

(No Model.)

H. REID.
· PLOW.

No. 430,149.

Patented June 17, 1890.

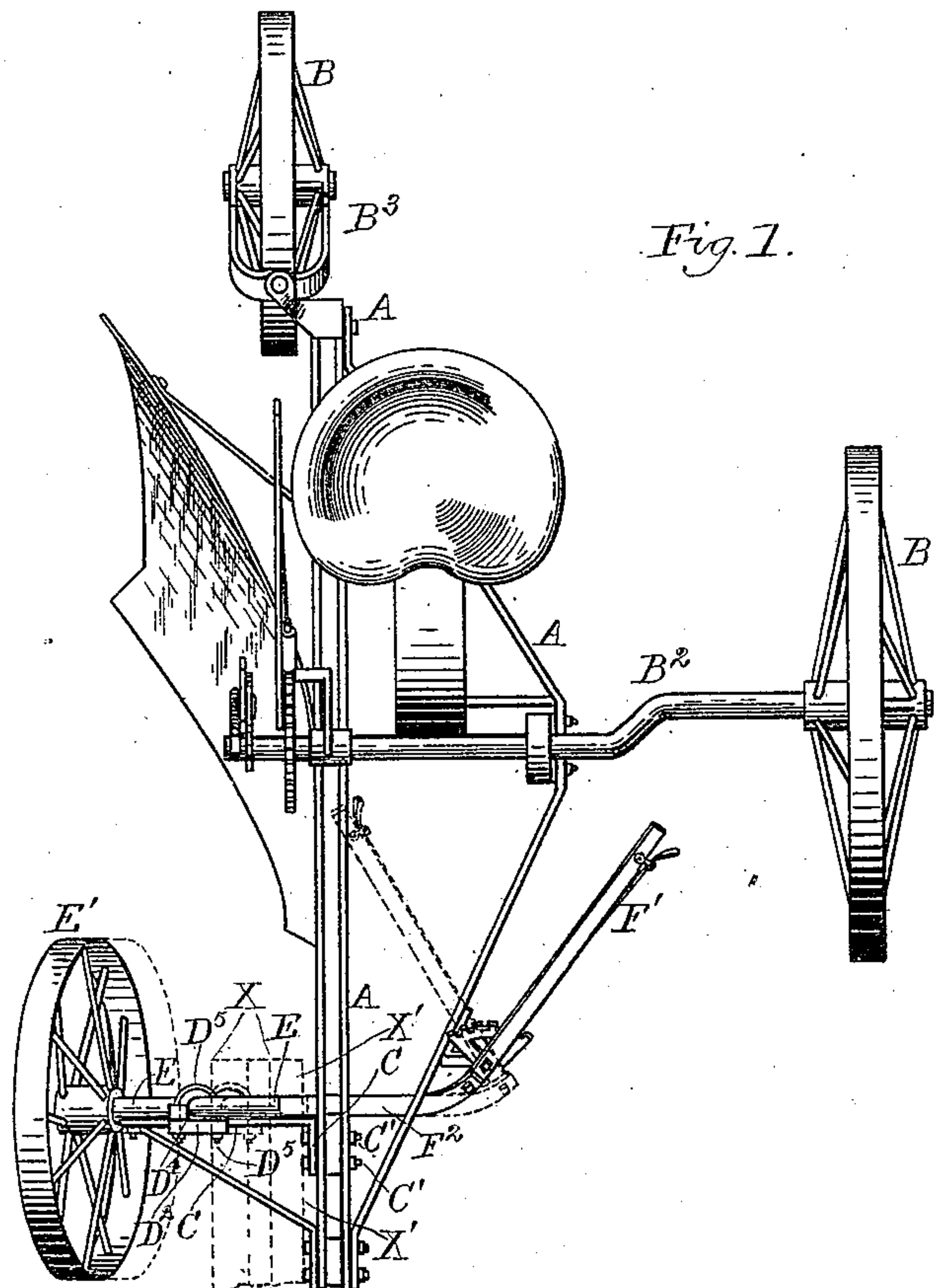


Fig. 1.

