2 Sheets—Sheet 1.

C. MYERS.

Plow.

No. 209,067. Patented Oct. 15, 1878.

Fig. 1.

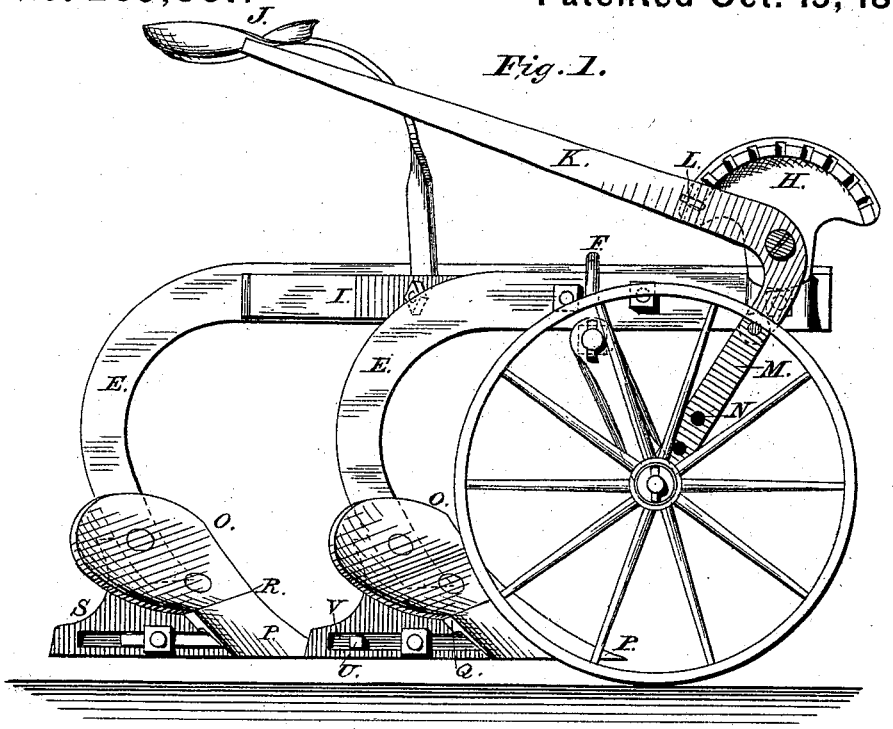
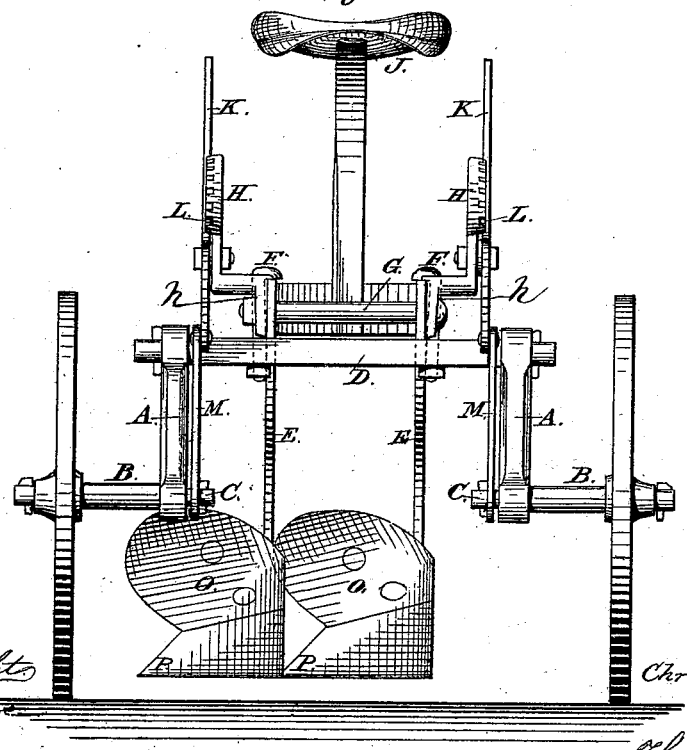


Fig. 2.



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2 Sheets—Sheet 2.

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Plow.

No. 209,067. Patented Oct. 15, 1878.

Fig. 3.

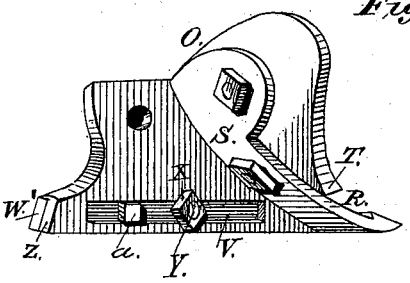
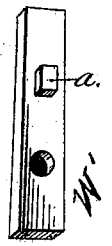


Fig. 2.



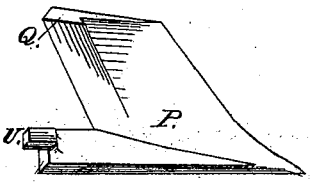


Fig. 4.

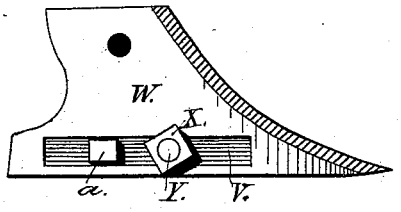


Fig. 4a.

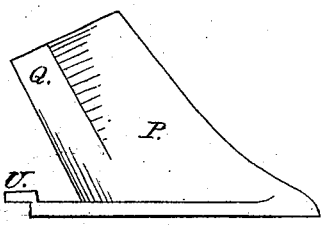


Fig. 5.

