(No Model.) 2 Sheets—Sheet 1.

J. G. HUNT.

PLOW.

No. 449,678. Patented Apr. 7, 1891.

FIG. 1.

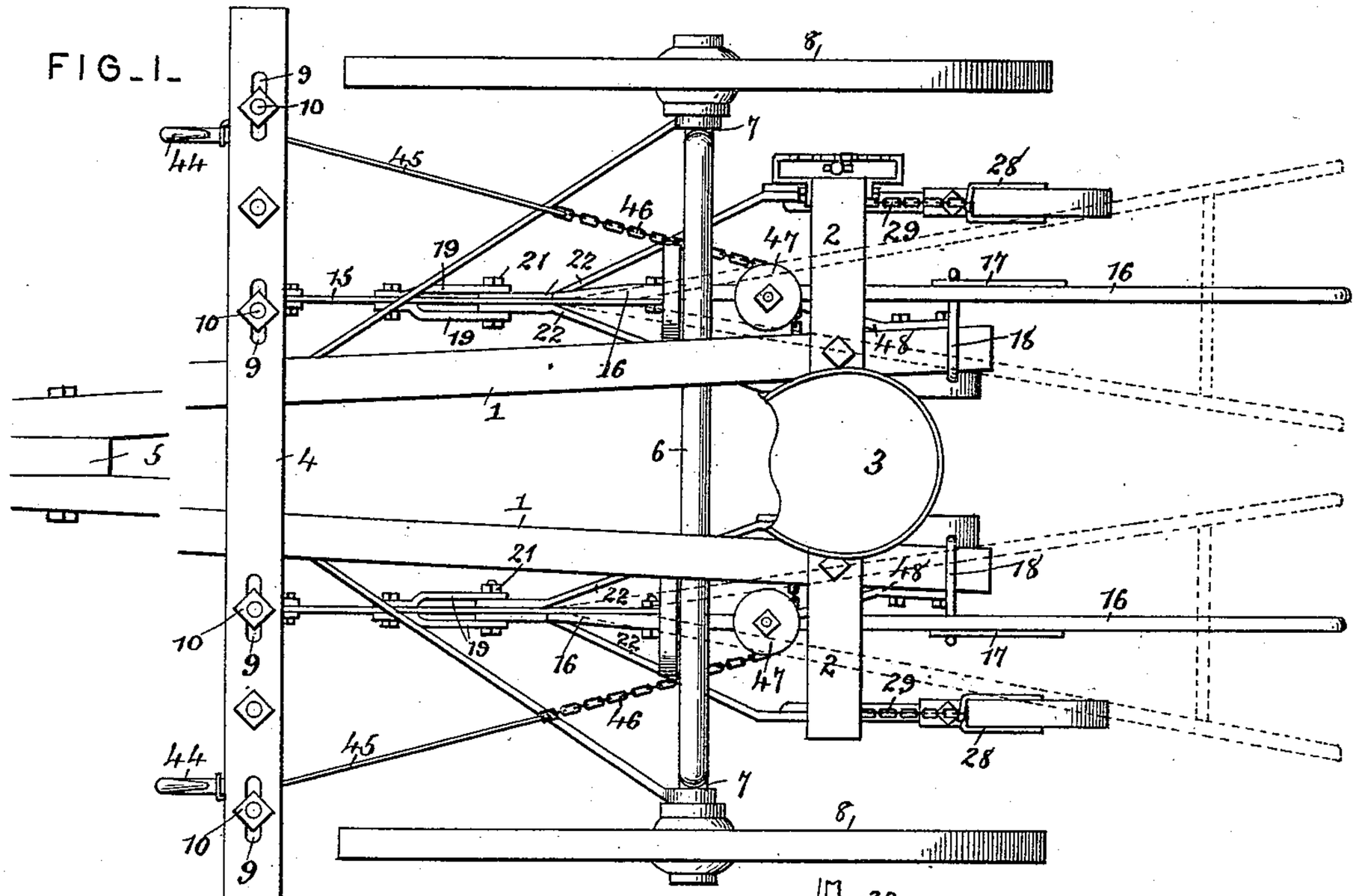

FIG. 2.