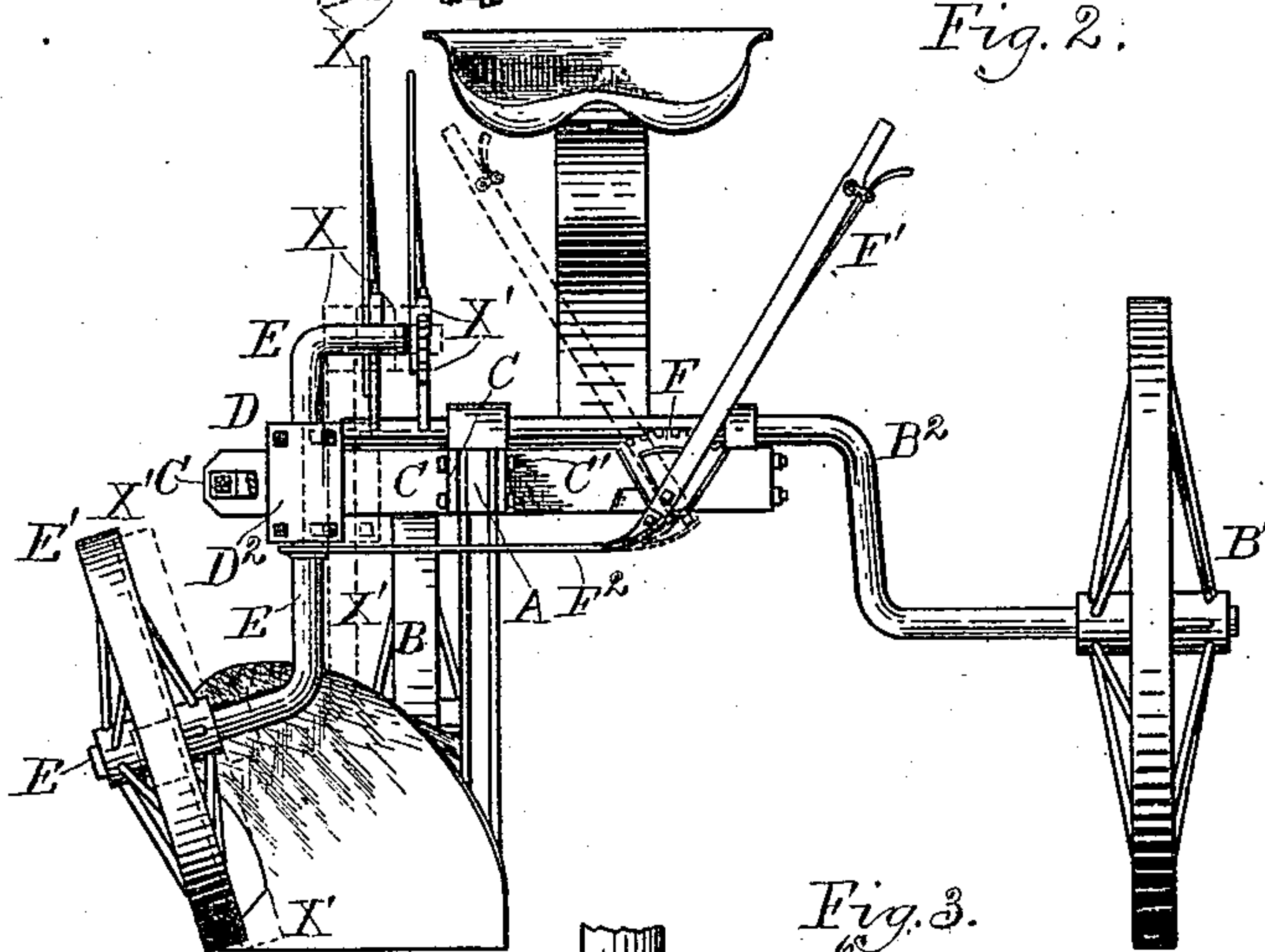


Fig. 2.

