

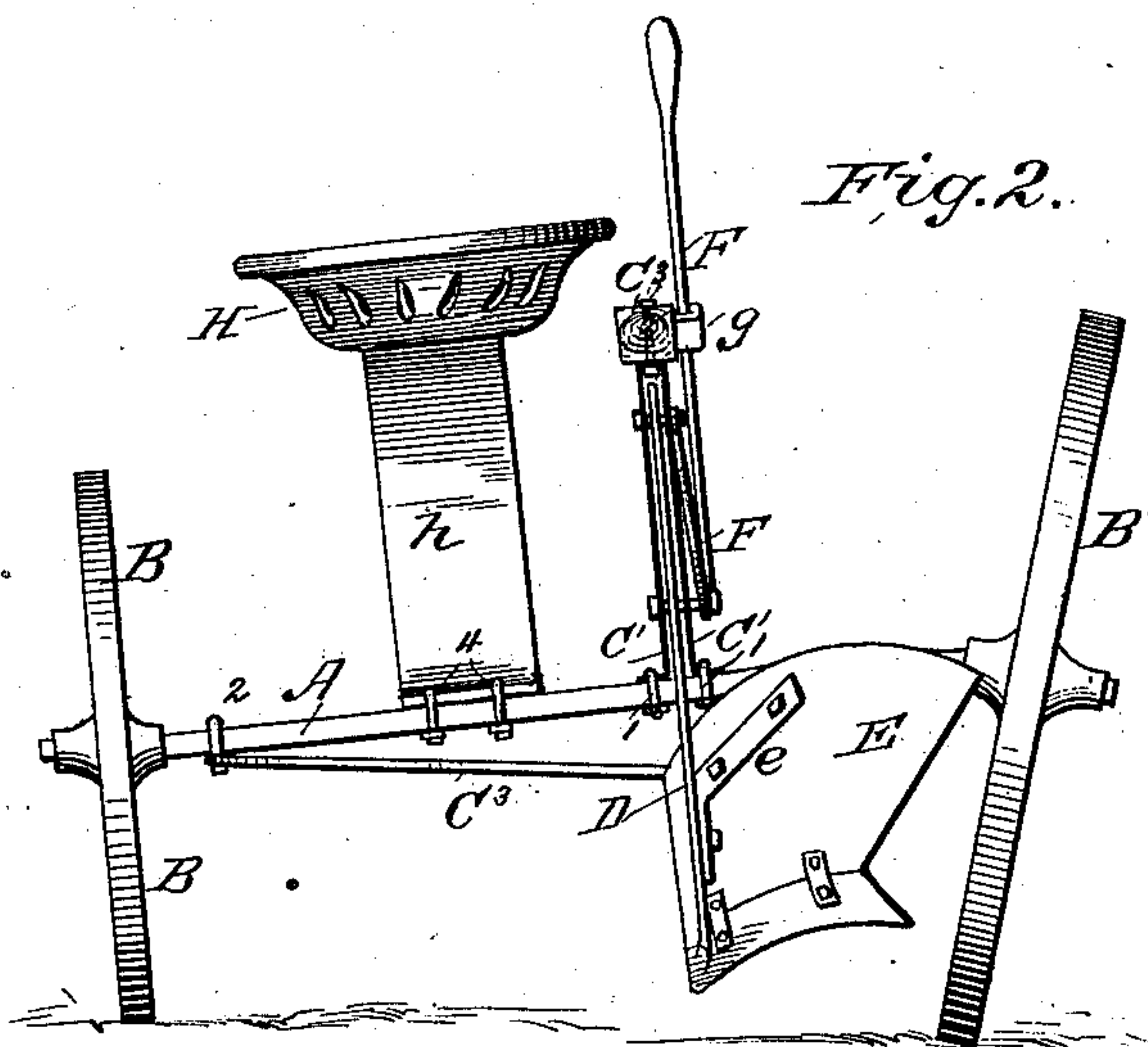
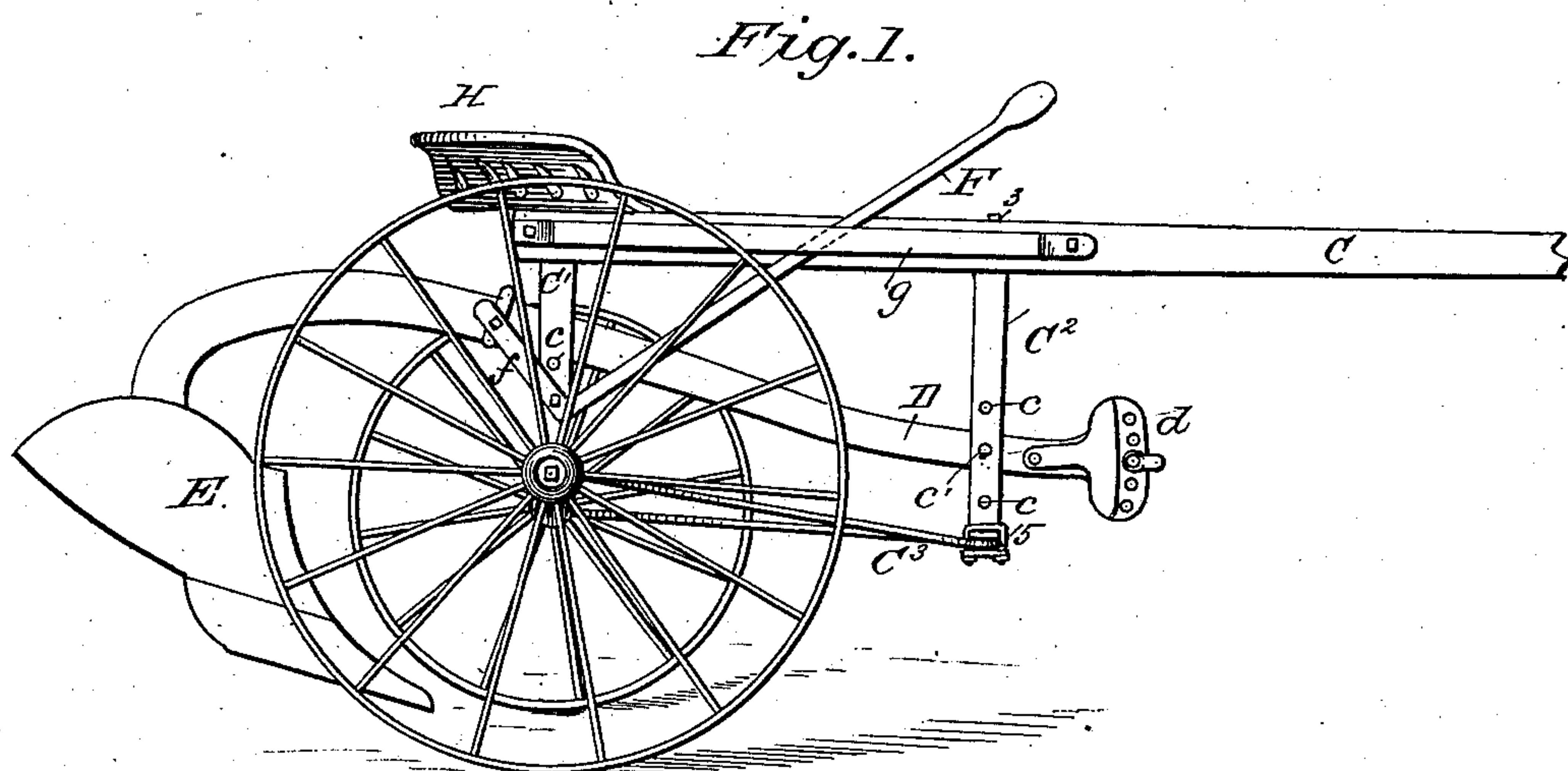
(No Model.)