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(No Model.) 2 Sheets—Sheet 2.

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FIG. 3.

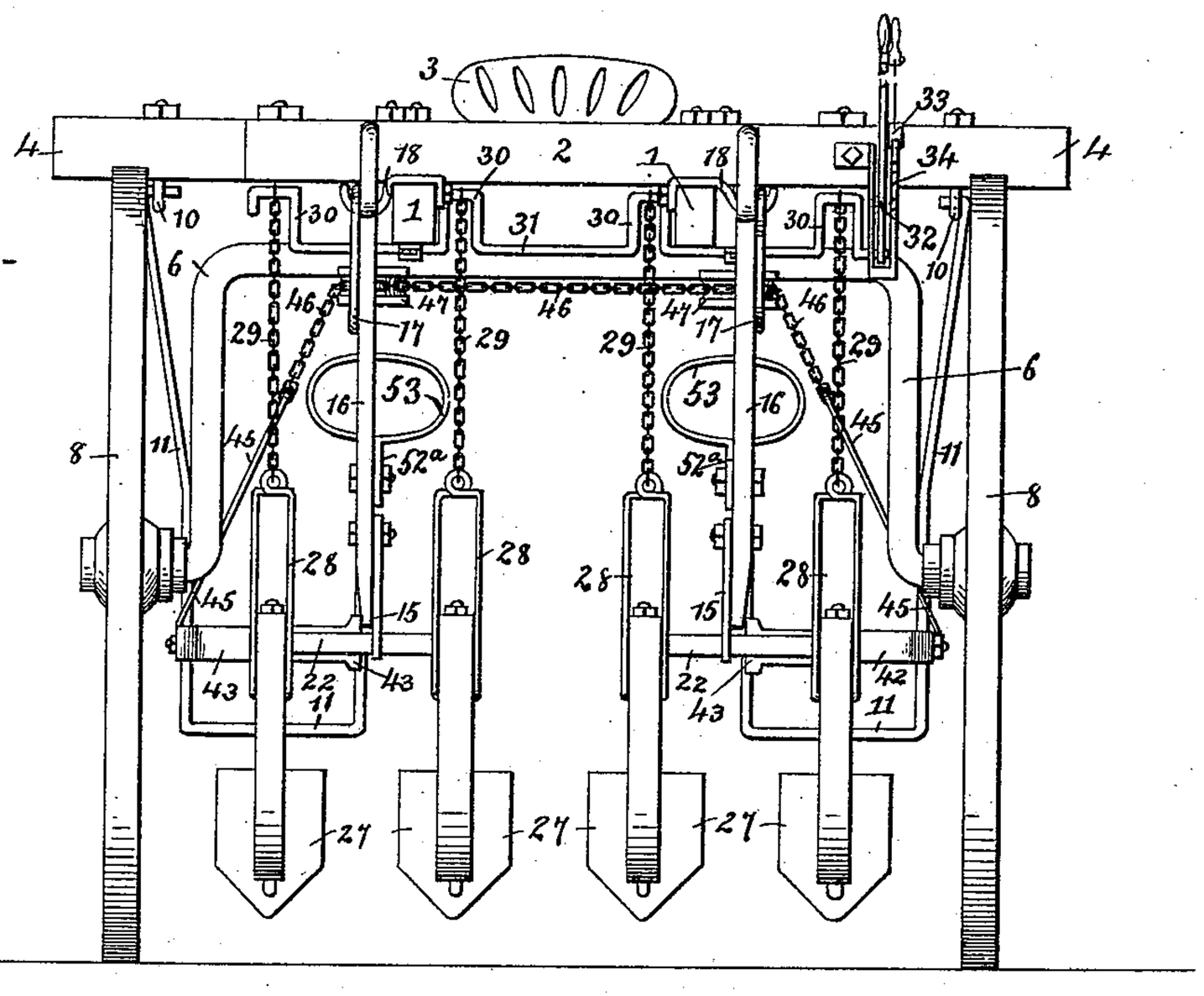
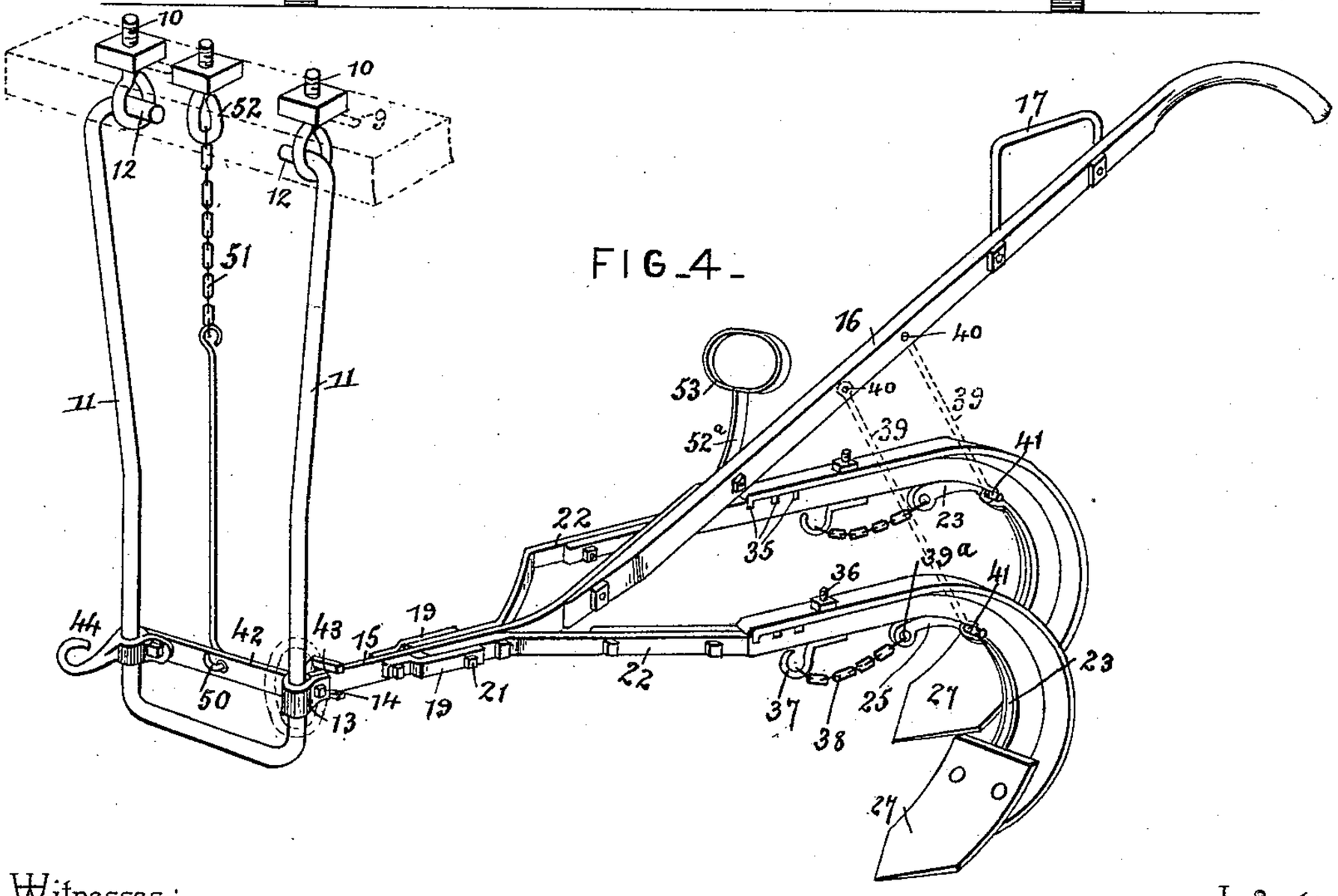


FIG. 4.



