C. P. SNOW.

Plow.

No. 205,509. Patented July 2, 1878.

Fig. 1.

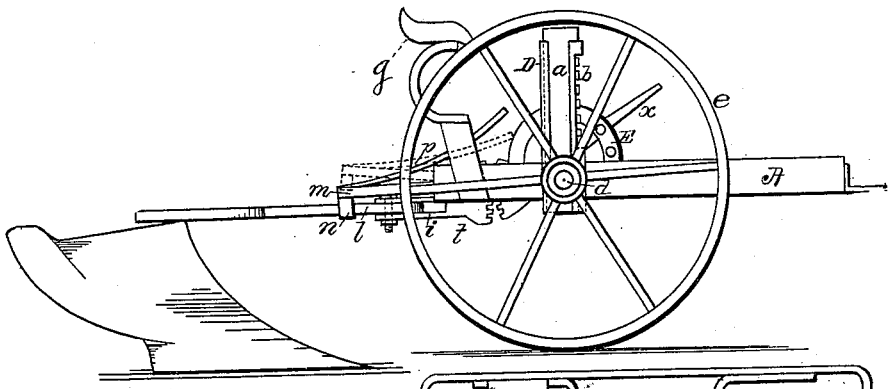


Fig. 2.

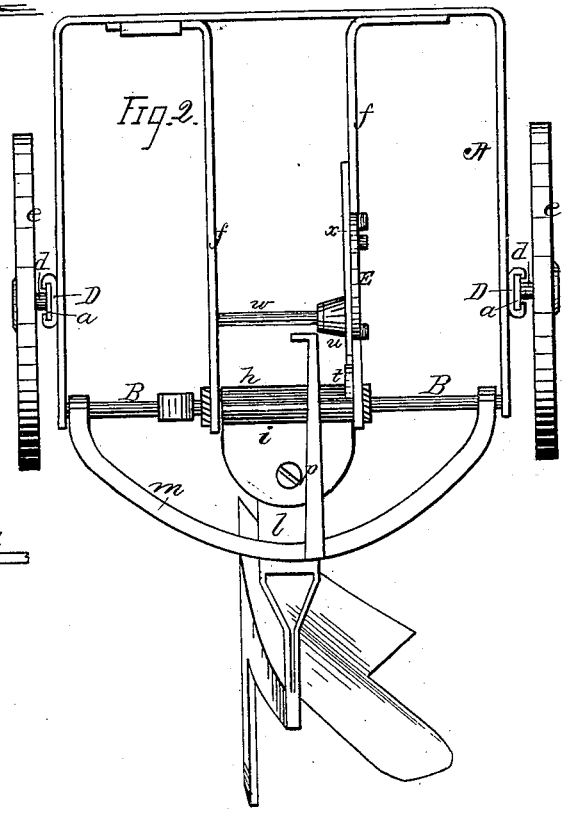
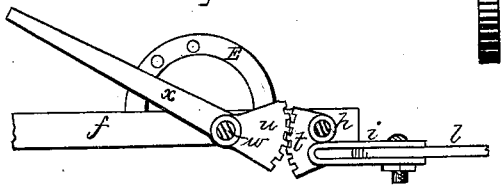


Fig. 3.



WITNESSES:

Chas. C. Gill

D. T. Howe

INVENTOR:

Charles P. Snow

By his Attys.

Cox and Cox

UNITED STATES PATENT OFFICE

CHARLES P. SNOW, OF FREEPORT, ILLINOIS, ASSIGNOR OF ONE-HALF HIS RIGHT TO HIRAM BRIGHT, OF SAME PLACE.

IMPROVEMENT IN PLOWS.

Specification forming part of Letters Patent No. **205,509**, dated July 2, 1878; application filed February 28, 1878.

To all whom it may concern:

Be it known that I, CHARLES P. SNOW, of Freeport, in the county of Stephenson and State of Illinois, have invented a new and useful Improvement in Plows, of which the following is a specification, reference being had to the accompanying drawings.

The invention relates to an improvement in plows; and consists in the devices hereinafter set forth.

