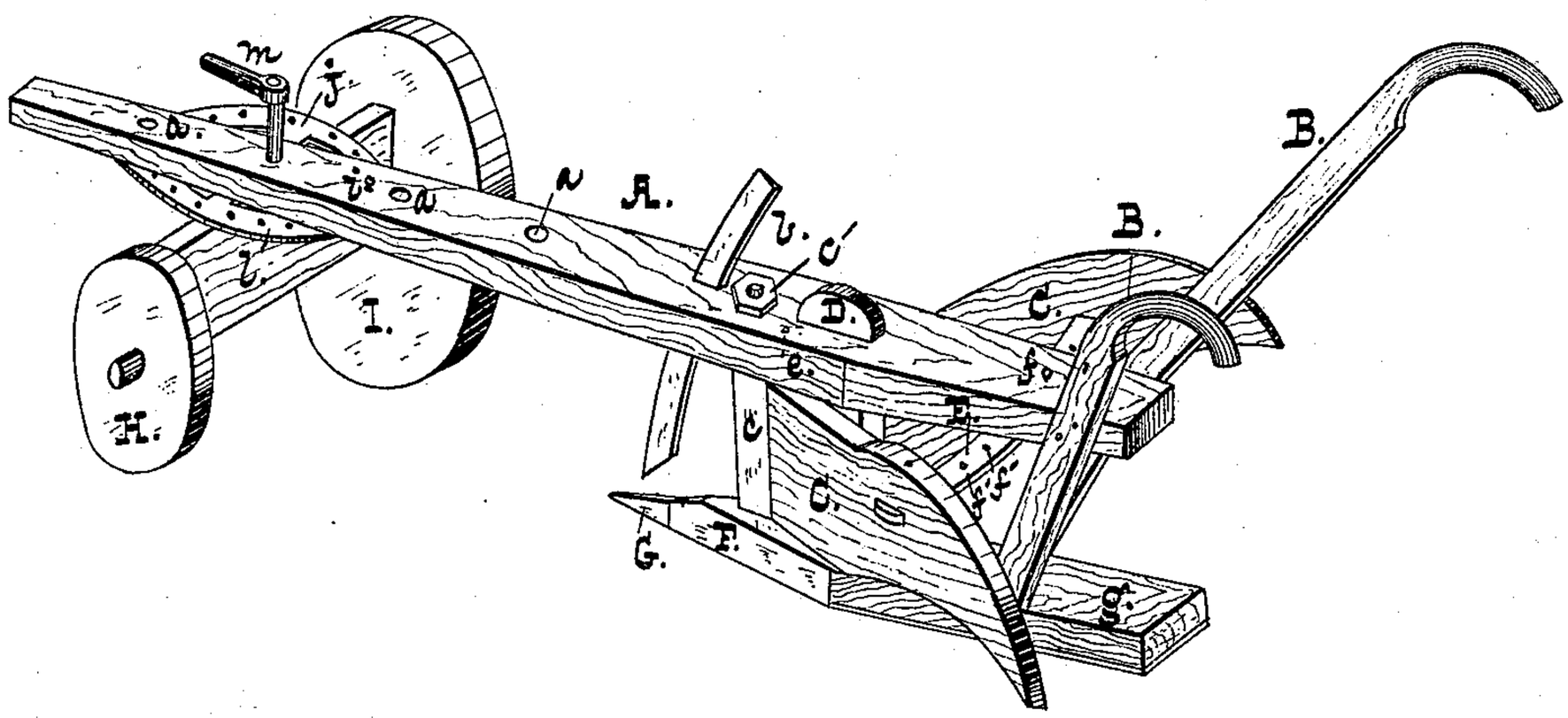
(Model.)

J. KÖNIG.

PLOW.

No. 251,445. Patented Dec. 27, 1881.



WITNESSES.

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JULIUS KÖNIG, OF SNYDERSBURG, MARYLAND.

PLOW.

SPECIFICATION forming part of Letters Patent No. 251,445, dated December 27, 1881.

Application filed August 4, 1881. (Model.)

To all whom it may concern:

Be it known that I, JULIUS KÖNIG, of Snydersburg, Carroll county, State of Maryland, have invented certain new and useful Improvements in Plows; and I hereby declare the same to be fully, clearly, and exactly described as follows, reference being had to the accompanying drawing, in which a plow embodying my invention is shown in perspective view.

My invention relates to that general class of plows having pivoted mold-boards; and it consists in certain features of construction and combinations of parts, as hereinafter fully set forth and made the subject of the claim.

In the drawing, A is the beam, having handles B of the usual construction, and D is a standard rigidly connecting the shoe *g* with the beam. The front F of the shoe is cast solid, and from it extends upward a blade, *c*, in front of the standard, which blade is bolted at *c'* to the beam.

G is a removable steel point stepped in a socket in the block F.

A cutter, *b*, of the usual form is mounted in the beam.

C C are the mold-boards, which are pivoted between the beam and shoe, at *e*, on either side of the standard, and they are connected by a brace, E, having perforations *f'*, through which and through the beam a pin, *f*, passes, securing the mold-boards at any desired angle with the line of draft.

The beam A has a number of perforations, *a a*, through one of which is passed the pivot-pin *m* of the truck. The latter consists of two wheels, H and I, of unequal diameters, the one being designed to run in the furrow and the other on the land, connected by an axle on which is mounted a fifth-wheel, *l*, having perforations *j*, with one of which a pin, *i*, passing through the beam engages. The depth of furrow is regulated or governed by the proximity of the truck to the plow-point.

In operation, the truck being pivoted in the particular one of the holes *a* giving the desired depth of furrow, and the mold-boards being adjusted as desired, the plow is drawn as usual. On reaching the end of the furrow the beam is tilted upward, and the truck is swung around and secured with its larger wheel on the opposite side of the beam, so as to run in the furrow on the return.

The series of holes *j* affords facility for inclining the front axle to the line of draft as is necessary in plowing on a hillside.

The king-bolt of the front truck projects up through the beam, as shown, a sufficient distance to permit the larger wheel to pass under the beam when it is desired to reverse the position of the truck. To do this it is only necessary to tilt the front of the beam upward by bearing down upon the handles, when the pin *i* is lifted out of engagement with the fifth-wheel and the truck may be turned.

The mold-boards being rigidly connected together it is only necessary to remove the pin *f* in order to swing either one in toward the beam, and in so doing to throw the other outward, as may be desired.

What I claim is—

In combination with the perforated adjustable beam and mold-boards, the front truck having wheels of unequal size, a fifth-wheel adapted to be secured to the b am, and an upwardly-projecting king-bolt, as and for the purpose set forth.

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Witnesses:

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