loose hitch connection, in other words dispensing with the tongue. Fig. 5 is a detail view of the parts in assembled position, the tongue being dispensed with.

Like parts are indicated by similar characters of reference throughout the several views.

The main frame of the harrow, indicated by A, is commonly known as the "stub-tongue". I have not found it necessary to show a complete harrow, but this frame, A, projects forward in the usual manner and the brackets, a, are secured to the frame A. The brackets, a, are shown secured by ordinary bolts, a<sup>1</sup>. These brackets are formed with openings, a<sup>2</sup>, at their free ends, these openings being greater in size than the ends of the clamps, a<sup>4</sup>, so that the brackets can be pivotally connected to the clamps, a<sup>4</sup>, in a manner that will permit the rod, a<sup>3</sup>, to rotate independent of the main frame, and the clamps, a<sup>4</sup>, are so shaped as shown in Figs. 4 and 5 that they constitute bearings for the main frame of the truck. The clamps, a<sup>4</sup>, (see Fig. 4) are secured together by a bolt a<sup>x</sup> in the rear end of the clamps so that by loosening the bolt the clamps may be opened or closed, and so arranged that when they are drawn together the upright rod, a<sup>3</sup>, will be securely clamped within the opening, a<sup>7</sup>, and when the brackets, a, are supported by the clamps, a<sup>4</sup>, the stub tongue will thereby be supported by the upright rod, a<sup>3</sup>. There are shown bearing faces, a<sup>5</sup>, at the forward free ends of the clamps, a<sup>4</sup>, and short trunnions, a<sup>6</sup>, project from said bearing faces. There is an opening, a<sup>8</sup>, extending through the clamps and the trunnions, and a bolt extending through said opening holds the clamps securely on the rod, a<sup>3</sup>. I have shown the brace, b<sup>1</sup>, which constitutes a loose hitch connection, but if it is desired to employ a tongue with the device the tongue, b, can readily be secured to the brace, b<sup>1</sup>, as shown in Fig. 2. The usual evener, b<sup>2</sup>, is shown secured to the brace, b<sup>1</sup>. In order to connect the brace, b<sup>1</sup>, to the intermediate or clamp members, a<sup>4</sup>, so that the brace will control the rotatable movement of the rod, a<sup>3</sup>, I have shown a bearing, b<sup>3</sup>, formed at the rear end of the brace (that end nearest the harrow frame) which is



formed with sleeves,  $b^4$ , projecting from each side of the brace. These bearings,  $b^3$  are adapted to fit over the trunnions,  $a^6$ , which project from the bearing faces,  $a^5$ , and the bolt,  $a^9$ , is inserted through the opening,  $a^8$ , thereby securely connecting the brace,  $b^1$ , to the intermediate members,  $a^4$ , in a way that will permit the brace to have a permissible vertical movement while controlling the rotatable movement of the rod,  $a^3$ . When the ends of the trunnions are clamped together by the bolt,  $a^9$ , there will be sufficient space, however, left between the clamps to permit the brace,  $b^1$ , to have the necessary permissible vertical movement. After these parts have been assembled in proper position and the rod,  $a^3$ , securely clamped to the intermediate members,  $a^4$ , the brackets,  $a$ , may be properly positioned on the upper and lower ends  $a^{10}$  of said intermediate members  $a^4$  the intermediate member and the said brackets being securely fastened to the main frame, A, of the harrow, the intermediate member will necessarily act as a bearing for the stub tongue of the harrow while also supporting the loose hitch connection of the brace,  $b^1$ , the member being in turn supported by the upright rod,  $a^3$ , which is formed at its lower end with a bracket,  $b^7$ , the bracket,  $b^7$ , being securely held to the rod by a bolt,  $b^{10}$ . (See Figs. 4 and 5.) The bolt,  $b^9$ , (Fig. 5) constitutes the axis connecting the truck axle,  $b^5$ , with the bracket,  $b^7$ , and the opening through this bracket is shown elongated so that the axle has a limited amount of vertical movement independent of the bracket,  $b^7$ .

It is now apparent that I have shown a construction whereby an intermediate member is employed adapted to form the bearing for the main truck frame and located between the planes of the upper and lower surfaces of the stub-tongue, and having a hitch connection pivotally supported by the intermediate member at a point substantially coincident with the center of the stub-tongue, there being also employed a pivotal connection between the truck axle and the rod supporting the intermediate member such that the truck axle has a permissible vertical movement independent of the rod. In this manner I have shown a two-part joint between the truck axle and the main frame of the harrow, the supporting rod being pivotally connected to the main frame

at one point and pivotally connected to the truck axle at a point below the first-mentioned point, while the hitch connection is pivotally connected to the rod by means of the intermediate member near the first-mentioned point.

Having thus described my invention, I claim—

1. A truck for machines of the character mentioned, the combination of stub tongue with a rotatable supporting member, an intermediate member comprising movable clamps, and means for clamping said clamps rigidly to said supporting member at predetermined positions, a plurality of supports projecting from said stub tongue and pivotally supported on said intermediate member at its upper and lower ends, a truck axle pivotally connected with the supporting member, and a hitch connection pivotally connected to said intermediate member, substantially as specified.

2. A truck for machines of the character mentioned, the combination of a stub tongue with a rotatable supporting member formed approximately square in cross-section, an intermediate member conforming to the shape of said supporting member and clamped rigidly thereto, a plurality of supports projecting from said stub tongue and pivotally connected to said intermediate member at its upper and lower ends, a truck axle pivotally connected to said supporting member, and a hitch connection pivotally supported within said intermediate member, substantially as specified.

3. A truck for machines of the character mentioned, the combination of a stub tongue with a rotatable supporting member, an intermediate member comprising movable clamps, and means for securing the same rigidly to said supporting member, supports for pivotally holding said stub tongue on said intermediate member, a socket formed at the lower end of the supporting member, a truck axle pivotally supported within said socket, and a hitch connection pivotally supported within said intermediate member, substantially as specified.

In testimony whereof, I have hereunto set my hand this 2d day of March 1907.

WILLIAM H. PARLIN.

Witnesses:

C. H. WASON,

W. E. McFARLAND.