J. FLOW.

Wheel-Plow.

No. 167,887. Patented Sept. 21, 1875.

Fig. 1

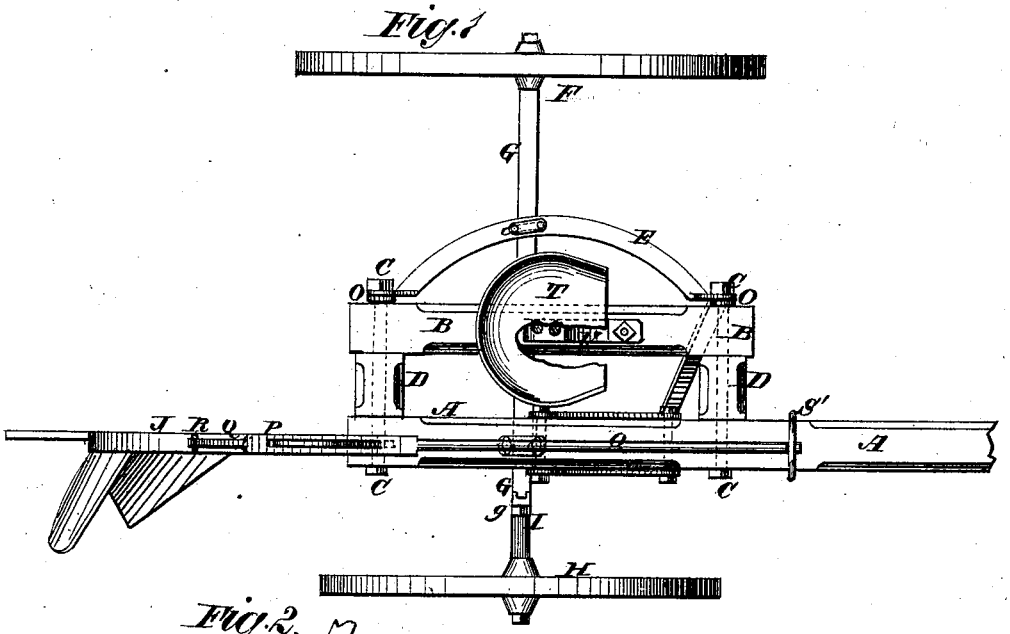


Fig. 2.

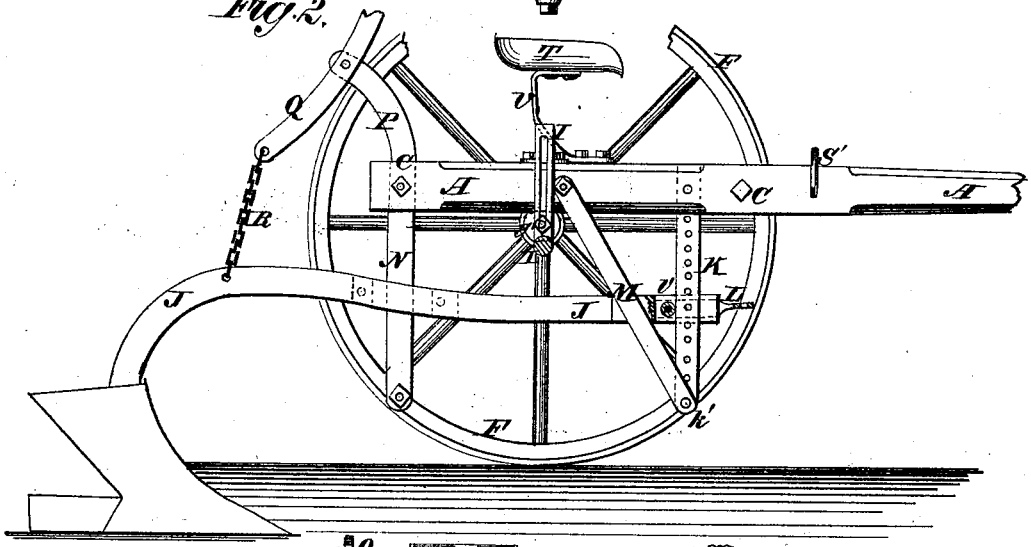
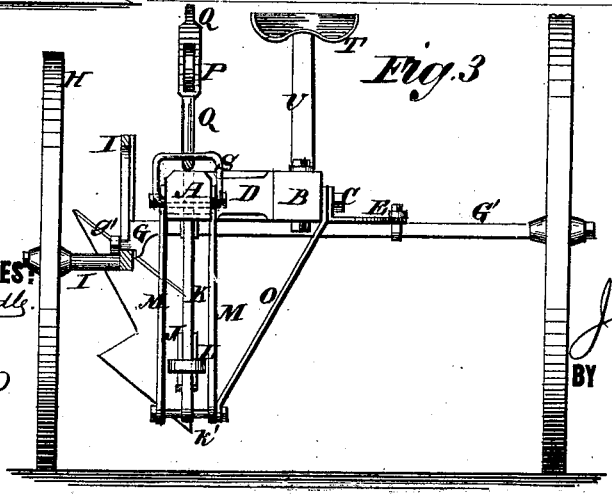


Fig. 3



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UNITED STATES PATENT OFFICE.

