

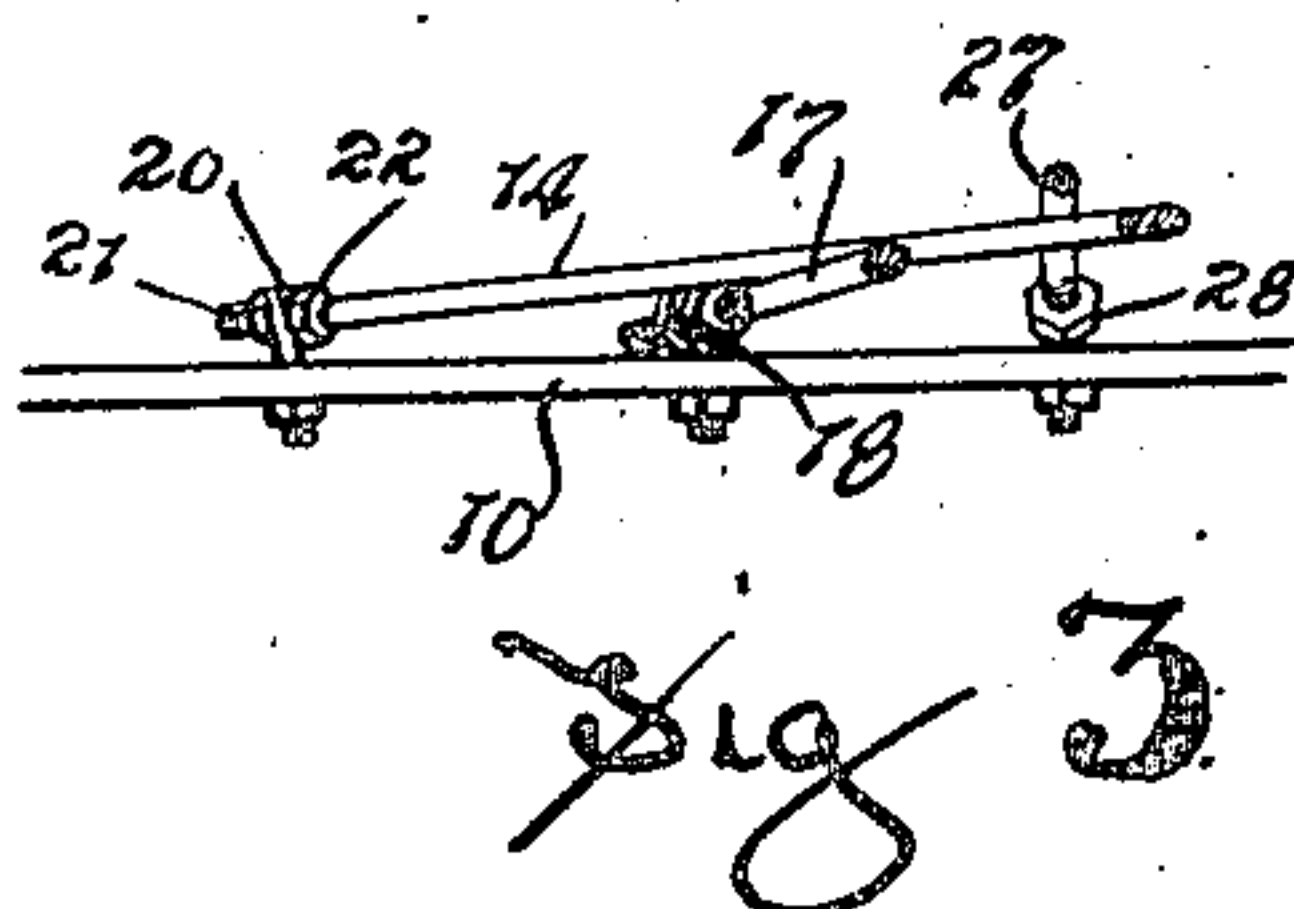
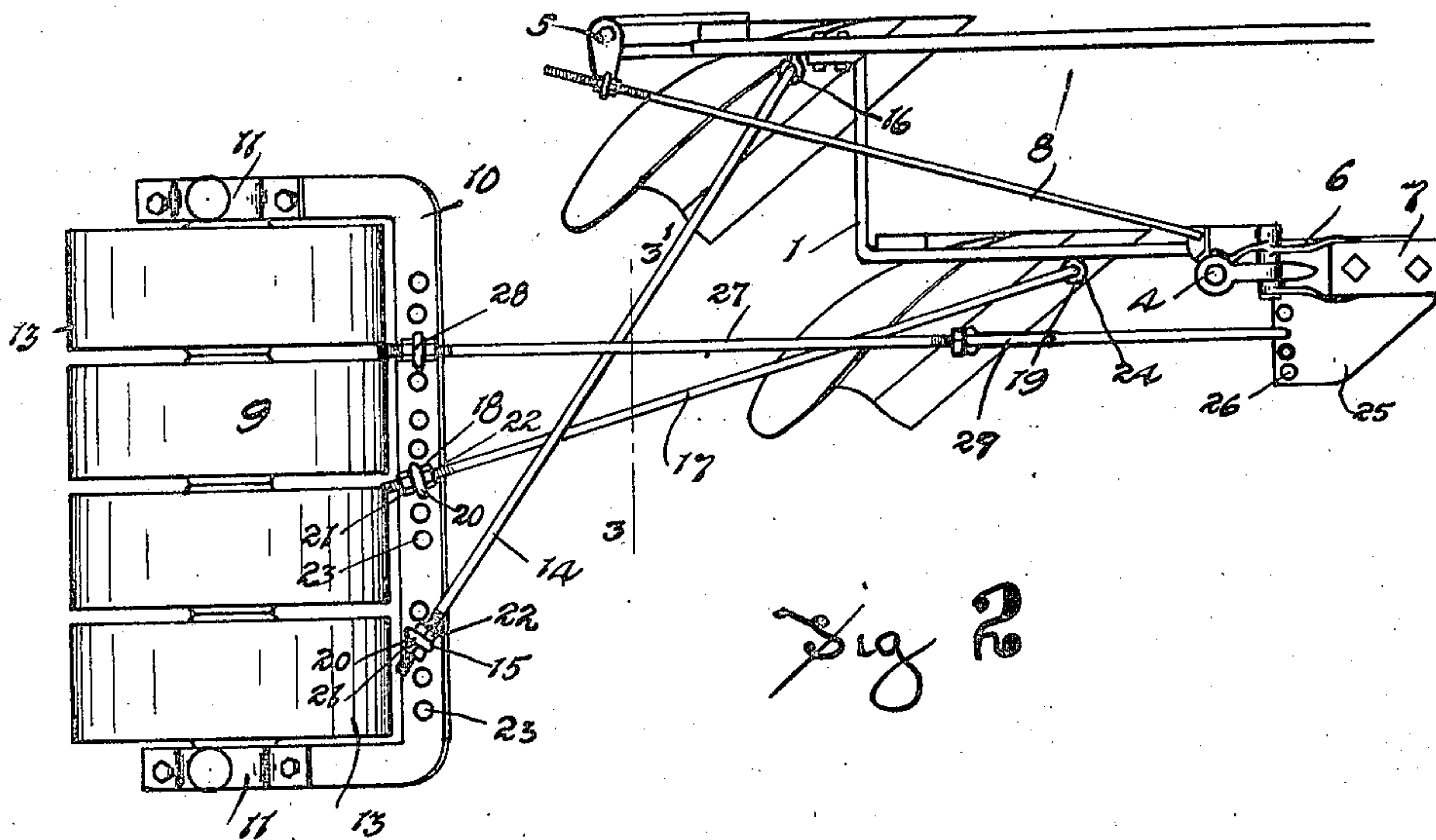