W. J. LOCKE.

PLOW.

No. 365,615.

Patented June 28, 1887.



WITNESSES:
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UNITED STATES PATENT OFFICE.

WILLIAM J. LOCKE, OF SAN ANTONIO, TEXAS.

PLOW.

SPECIFICATION forming part of Letters Patent No. 365,615, dated June 28, 1887.

Application filed March 17, 1887. Serial No. 231,308. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. LOCKE, of San Antonio, in the county of Bexar and State of Texas, have invented certain new and useful Improvements in Plows, of which the following is a specification, reference being had to the accompanying drawings, forming part thereof, in which—

Figure 1 is a side elevation of my improved plow, and Fig. 2 is an end view thereof.

The invention will first be described, and then specifically pointed out in the claim.

A represents the axle, having at one end the smaller wheel, B, and at the opposite or furrow end the larger wheel, B', which is set at an incline, as shown in Fig. 2.

C represents the tongue, which extends as far rearward as the axle, to which it is connected by vertical parallel spaced bars C' C', the lower ends of which are bent outward at right angles and secured by clips 1 to the axle. In front of the axle similarly-spaced bars, C², depend from the tongue, which bars are provided with transverse bolt-apertures *c* in vertical series, and bolts 3 pass through the connecting cross-pieces at the upper ends of the bars or arms C' C² and through the tongue. A curved brace, C³, is clipped between its ends to the lower outward bent ends of the spaced bars C² by clips 5, the ends of the brace being secured to the axle by clips 2.

D is the plow-beam pivoted near its forward end within the slot or space between the bars C² by means of a bolt *c'*, and also passing through the slot or space between the rear bars, C'. The rear end of the plow-beam is curved downward in rear of the axle, and the plow-shovel E is secured thereto by the angular steel strap *e*, as best shown in Fig. 2.

F is an angle-lever, pivoted at or near its angle to the rear bars, C', its short arm extending rearward and pivotally connected to the plow-beam, and its long arm projecting

forward and upward through the guide *g* on the side of the tongue to a point near the driver's-seat H, which is connected to the axle by clips 4, passing through apertures in the lower end of its standard *h*. The lever F may be pivoted higher or lower upon the bars C by means of a bolt adapted to pass through apertures *c*. It will be readily seen that the depth of the plow may be readily regulated by the several adjustments afforded by adjusting the forward end of the beam in the slot or space of the front bars, C², and then raising or lowering the rear end of said beam by means of the lever F. The front end of the plow-beam is provided with a clevis, *d*, of any approved construction. The plow has no landside, but only a point and mold-board. The bars C' C² may be replaced, if desired, by a single bar having a vertical central slot therein for the beam, as might also the bars C².

From the foregoing it will be seen that by simply loosening the nuts on the clips 1 and 5 the bars C' C², and with them the tongue and plow, may be moved laterally on the axle and curved brace, so that the plow may take more or less land, as may be desired.

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

The combination, with the axle having the landside-wheel B and the larger inclined furrow-wheel, B', of the tongue C, the vertical bars C' C², secured to the under side of the tongue, the lower ends of the bars C' being clipped to the axle and adjustable laterally thereon, the curved brace C³, clipped at its ends to the axle and between its ends to the lower ends of the bars C², and the plow and its operating-lever, substantially as set forth.

WILLIAM J. LOCKE.

Witnesses:

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