The object of the invention is to provide a means for holding the plow in a rigid position, or for elevating or depressing it, and also for allowing it to be moved either to the right or left without elevating the plow-beam.

The invention also provides a means for lowering or raising the body of the frame carrying the plow.

In the accompanying drawings, Figure 1 is a side elevation of the invention. Fig. 2 is a top view of same with the driver's seat removed. Fig. 3 is a detached plan view of the gearing operating the plow-beam.

A represents the frame of the device, which is provided on its rear end with the shaft B and upon each side with the vertical sleeves or bearings D, in which are properly placed the bars *a*, having teeth *b* upon one of their edges, which teeth are designed to engage a suitable pawl or other device, (not shown,) and thereby adjust the position of the bars *a* in the sleeves.

The lower ends of the bars *a* are pivotally secured upon the axles *d* in juxtaposition to the supporting-wheels *e*, also mounted upon the axles *d*. It is obvious, according as the bars *a* are either elevated or depressed, that the axles *d* will be brought nearer the ground or be farther removed therefrom, and that the frame A will consequently be similarly affected.

About the longitudinal center of the implement the bars *f* pass from the front edge of the frame A, and have their rear ends secured to the shaft B, centrally above which is supplied an operator's seat, *g*.

Upon the shaft B, between the rear ends of the bars *f*, is mounted the sleeve *h*, furnished with the rearwardly-projecting lips or flanges *i*, between which is loosely secured the front end of the plow-beam *l* by a suitable bolt and nut, the said front end of the plow-beam being preferably somewhat wider than its rear end, though it may be of any desired dimensions. The rear end of the plow-beam *l*, after extending rearward a proper distance, turns downward, and is supplied with a suitable plowshare, as shown.

At the ends of the shaft B are secured the ends of the curved bar *m*, which bulges rearward, and is provided upon its under surface, about its center, with the downwardly-projecting lips *n*, the distance between which should be about equal to the width of the plow-beam *l*, so that, when desired, the bar *m* may be lowered upon the said plow-beam and the lips *n* passed down upon each side thereof, thus securing the plow-beam in a fixed position.

To the rear portion of the bar *m* is affixed the rear end of the lever *p*, the front end whereof extends forward to within suitable reach of the operator's foot, thereby affording a convenient means for raising the bar *m* from the plow-beam or lowering it upon the same, and for allowing the plow-beam to be swung either to the right or left, or be secured in a rigid position between the lips *n*.

Upon one edge of the sleeve *h* is furnished the segmental gearing *t*, which extends forward and meshes with the similar section of segmental gearing *u*, pivoted on the axle *w* and supplied with the lever *x*, which extends forward, and is furnished with a suitable stud on its face to engage properly-placed apertures constructed in the rack E secured to the bar *f*.

The purpose of the segmental gearing, lever, and rack is to provide a means for elevating or depressing the point of the plowshare. Thus, when the plow is digging too deep, the operator need simply raise the front end of the lever *x* and insert its stud in one of the apertures in the rack E, thereby causing the elevation of the plowshare and locking it in such position.

To depress the plowshare, it is simply necessary to reverse the above-mentioned movement of the lever *x*.

It is evident that when the bar *m* is elevated the plow beam and share are perfectly free to turn upon their pivot either to the right or left, and that when the bar *m* is lowered the

lips n will hold the plow-beam in a fixed position.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The segmental gearing t u, lever x, and rack E, in combination with the sleeve h, lips i, plow-beam l, and bar m, substantially as set forth.

2. As a means for allowing the lateral movement of the plow-beam l, the curved bar m, hinged at each end on the axle B, and provided on its under surface with the lips n, and on its upper surface with the foot-lever p, in combination with the sleeve h, having lips i, between which the plow-beam is pivoted, substantially as set forth.

In testimony that I claim the foregoing improvement in plows, as above described, I have hereunto set my hand this 12th day of February, 1878.

CHARLES P. SNOW.

Witnesses:
HIRAM BRIGHT,
AMOS K. KLOCK.