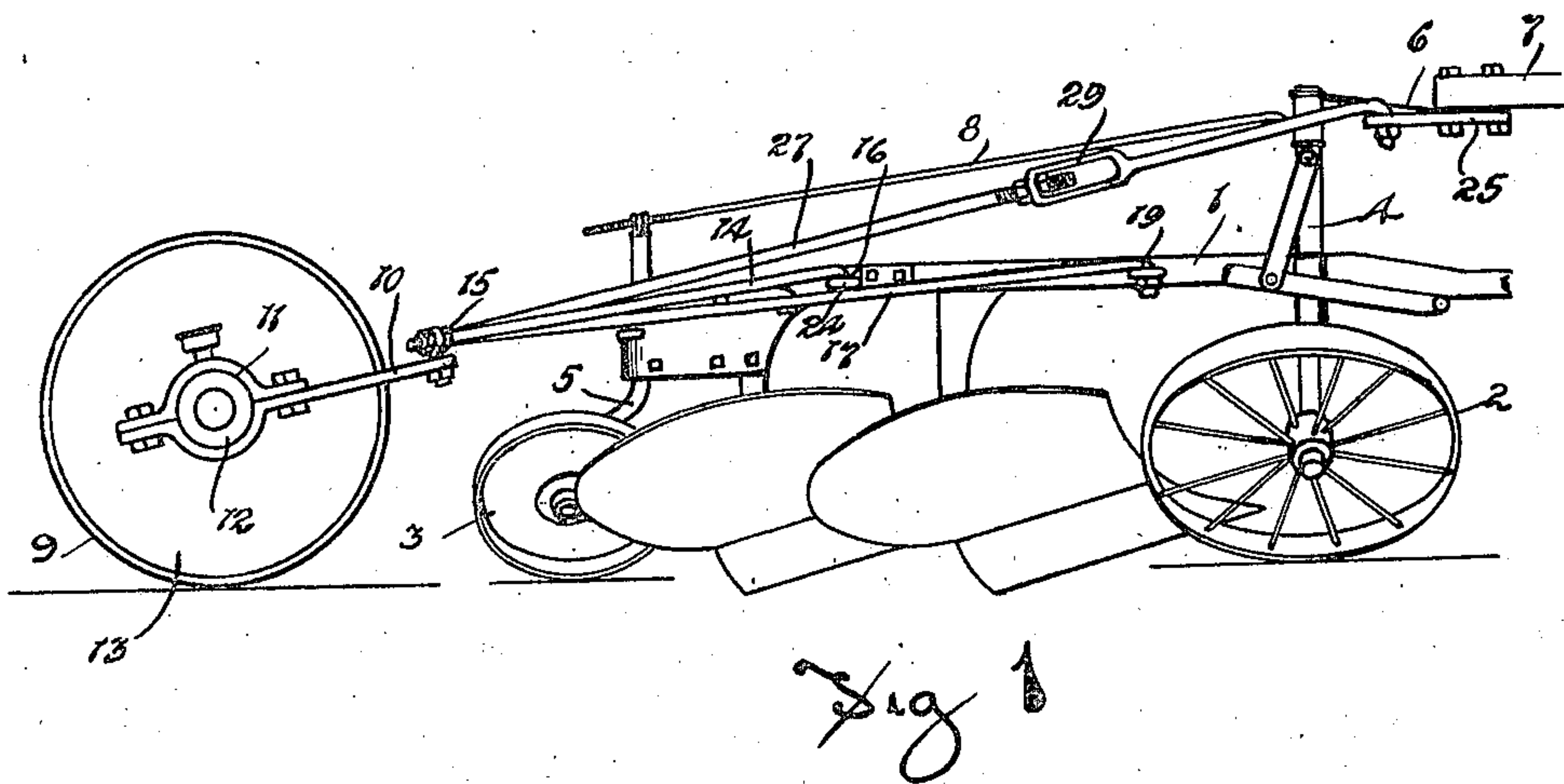
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J. BLEY

