

No. 864,646.

PATENTED AUG. 27, 1907.

E. J. INGRAM.
WHEEL PLOW.

APPLICATION FILED MAR. 21, 1907.

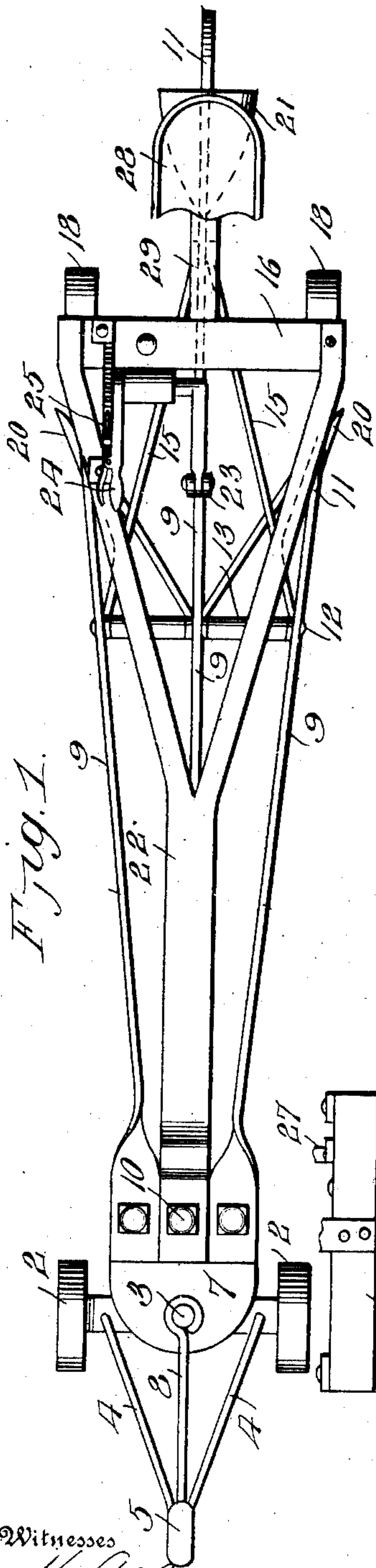


Fig. 1.