JAMES FLOW, OF PILOT POINT, TEXAS.

IMPROVEMENT IN WHEEL-PLOWS.

Specification forming part of Letters Patent No. **167,887**, dated September 21, 1875; application filed July 3, 1875.

To all whom it may concern:

Be it known that I, JAMES FLOW, of Pilot Point, in the county of Denton and State of Texas, have invented a new and useful Improvement in Riding Attachment for Plows, of which the following is a specification:

Figure 1 is a top view of my improved riding-plow, part being broken away to show the construction. Fig. 2 is a side view of the same, the furrow-wheel being removed, and parts being broken away to show the construction. Fig. 3 is a front view of the same, parts being broken away to show the construction.

Similar letters of reference indicate corresponding parts.

The invention will first be described in connection with drawing, and then pointed out in the claim.

A is the tongue. B is a short beam, placed parallel with the rear part of the tongue A, which is connected with the said tongue by two long bolts, C, and which is kept at the proper distance from said tongue by two blocks, D, interposed between them, and through which the said bolts C pass. E is a curved bar, the ends of which are bent upward, and are secured to the outer side of the beam B by the bolts C. F is the wheel that runs upon the unplowed land, and which revolves upon the journal of the axle G. The axle G is secured to the curved bar E, and to the tongue A by clips, U-bolts, or other suitable means, so that the said axle G may be adjusted longitudinally, to regulate the width of the furrow-slice. H is the wheel that runs in the furrow, and which revolves upon the journal of the axle-arm I. The axle-arm I is bent at right angles, and its upright arm is slotted longitudinally to receive a bolt, g', formed upon or attached to the end of the axle G. The crank-axle arm I is kept from turning upon the bolt g' by the end of the axle G, or a tenon formed upon said end, which enters a groove formed in the inner side of the slotted upright arm of the crank-axle I.

This construction enables the axle-arm I and the furrow-wheel H to be raised and lowered, so that the machine may run level when both wheels run upon the surface of the ground, as when passing to and from the field, and also when the wheel H is running in a furrow.

J is the beam of a plow, which plow may be of any desired size or kind, according to the kind of soil to be plowed, or the preference of the farmer. The forward end of the plow-beam J is slotted vertically, to receive the bar K, and has a clevis, L, attached to it, the bolt of which passes through the said beam horizontally at the rear end of the said slot, so that the rear edge of the bar K may bear against it, and has a roller or tubular washer, l', placed upon it to lessen the friction as it moves up and down upon the said bar K.

The riding attachment is drawn from the plow-beam J by means of the bar K, which bar is strengthened against the draft-strain by the two inclined braces M, the lower ends of which are connected with the lower end of the bar K by a long bolt, k', so that they may be out of the way of the plow-beam J, and their rear ends are bolted to the tongue A a little in front of the axle G. The upper end of the bar K is secured to the tongue A, and the said bar K has a number of holes formed through it to receive a bolt, which may be placed above or below the beam J, to gage the depth at which the plow works in the ground. N is a bar, the upper end of which is attached to the rear end of the tongue A, and which passes through a keeper attached to the plow-beam J, to keep the said plow-beam in line with the tongue A. The bars K and N are kept in place laterally by two inclined braces, O, the lower ends of which are secured to the lower ends of the said bars by bolts, and their upper ends are secured to the outer side of the beam B by the bolts C. To the rear end of the tongue A is attached a standard, P, which may be an upward extension of the bar N, and to the upper end of which is pivoted a lever, Q. To the rear end of the lever Q is attached the upper end of a short chain, R, the lower end of which is attached to the rear part of the plow-beam J, so that, by operating the lever Q, the plow may be raised from the ground when desired. The forward end of the lever Q projects into such a position that it may be reached and operated by the driver from his seat. The forward end of the lever Q is secured, when lowered, by a loop, S, or other catch attached to the tongue A, so that the plow may be supported above

the ground for any desired length of time. T is the driver's seat, the standard U of which is attached to the beam B.

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

In a wheel-plow, the frame A B E, arranged with one side longitudinally adjustable upon the axle G, in combination with the two sets of rigid guides K N and slotted plow-beam J, whereby the plow is gaged to take more or less land, substantially as shown and described.

JAMES FLOW.

Witnesses:
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