PACKER AND HITCH THEREFOR

Filed May 3, 1921



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UNITED STATES PATENT OFFICE.

JULIUS BLEY, OF DUVAL, SASKATCHEWAN, CANADA.

PACKER AND HITCH THEREFOR.

Application filed May 3, 1921. Serial No. 466,419.

To all whom it may concern:

Be it known that I, JULIUS BLEY, of the town of Duval, in the Province of Saskatchewan, Canada, have invented certain new and useful Improvements in Packers and Hitches Therefor, of which the following is the specification.

The invention relates to improvements in packers and hitches therefor and the object of the invention is to provide a hitch for a packer which will cause the packer to automatically turn with the plow to which it is attached, thereby preventing the present necessity of having to bodily shift the packer when the plow is turned.

A further object of the invention is to construct the hitch so that it can be adjusted to accommodate existing types of plows and so that the packer can be adjusted to the correct angle and draft for the make of plow to which it is attached.

A further object is to construct the parts in a simple, durable and inexpensive manner.

With the above more important objects in view the invention consists essentially in a packer frame, a pair of adjustable stay rods attaching the packer forwardly and rearwardly to the plow frame and a steering rod connected to the packer frame and to the plow tongue or tongue clevis, the parts being arranged and constructed as hereinafter more particularly described and later pointed out in the appended claims, reference being had to the accompanying drawing in which:—

Fig. 1 is a side view of the complete invention.

Fig. 2 is a plan view of the same.

Fig. 3 is a sectional view at 3—3' Fig. 2 and looking towards the packer frame.

In the drawing like characters of reference indicate corresponding parts in the several figures.

