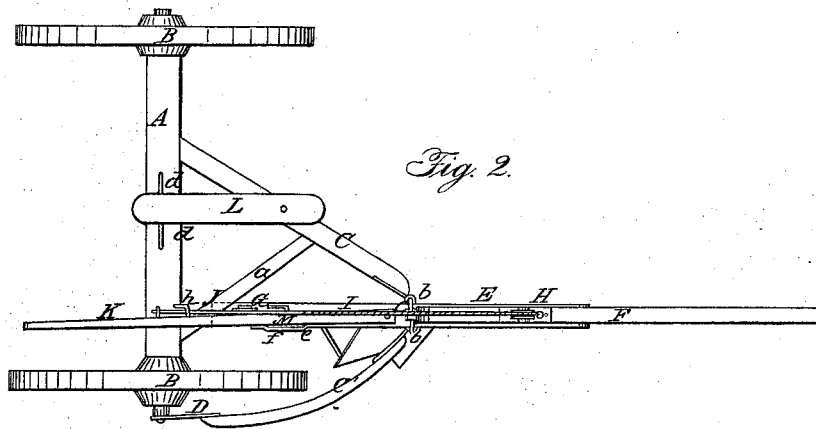
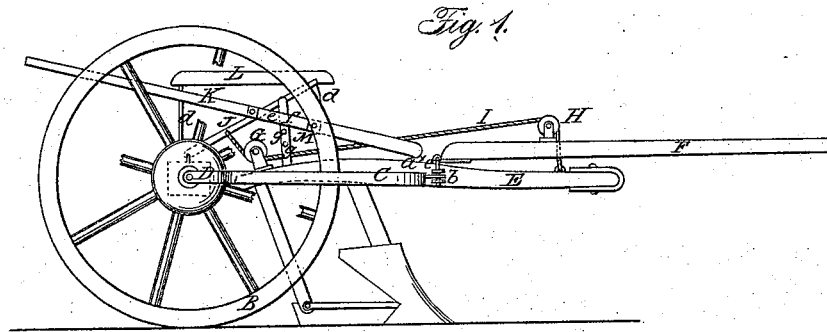


WIDMAN & MULLICA.

Wheel Plow.

No. 52,633.

Patented Feb. 13, 1866.



Witnesses:

Wm E. Lyon
W. B. Livingston

Inventor:

Widman & Mullica
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attys

UNITED STATES PATENT OFFICE.

JOSEPH WIDMAN AND FRENCH MULLICA, OF EL PASO, ILLINOIS.

IMPROVEMENT IN PLOWS.

Specification forming part of Letters Patent No. 52,633, dated February 13, 1866.

To all whom it may concern:

Be it known that we, JOSEPH WIDMAN and FRENCH MULLICA, of El Paso, in the county of Woodford and State of Illinois, have invented a new and Improved Riding Attachment for Plows; and we do hereby declare that the following is a full, clear, and exact description [thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side view of our invention; Fig. 2 a plan or top view of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new and useful riding attachment, which may be applied to any ordinary plow in such a manner that the rider may have full control over the plow, and manipulate it with far greater facility than when used without the attachment.

A represents an axle having a wheel, B, on each end of it; and C C' are hounds, one of which, C, is framed into the axle and braced by a bar, a. The other hound, C', is provided at its rear end with a metal plate, D, which is perforated with a hole and fitted on a journal in one end of the axle. The front ends of these hounds C C' are connected by joints b at the sides of the plow-beam E, said joints being arranged in any proper manner so as to be flexible or have a certain degree of play, and admit of the plow-beam working to a certain extent vertically and laterally.

The joints b b are about at the center of the beam E; and F is the draft-pole, the rear end of which is attached to a yoke, c, which passes over the plow-beam transversely, and is in line or in the same plane with the joints b b.

On the rear part of the plow-beam E there is a pulley, G, and a similar pulley, H, is on the draft-pole F, near its rear end. I is a cord or chain attached to the plow-beam, and passing up through the draft-pole over pulley H on the draft-pole, and thence passing backward underneath the pulley G, and connected to a lever, J, on the axle A.

K is a bar, the front end of which is attached, by a joint, a^x, to the plow-beam E, and extends backward and upward, so as to be within convenient reach of the driver on seat L. This seat L rests on supports d, attached to the axle and hound C'.

To the rear end of the plow-beam E there is attached an upright bar, which passes up through a guide, e, at one side of the bar K, a pin, f, passing through said guide and any of a series of holes, g, in bar M. By this arrangement the rear part of the plow-beam, and consequently the plow, may be adjusted higher or lower according to the depth of furrow required, and in order to raise the plow entirely out of the ground the lever J is drawn back and made to rest against a pin or stop, h, attached to bar K. Through the medium of bar K the plow may be adjusted laterally, and turned and guided with the greatest facility, so as to turn a furrow-slice of greater or less width, avoid obstructions, &c.

This invention, it will be seen, may be applied to any plow, and will prove to be a great acquisition in all cases where a sulky or riding plow is desirable.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. The attaching of the plow-beam E to the axle A through the medium of the hounds C C', in combination with the draft-pole F, and bar K, attached to the plow-beam, and all arranged to operate in the manner substantially as and for the purpose set forth.

2. The arrangement of the cord or chain I, pulleys G H, and lever J, arranged and applied to the plow-beam E, draft-pole F, and bar K, substantially as and for the purpose specified.

JOSEPH WIDMAN.
FRENCH MULLICA.

Witnesses:

SAMUEL PACH,
DAVID P. HARBER.