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JOHN G. HUNT, OF LENOX, MISSOURI.

PLOW.

SPECIFICATION forming part of Letters Patent No. 449,678, dated April 7, 1891.

Application filed October 21, 1890. Serial No. 368,822. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. HUNT, a citizen of the United States, residing at Lenox, in the county of Dent and State of Missouri, have invented a new and useful Plow, of which the following is a specification.

This invention has relation to plows, and the objects and advantages of the same, together with the novel features thereof, will be hereinafter described, and particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a plan of a plow constructed in accordance with my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a rear elevation. Fig. 4 is a perspective of one of the plow-beams.

Like numerals of reference indicate like parts in all the figures.

The truck consists of a pair of parallel bars 1, connected near their rear ends by a transverse seat-bar 2, upon which is mounted the driver-seat 3, and near their front ends by a transverse beam-supporting bar 4, the opposite ends of which extend some distance at the sides of the bar 1, as shown. The bars 1, it will be observed, converge toward their front ends, and are continued beyond the beam-supporting bar 4 to form a draft-tongue 5.

6 designates a U-shaped axle, secured to the opposite bars 1, and having its opposite depending terminals laterally bent to form bearings 7, upon which are journaled the usual ground-wheels 8.

Near the opposite ends of the beam-supporting bar 4 are formed pairs of slots 9, in which are mounted adjustable eyebolts 10, there being a pair of eyebolts therefor at each side of the two bars 1 of the truck.

11 designates U-shaped beam-supporting bails, a pair of which are employed, one located at each side of the truck and each having its terminals inwardly bent, as at 12, and loosely engaging one end of the depending eyebolts 10, so that said bails are adapted for longitudinal swing and may be adjusted laterally by means of the bolts within the slots, whereby said bails may be adjusted to and from each other.

Embracing loosely the lower end of the inner terminal of each bail is a clip 13, and pivotally mounted in each clip, as at 14, is a beam 15, the rear end of which is upwardly curved and has bolted thereto a wooden plow-handle 16, each of said handles being provided with loops or bails 17 of inverted-U shape, adapted to engage laterally-projecting hooks 18, extending from the rear ends of the beams or bars 1, whereby said handles and the beams 15 are supported at a considerable distance above the ground.

To each of the beams 15, at the opposite sides of the same, are secured metal straps 19, and pivoted between the straps, as at 21, is a pair of diverging plow-standards 22, said standards having their rear ends curved, as shown. Securely bolted to one side of each standard is a curved standard-section 23, the rear end of which is spaced a slight distance from the standard 22, so that the standard as a whole is bifurcated. Between the lower ends of the bifurcation of each standard 22 there is pivoted, as at 24, a curved foot or lever 25, to which is clipped, as at 26, the plow-share 27. A link 28 is loosely connected near the upper end of each of the feet or levers and leading from the same are chains 29, the upper ends of which take into cranked portions 30 of a rock-shaft 31, upon which is mounted an operating-lever 32, having a locking-bolt 33, designed to engage with the teeth of a curved sector or locking-bar 34. By operating the lever the plow-standards are raised and lowered a slight distance, so as to regulate their depth of penetration and also elevate them while traveling. The upper edges of the plow-standards are provided with transverse notches 35, as is also the lower end of the feet or levers of the standards, and having its ends located in said notches of each of the standards is a bowed, preferably double, spring 35. The spring is provided with a perforation near its upper end, and through the same and the beam is passed a bolt 36. The bolt has secured to its lower end a hook 37, and a chain 38 has its front end connected to the hook and its rear end to an eye 39^a at an upper end of the foot or lever and limits the movement of the plows. Braces 39 are pivoted at their upper ends to the plow-handles, as at 40, and, as at 41, they are likewise pivoted to the standards.