In the present disclosure I have not considered it necessary to enlarge on the details of the plow construction as this forms no part of my invention other than that the brace rods and steering rod which I provide are attached to the plow frame and tongue clevis. The rods and plow connections for the same can be designed to accommodate the existing type of plow to which the hitch is applied.

Referring now to the drawing:—

Numeral 1 represents the plow frame which as is customary is supported at its forward

end by a wheel 2 and at its rear end by a wheel 3, the wheels being carried at the lower ends of pivot posts 4 and 5. The post 4 which is the plow steering post is supplied at the upper end with a clevis 6 to which the tongue or pole 7 is secured. This arrangement is of ordinary construction and is such that when the tongue is swung to the side the wheel 2 is turned and the plow is accordingly steered, the turning of the post 4 effecting also the turning of the rear wheel through the action of a connecting rod 8 between the posts.

Numeral 9 designates a packer which comprises an open sided main frame 10 provided with opposing bearings 11 which receive a cross shaft 12 on which I mount a plurality of rotating packer wheels 13. The packer is attached to the plow frame and tongue clevis in the following way:—

Numeral 14 designates an angularly disposed brace rod having one end adjustably connected at 15 to the outer side of the packer frame and the other end pivotally connected at 16 to the rear part of the plow frame. Numeral 17 designates a second brace rod having the rear end adjustably connected at 18 centrally to the front of the packer frame and the other end connected pivotally at 19 to the front part of the plow frame. As shown these brace rods cross and the rear connections are actually made by employing eye bolts 20 bolted to the packer frame and with the eyes receiving the rear ends of the rods and held fixed to the rods by pairs of nuts 21 and 22 threaded on the rods.

Several adjusting openings 23 are provided in the packer frame so that the eye bolts can be adjusted. The front ends of the rods are attached to the plow frame by hooking them through eye bolts 24 secured to the plow frame. To the clevis or to the plow pole I attach permanently a bracket 25 which is adapted to swing with the pole. This bracket is fitted with a laterally extending row of adjusting openings 26 and between the bracket and the inner end of the packer frame I locate a steering rod 27 which is adjustably attached to the packer frame by an eye bolt 28 similar to those 20 and is attached to the bracket by hooking the forward end of the said rod into one or other of the openings 26. A turn buckle 29 is inserted in the steering rod.

In attaching this packer to the plow the

rods are adjusted as experience teaches, depending on the type of plow used, to give the proper angle to the packer and to insure of correct draft. Obviously when the tongue
 5 is swung in either direction as occurs in the steering of the plow the steering rod is moved forwardly or backwardly, depending on the direction of turn and in such movement advances or recedes the inner corner of
 10 the packer frame and in so doing effects the turning of the packer automatically in whatever direction the plow turns.

Obviously the joints between the rods and the packer and plow frames accommodate
 15 all the various movements required as they are flexibly arranged. One can vary the position of the packer very readily by adjusting the eye bolts in the various openings supplied in the packer frame and the
 20 amount of throw given the steering rod can be increased or diminished by moving it out or in the row of openings 26.

What I claim as my invention is:—

1. The combination with a plow frame,
 25 the steering tongue therefor and a packer frame positioned rearwardly to the side of the plow frame, of a pair of crossed rods adjustably and pivotally connecting the packer frame and to the plow frame and a
 30 steering connection between the tongue and the packer frame designed in the swinging of the tongue to shift the inner end of the packer frame.

2. The combination with a plow frame,
 35 the steering tongue therefor and a packer

frame positioned rearwardly to the side of the plow frame, of a brace rod extending between the outer front corner of the packer frame and the rear part of the plow frame, a second brace rod extending centrally from
 40 the front of the packer frame to a forward part of the plow frame and a steering rod extending from the inner front corner of the packer frame and attached to the steering
 45 tongue.

3. The combination with a plow frame, the steering tongue therefor and a packer frame positioned rearwardly to the side of the plow frame, of a brace rod extending
 50 between the outer front corner of the packer frame and the rear part of the plow frame and adjustably and pivotally connected to the packer frame and pivotally connected to the plow frame, a second brace rod extend-
 55 ing centrally from the front of the packer frame to a forward part of the plow frame and adjustably and pivotally connected to the packer frame and pivotally connected to the plow frame and a steering rod extend-
 60 ing from the inner front corner of the packer frame and attached to the steering tongue and adjustably and pivotally connected to the packer frame and to the tongue.

Signed at Duval, this second day of July, 1920. 65

JULIUS BLEY.

In presence of—

GOTTFRIED FRANK,
 GOTTFRIED ERLARDT.