

A. G. & J. R. Cummins,

Flour.

No. 92,277.

Patented July 6, 1869.

Fig. 1.

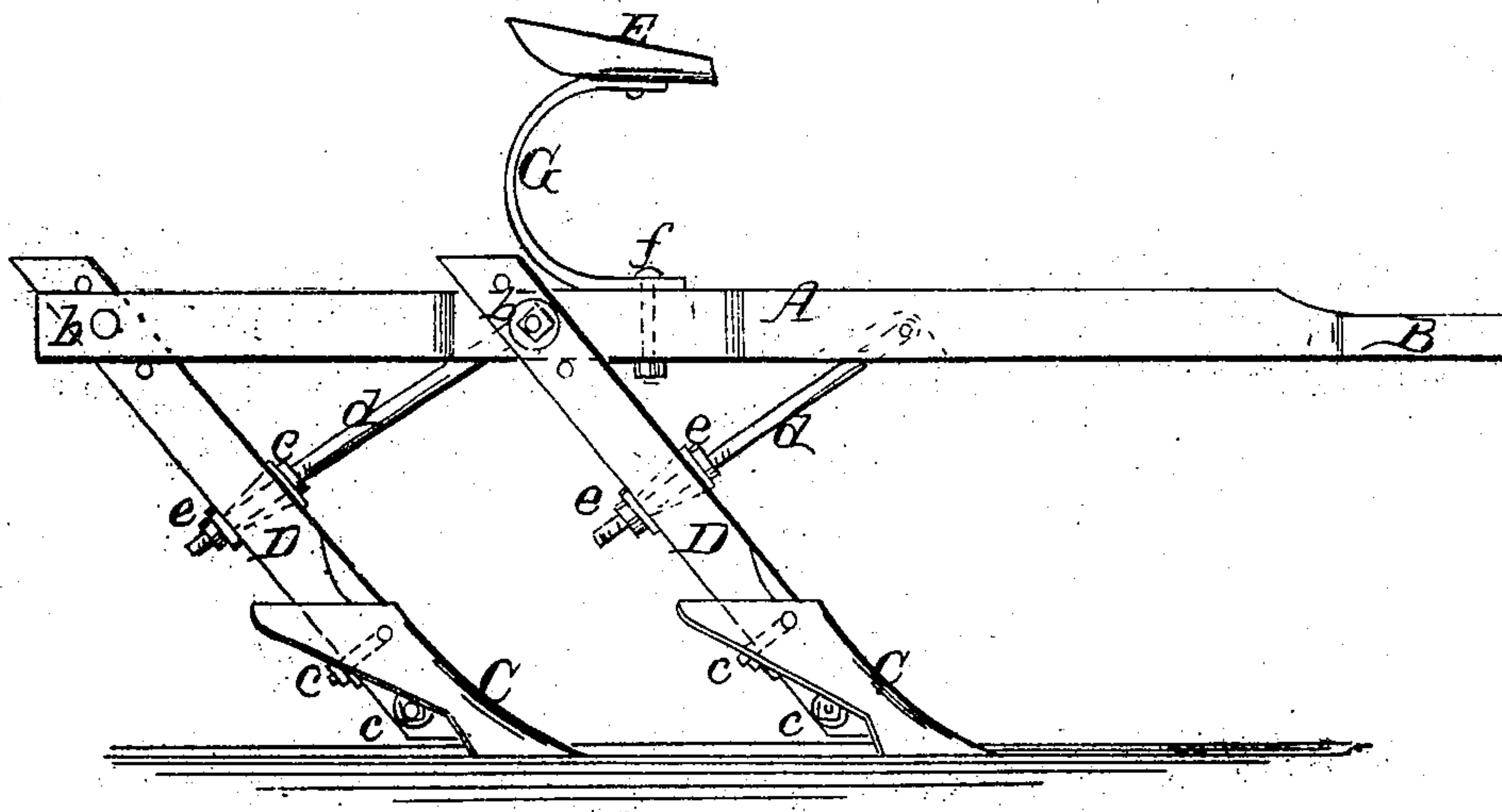
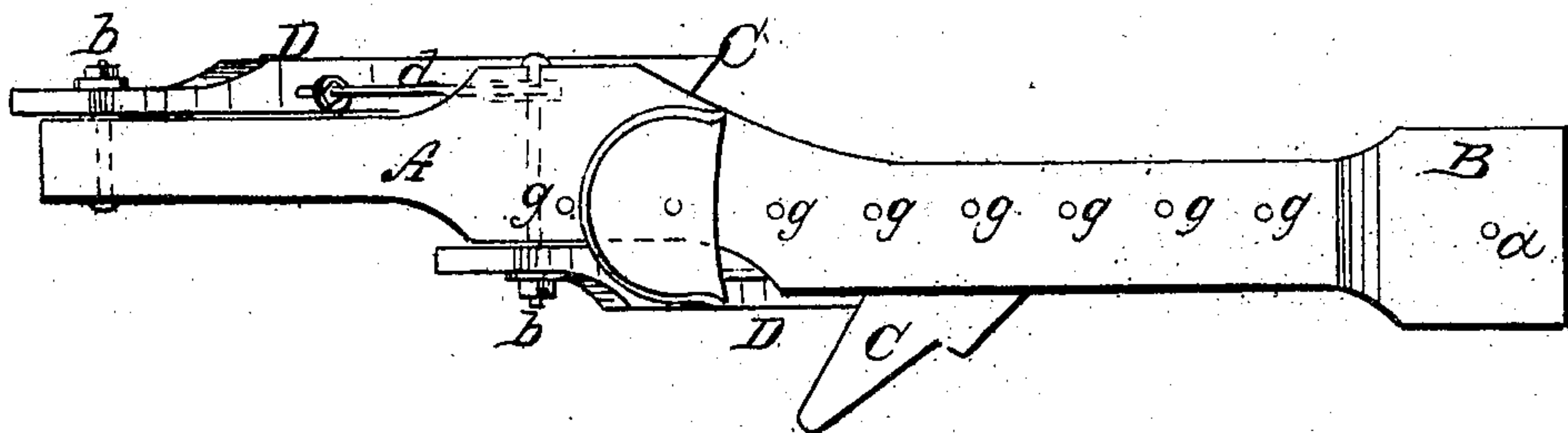