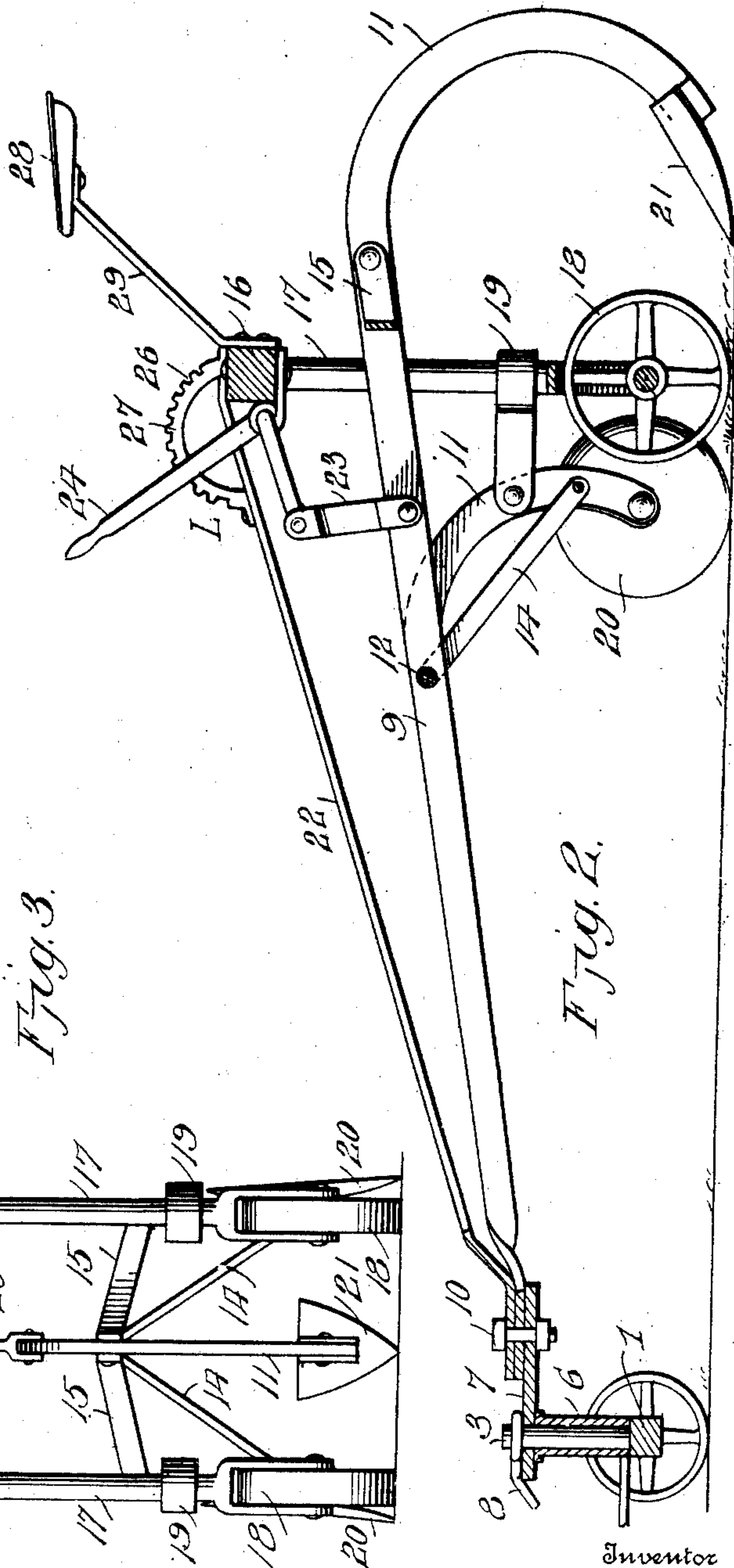


Fig. 2.

Fig. 3.

Witnesses

K. Allen
Wm. Baggers

Edward J. Ingram,

By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

EDWARD J. INGRAM, OF ENGLAND, ARKANSAS.

WHEEL-PLOW.

No. 864,646.

Specification of Letters Patent.

Patented Aug. 27, 1907.

Application filed March 21, 1907. Serial No. 363,779.

To all whom it may concern:

Be it known that I, EDWARD J. INGRAM, a citizen of the United States, residing at England, in the county of Lonoke and State of Arkansas, have invented new and useful Improvements in Wheel-Plows, of which the following is a specification.

This invention relates to plows or cultivating implements of that class which are provided with wheels upon which the plow or implement may be supported for transportation; and it has for its objects to simplify and improve the construction and operation of this class of devices.

With these and other ends in view which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter fully described and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of the invention; it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations and modifications within the scope of the invention may be resorted to when desired.

In the drawing, Figure 1 is a top plan view of an implement constructed in accordance with the principles of the invention. Fig. 2 is a sectional elevation of the same. Fig. 3 is a rear view.

Corresponding parts in the several figures are denoted by like characters of reference.

The frame of the improved machine or implement includes a front truck comprising an axle 1 having wheels 2—2 and provided with an upright or pintle 3. Forwardly converging hounds 4—4 are suitably connected with the axle, said hounds being shaped at their front ends to form a hook 5 for the attachment of the draft. A spacing member 6 upon the pintle 3 supports a plate 7; and a brace rod 8 connects the upper end of the pintle with the hook at the forward ends of the prongs; said brace rod serving also to retain the plate 7 in position upon the pintle, which latter is free to rotate in said plate, thus enabling the front truck to be turned in various directions for the purpose of steering or guiding the implement.

A plurality of beams 9—9 are connected at their forward ends with the plate 7; said beams consisting preferably of metal bars, the front ends of which are quarter twisted to present flat surfaces for the passage of the bolts or fastening members 10 by means of which said beams are connected with the plate. The beams diverge from each other, rearwardly, so that their rear ends, which are down turned to form standards 11 will be suitably spaced apart, laterally; said beams may also be of different lengths, as shown in the drawings, where

three beams have been shown, the middle one of which is longer than the outer ones, which latter are of approximately equal length. The several beams are connected by a transverse rod 12 having spacing sleeves 13; the standards of the outer beams are connected with the connecting rod 12, adjacent to the center beam by means of braces 14; braces 15 connect the center beam with the connecting rod 12 adjacent to the outer beams, thus affording a construction which possesses great strength and rigidity.