42 designates a metal strap, the inner end of which is bifurcated, as at 43. Two of these straps are employed, one for each of the sus-

pension-bails. The inner ends of the straps embrace the loose clips of the bails and are bolted thereto, extend across to the opposite terminal of the bails around the same, and terminate in singletree-receiving draft-hooks 44. Rods 45 are connected at their front ends to the draft-hooks, extend to the rear, and are connected themselves by means of a chain 46, which chain passes loosely over a pair of pulleys 47, journaled in brackets 48 under the bars 1. Eyes 50 are formed upon the centers of the metal straps, and to the eyes are connected the lower ends of two suspension-chains 51, the upper ends of the chains being engaged by a pair of eyebolts 52, passing through the beam 4 between the slots 9.

Upon each of the beams 15 there is bolted a standard 52^a, and at the upper end of each standard is formed a loop or stirrup 53 to receive the feet of the driver when he occupies the seat, and thus by means of his feet he is enabled to guide the beams.

It will be apparent that should any of the shovels or shares come in contact with obstacles calculated to injure the same they will readily yield by reason of their pivots against the tension of their springs, and after passing over such obstacles the springs will throw the shovels to the front in position for operation. The short chains connected to the upper ends of the shovel levers or feet prevent said levers from being pressed so far to the rear as to throw them out of the furrow. It will be observed that the shovel levers or feet are free to yield, and that the handles are maintained at the same level during any movements upon the part of the levers. By means of the chain at the front ends of the beams said beams may be raised and lowered, so as to run deeper or shallower, and by means of the bails of the handles said beams, together with their several standards, may be elevated above the ground, and thus the plow hauled from field to field. By means of the pulleys, the chain, and the singletree-straps, together with the swinging bails, it will be apparent that the draft between the horses will be equalized, so that the plow will move in a perfectly straight line, regardless of whether or not the draft-animals pull evenly.

If desired, I may employ a pair of handles for each of the plow-beams, as shown by dotted lines in Fig. 1, and as the plow-beams are detachably connected by the loose clip to the bails it will be apparent that such detachment may take place and the two beams provided with clevises, so that I am enabled to provide a pair of double-shovel plows of exceedingly efficient construction and possessing many points of advantage contained in my invention.

Having described my invention, what I claim is—

1. In a plow, the combination, with the frame, of a pair of depending pivoted U-shaped bails located at the front end of the frame, a pair of beams located in rear of the bails and provided with plow-standards, and devices adjustably connected to the beams and adjustably mounted upon the vertical terminals of the bails, substantially as specified.

2. In a plow, the combination, with the frame-work, the transverse suspension-bar, the U-shaped bails suspended from the bar, the clips mounted on one of the vertical terminals of each bail, the beams pivoted to the clips, and the standards connected with the beams, of an eye located in the suspension-bar between the terminals of each bail, and chains connected to the eye and to the clips, substantially as specified.

3. In a plow, the combination, with the frame-work, the transverse suspension-bar, the U-shaped bails pivoted to the same, the opposite clips mounted upon the terminals of the bails, and the beams pivoted to the clips, of the metal straps connected with the clips bent around the opposite terminals of the bail and adapted to slide thereon and terminating at their front ends in singletree-receiving hooks, a pair of pulleys located in rear of the bails, a chain passed around the pulleys, rods connecting the chains with the metal straps, eyebolts depending through the suspension-beam between the terminals of the bails, and chains removably connected with the eyebolts and at the lower ends to the metal straps aforesaid, substantially as specified.

4. In a plow, a standard bifurcated at its rear end, in combination with a curved foot or lever pivoted near the lower end of the standard and extending beyond the same, said foot and the standard being provided with notches, and a bowed spring having its ends sprung into the notches, and a bolt passed through the spring and standard, substantially as specified.

5. In a plow, the combination, with a curved standard bifurcated at its lower end and a foot pivoted between the bifurcations, of a spring bowed and having its ends terminating in notches formed in the rear lower edge of the foot and the upper side of the standard, a bolt passed through the spring and standard and provided with a hook, and a chain connected at one end to the hook and at its rear end to an eye formed in the upper end of the foot, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN G. HUNT.

Witnesses:
THOS. A. BRUCE,
GEO. W. RECK.