Fig. 2.



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A. G. CUMMINS AND J. R. CUMMINS, OF MCKINNEY, TEXAS.

Letters Patent No. 92,277, dated July 6, 1869.

IMPROVEMENT IN PLOWS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, A. G. CUMMINS and J. R. CUMMINS, of McKinney, in the county of Collin, and State of Texas, have invented a new and useful Improvement in Plows; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

Figure 1 is a side view of our improved plow.

Figure 2 is a plan view of the same.

Similar letters of reference indicate corresponding parts.

This invention has for its object certain improvements in the construction of plow-beams in that class usually termed gang-plows, whereby they may be attached to the front axles of common farm-wagons, as well as prevented from turning, the driver's seat being also attached to said beams, as will be hereinafter more fully described.

It consists of a plow-beam, having one or more removable plows, the front end of the said beam being attached to the front axle of any common farm-wagon, by passing the king-bolt of the said axle through a hole in the front end of the beam, the said end being inserted between the bolster and axle, in the manner of a coupling or reach-pole.

The beam is provided with a movable seat for a driver, and is capable of being affixed at any suitable point in the beam, in order to bring the weight of the driver over or away from the plows, according as the soil is heavy or light.

In the drawings—

A B is the beam, having its front end B enlarged horizontally, and somewhat thinner than the main body of the beam, for inserting between the front bolster and axle of any common wagon, and having a hole, *a*, for the king-bolt, by which the beam is attached to the front axle.

In practice we usually employ two plows, but more or less may be used if desired.

C C are the plows.

D D, the standards of the same, which latter are affixed to the beam by bolts *b*, and stay-rods, or braces *d*.

c c c c are bolts passing through the standards and plows.

The stay-rods *d* pass through the standards, and are provided with nuts *e e*, to give the standards the proper incline or angle for the best effect of the plows.

The driver's seat *E* is affixed to the upper end of a curved metal plate, or spring, *G*, which is bent to

bring its lower end to rest flatly upon the beam, to which it is affixed by a bolt, *f*, passing through it and the beam.

There are a number of holes, *g*, along the beam, for the purpose of shifting the seat to or from the plows, as the soil is heavy or light, for when the soil is light, the weight of the driver should be moved forward, so that his whole weight will not come upon the plows; but when the soil is stiff and heavy, it will require the weight of the driver immediately over the plow, to cause them to keep in the ground.

The seat can be adjusted to these extremes, or any intermediate point between them, and thus insure the effective working of the plow in all kinds of soil.

When a single plow only is to be used, the rear plow is taken off, and the front plow shifted back to the place of the rear plow, on the right side of the beam.

In the plan view, it will be observed that a certain conformation of the beam is requisite or desirable, to afford the proper arrangement of the plows, and to brace the same; and it will also be obvious, that by continuing this form in the same manner, attachment may be afforded for a third plow in the rear end, to the left of the second plow, and we desire to be understood as not limiting our invention to the use of two plows only, as three or four may be employed without departing from the spirit of the invention.

By means of our invention, the heavy frame usually required for gang-plows is dispensed with.

Again, the plows can be turned at the angles of the field or furrows, without lifting out the plows, but by simply turning the team and axle to which the plows are attached, in the usual manner of driving around corners.

These advantages permit the plow to be managed by a boy or other light person, as he will not be required to lift out the plows in turning corners.

Having thus described our invention,

We claim as new, and desire to secure by Letters Patent—

The plow-beam *A*, formed with the front end B enlarged horizontally, and perforated for the purpose specified, the same being likewise provided with the seat *E*, longitudinally adjustable thereon, by means of the bolt *f* and holes *g*, and the adjustable standards *D D* and adjusting braces *d*, as herein set forth.

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