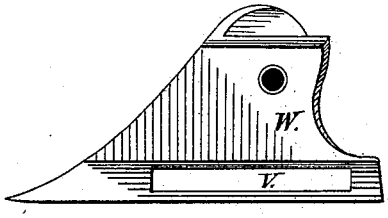


Fig. 5a.

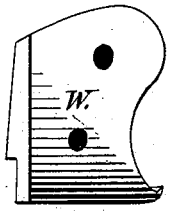
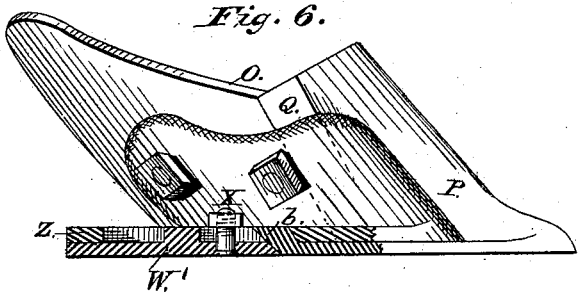


Fig. 6.



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Inventor:

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UNITED STATES PATENT OFFICE.

CHRISTIAN MYERS, OF NAPA CITY, CALIFORNIA.

IMPROVEMENT IN PLOWS.

Specification forming part of Letters Patent No. **209,067**, dated October 15, 1878; application filed August 29, 1878.

To all whom it may concern:

Be it known that I, CHRISTIAN MYERS, of Napa City, in the county of Napa and State of California, have invented certain new and useful Improvements in Plows; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, making a part of this specification, and in which—

Figure 1 is a side elevation of a plow embodying the improvements of my invention. Fig. 2 is a front elevation. Fig. 3 is a perspective view of one of the plows with the removable point detached. Fig. 4 is an elevation of the land-side of the plow, and Fig. 4^a is a bottom view of the removable point. Figs. 5 and 5^a are views of the frog having the sliding portion of the land-side removed, and Fig. 6 shows a modification of the removable share and sliding land-side. Fig. 7 is a detail view.

This invention has relation to plows; and consists in the improvements in the construction of the same hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawing similar letters of reference indicate corresponding parts in the several figures.

The arms A A, carrying the spindles B B and the studs C C at their lower ends, are journaled to the axle D at its ends. The plow-beams E are fixed upon the axle D by the hooked bolts F, and extend forward of the axle, where they are connected by the rod G, which is also used to secure the racks H H to the forward ends of the plow-beams, said racks having each a lower right-angled portion, *h*, through which said rod G passes, as shown.

A brace, I, is secured between the beams to strengthen them, and to this brace I the seat J is secured.

Levers K K, curved at their front ends, are secured to the sides of the racks H H, and are provided with detents L L, which engage with the teeth of the racks H H. Arms M, having perforations N, form the connections between the curved ends of the levers K K and the studs C C on the arms A A.

The levers K K act independently of each other, and by this construction the plows can be much more easily handled than where the rock-shaft operating the entire gang at once is employed. The driver's seat can be kept horizontal even when one of the wheels is running in a furrow and the other upon the surface, or when the plow is being used upon the hill-side, and this, too, without an extra adjustment, as is the case where the entire gang of plows are elevated at one time.

The levers K K, near their fulcrums, are sprung in against the racks to cause the detents L L to always engage with the teeth of the racks; and to change the detents from one notch to another it is only necessary to push outwardly upon the levers and then move them forward or backward, as may be necessary.

Each of the plows O has its slip-share or removable point P provided with a tongue, Q, on its under face, which slides into a corresponding groove, R, one side of which is formed by the frog S and the other by the fixed portion T of the mold-board, secured to the frog S in the usual manner, thus forming a dovetail-joint.

The land-side wing of the slip-share P is provided with a lug, U, on the inside and at the rear of said wing. This lug U enters a slot, V, in the land-side W of the frog S when the share P is slipped to place, and the detachable land-side W′, provided with a bolt, Y, which also slides in the slot V in the land-side W of the frog S when the nut X, which retains it in place, is loosened, is slipped forward against the fixed portion Z of the main land-side W and holds the lug U in the slot V, thereby firmly securing the point P when the nut X has been properly tightened.

To prevent the sliding portion W′ of the main land-side from moving unnecessarily far to the rear, a stud, *a*, is provided, which is secured to the inner face of the part W′ and enters the slot V.

A modification of the slip-share P is shown in Fig. 6, where the lug *b* and the rear end of the land-side wing of the share P are beveled, as shown, and the forward end of the sliding portion W′ of the main land-side W is also beveled to lap over the bevel on the lug and slip-share.

To remove or attach this slip-share P, only one nut X needs to be loosened, and that need never be entirely removed. The utility of this part of the invention is obvious, and its sim-

plicity, durability, and cheapness cannot be questioned.

Having thus described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

1. In a plow, the combination, with the axle D, provided with the arms A A, having spindles B B and studs C C, and the plow-beams E E, of the rod G, for connecting said beams at their forward ends, racks H H, having the lower right-angled portions *h h* secured to said rod G, curved spring-levers K K, having detents L L, and the perforated arms M N, the several parts constructed and relatively arranged to operate substantially in the manner herein shown and described.

2. In a plow, the slip-share P, having tongue Q and lug U, the frog S and fixed portion T, having groove R and slot V, in combination with sliding portion W′ of land-side W, having stud *a*, and bolt and nut X Y, constructed and operating substantially as and for the purposes set forth.

In testimony that I claim the foregoing improvements, as above described, I have hereunto set my hand and seal this 12th day of August, 1878.

CHRISTIAN MYERS. [L. S.]

Witnesses:
JOHN S. STANSBURY,
DANIEL KENDIG.