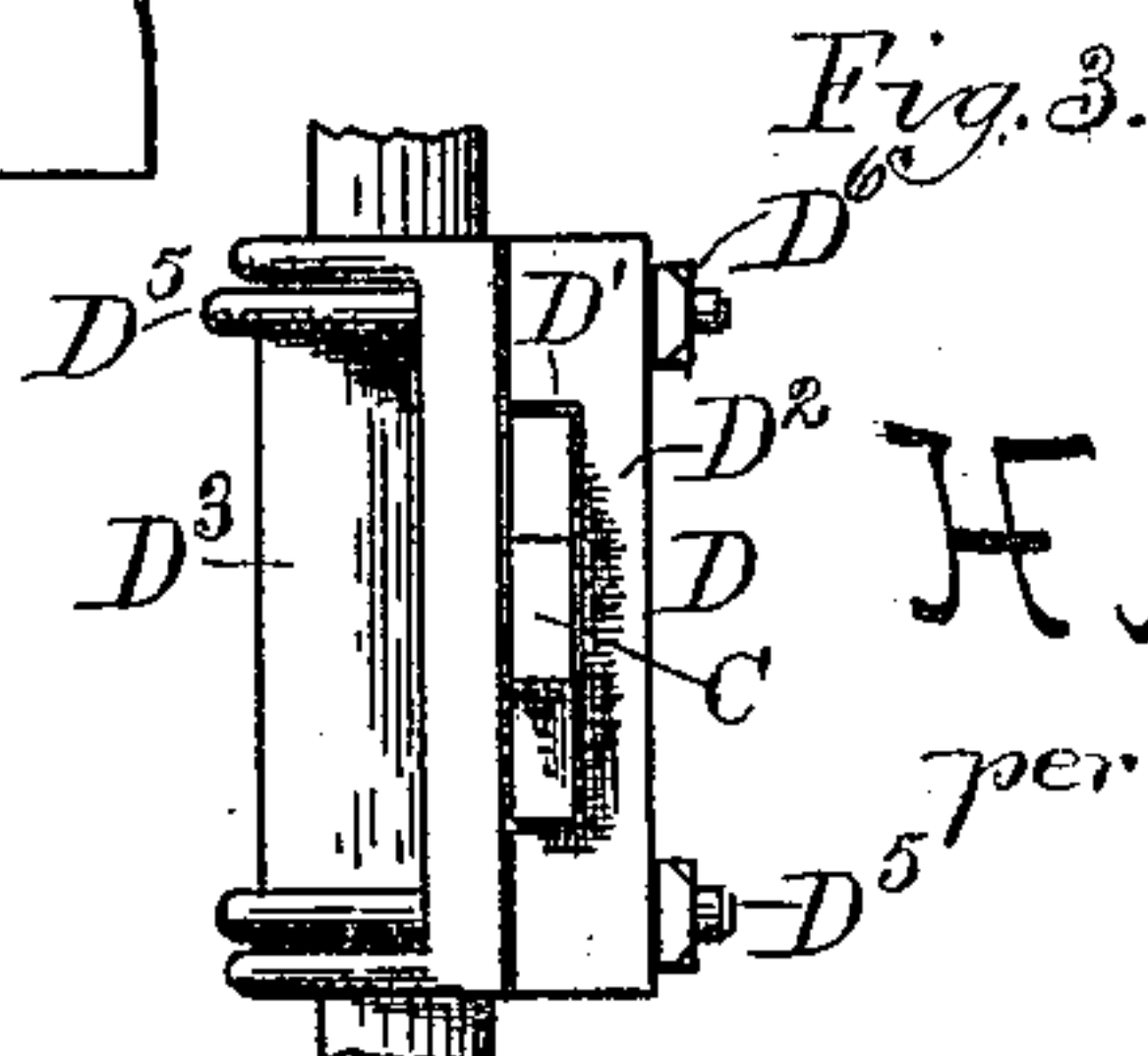


Fig. 3.

Witnesses:
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UNITED STATES PATENT OFFICE.

HUGH REID, OF GUILFORD, ILLINOIS.

PLOW.

SPECIFICATION forming part of Letters Patent No. 430,149, dated June 17, 1890.

Application filed April 23, 1890. Serial No. 349,176. (No model.)

To all whom it may concern:

Be it known that I, HUGH REID, a citizen of the United States, residing at Guilford, in the county of Winnebago and State of Illinois, have invented certain new and useful Improvements in Plows, of which the following is a specification.

The object of this invention is to provide sulky-plows with a furrow-wheel that can be readily adjusted by moving the same to or from the land to regulate the width of the furrow to be turned over.

This invention consists of certain new and useful features of construction and combinations of parts, hereinafter described, and specifically pointed out in the claims.

Referring to the accompanying drawings, which form a part of this specification, Figure 1 is a plan view of a plow provided with my improvement. Fig. 2 is a front elevation of the same. Fig. 3 is a view of the outer end of the bracket-arm and carriage and the bearing of the furrow-wheel axle.

Like letters of reference indicate corresponding parts throughout the several views.

A is the main frame of the plow. B B' are wheels connected therewith, in the usual manner, by means of an axle B² and swivel-yoke B³.

C is a bracket-arm, rigidly connected by one end thereof with the main frame A of the plow by means of the bolts C', or in any other suitable manner.

D is a carriage, having an opening D' extending therethrough of proper dimensions to readily admit the bracket-arm C, whereon the former may be slid back and forth. The carriage D may be composed of two parts, as D² D³, the latter having a slot D⁴ therein, adapted to serve as a bearing for a part to be described hereinafter, secured together by means of clips D⁵ and nuts D⁶, or constructed in any other manner desired.

E is the furrow-wheel axle passed through the parts D³ and pivoted in the slot D⁴ therein.

E' is a furrow-wheel mounted on the axle E.

F is a segment-rack secured to the main frame A or to one of its attachments.

F' is an adjusting-lever pivoted to the segment-rack F or some part adjacent thereto.

F² is a rod connecting the furrow-wheel axle E with the adjusting-lever F'. Obviously the rod F² might connect the parts D F' instead of those just mentioned, with identical results.

The dotted lines X indicate the position and connection of the tongue with the plow when the same is attached thereto.

Figs. 1 and 2 show the furrow-wheel and parts operating the same in proper positions to cause the plow to turn a furrow of full width. The dotted lines X' indicate the movements of the same parts necessary to produce a narrowing of the furrow.

I claim—

1. In combination, the bracket-arm, the carriage adapted to slide back and forth thereon, the furrow-wheel axle pivoted in the carriage, the furrow-wheel mounted thereon, the segment-rack secured to the main frame or one of its attachments, the adjusting-lever pivoted to the segment-rack or some part adjacent thereto, and the rod connecting the furrow-wheel axle with the adjusting-lever, substantially as and for the purpose specified.

2. In combination, the plow-frame, the bracket-arm fast thereto by one end thereof, the carriage capable of being slid back and forth thereon, the furrow-wheel axle inserted through and pivoted in the carriage, the furrow-wheel mounted thereon, the segment-rack secured to the main frame, the adjusting-lever pivoted to a suitable bearing, and a rod-connection between the furrow-wheel axle and adjusting-lever, substantially as and for the purpose specified.

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