A rear truck is provided which includes a cross-bar 16 having downward extending shanks 17, the lower ends of which are bifurcated for the reception of the supporting wheels 18; the shanks 17 are guided through brackets 19 that are connected with and extend rearwardly from the standards of the outer plow beams, so that the supporting wheels carried by the shanks will travel in rear of the plows 20 carried by said standards. The plows which in the accompanying drawings have been shown upon the standards of the outer plow beams are ordinary disks, but other types of plows may be used within the scope of the invention. For the purpose of making this perfectly clear, an ordinary bull tongue 21 has been shown mounted upon the standards of the intermediate plow beam.

The cross-bar 16 is connected with the plate 7 of the front truck by means of a longitudinal frame bar 22 the rear end of which is bifurcated, the rear terminals of the fork being connected with the cross-bar 16 near the ends of the latter. Fulcrumed upon said cross-bar is a bell-crank lever L, one arm of which is connected with one of the plow beams by means of a link 23; the upstanding arm 24 of the bell-crank lever is provided with a stop member or catch 25 adapted for engagement with any one of a plurality of notches 26 in a segment bar 27 which is suitably mounted upon the frame of the machine. A seat 28 for the driver or operator is mounted upon the cross-bar 16 by means of a seat bar 29.

The operation and advantages of this invention will be readily understood from the foregoing description taken in connection with the drawings hereto annexed. By manipulating the bell-crank lever 24 the plow beams may be raised or lowered thus effecting vertical adjustment of the plows with relation to the supporting wheels 18; when the plow beams are raised, the entire weight of the frame and the plows may be carried by the said supporting wheels, and the machine may thus be conveniently transported from one place to another; by lowering the plow beams, the plows may be set to operate at any desired depth in advance of the supporting wheels, which latter will in the meantime be supported in an out of the way position.

Having thus fully described the invention, what I claim as new is:—

1. A front truck having a swiveled plate, a plurality

of plow beams connected with said plate, some of said plow beams having rearward extending brackets, a rear truck comprising a cross-bar and downward extending wheel carrying shanks guided through the brackets, a
5 frame bar connecting the cross-bar with the plate of the front truck, and means connected with the cross-bar for effecting vertical adjustment of the plow beams.

2. A front truck having a swiveled plate, plow beams connected with said plate, and having down turned standards at their rear ends, rearward extending brackets connected with some of the standards, a rear truck comprising a cross-bar and downward extending wheel carrying shanks guided through the brackets that extend rearwardly from the standards, a cross-bar connecting the
10 plow beams and having spacing sleeves interposed between said beams, a bell-crank lever fulcrumed upon the cross-bar of the rear truck, a link connecting one arm of the bell-crank with one of the plow beams, and means for securing the bell-crank lever at various adjustments.

3. A plurality of plow beams having down turned standards at their rear ends, brackets extending rearwardly from some of said standards, a plate connected with the front ends of the beams, a truck comprising a cross-bar and wheel carrying shanks guided through the brackets
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that extend rearwardly from the standards, a frame bar 25 connecting the cross-bar with the plate at the front ends of the beams, and means connected with the cross-bar for effecting vertical adjustment of the plow beams.

4. A plurality of plow beams having down turned standards at their rear ends, rearward extending brackets connected with some of the standards, a plate connecting the front ends of the beams, a truck comprising a cross-bar and wheel carrying shanks guided through the brackets connected with the standards, a rod connecting the beams, spacing sleeves upon said rod interposed between the
30 beams, braces connecting the standards of the outer plow beams with the connecting rod adjacent to the center beam, braces connecting the center beam with the connecting rod adjacent to the outer beams, and means upon the cross-bar of the truck for effecting vertical adjustment 40 of the plow beams.

In testimony whereof, I affix my signature in presence of two witnesses.

EDWARD J. INGRAM.

Witnesses:

H. B. HULL,

W. E. CAPEL.