No. 678,618. Patented July 16, 1901.

W. K. HOBSON.

PLOW.

(Application filed July 21, 1900.)

(No Model.)

Fig. 1.

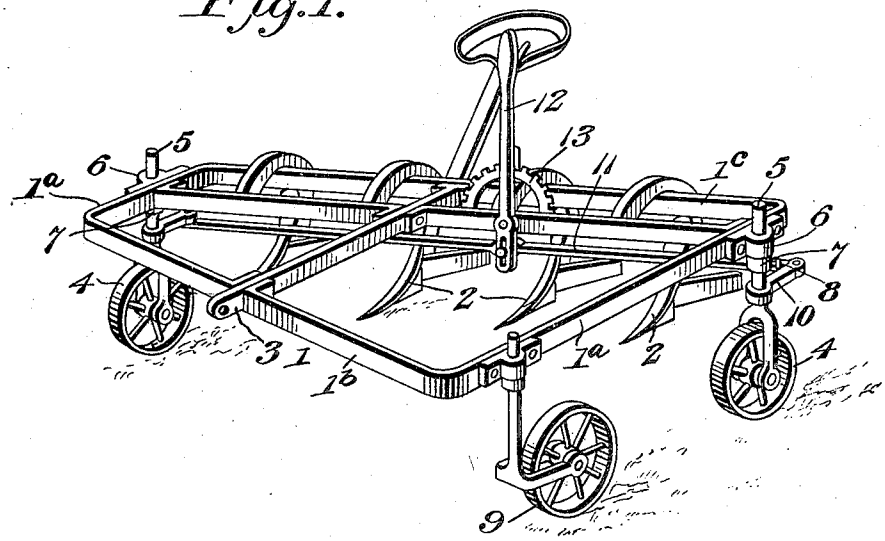


Fig. 2.

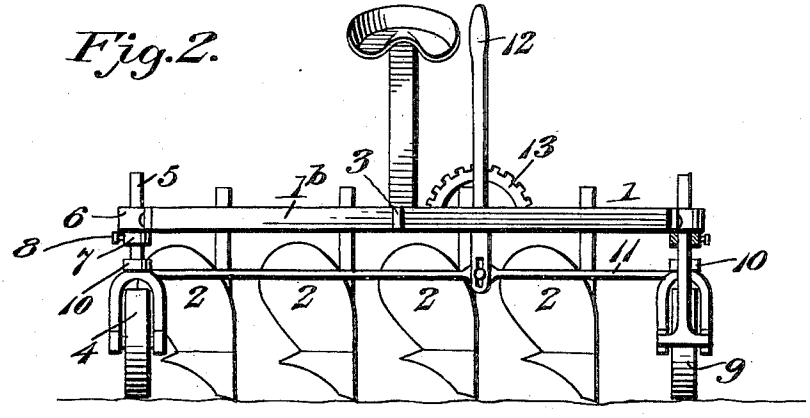
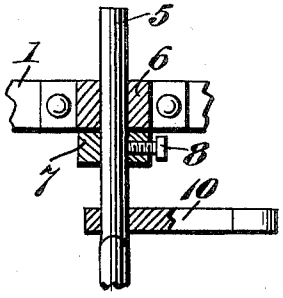


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM K. HOBSON, OF SANTA MARIA, CALIFORNIA.

PLOW.

SPECIFICATION forming part of Letters Patent No. 678,618, dated July 16, 1901.

Application filed July 21, 1900. Serial No. 24,439. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM K. HOBSON, a citizen of the United States, residing at Santa Maria, in the county of Santa Barbara and State of California, have invented certain new and useful Improvements in Plows, of which the following is a specification.

This invention relates to improvements in plows, and more particularly relates to wheel-plows; and the object of the present invention is to provide in the construction of a plow simple and efficient means for guiding the carrying-wheels thereof and adjusting the relation of the same to the plow-frame, whereby the caster-wheel may be properly guided during the working of the plow.

With this and other objects in view, which will appear as the nature of the improvements is better understood, the invention consists substantially in the novel construction, combination, and arrangement of parts, as will be hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the appended claims.

In the drawings, Figure 1 is a perspective view of a wheel-plow embodying the herein-described invention. Fig. 2 is a front elevation thereof. Fig. 3 is a transverse sectional view taken at the point of connection of one of the carrying-wheels with the plow-frame.

Referring to the drawings, the numeral 1 designates the frame of a wheel-plow, which frame comprises a pair of parallel side bars 1^a, connected at their ends by transverse bars 1^b and 1^c, respectively, the bar 1^b lying perpendicularly to the side bars, as clearly shown. One of the side bars, however, is longer than the other, and by reason of this the rear bar 1^c lies in angular relation to the side bars 1^a, so that one of its ends is positioned in advance of its other end. Arranged in gang relation upon the rear bar 1^c is a series of plows 2, and by reason of the angular relation of said bar 1^c to the side bars 1^a each successive plow, commencing at one end of the bar 1^c, is in advance of the next adjacent plow.

The frame 1 is provided with a draft-bar 3, to which a team may be attached.

Arranged at opposite sides of the frame 1 and near the rear end of each side is a carrying-wheel 4, which wheels may also be of any approved construction, and each of said wheels is provided with an upwardly-extending attaching-spindle 5, which passes through a perforated lug 6, carried by the frame 1. By means of the lugs 6 it will be seen that the spindles 5 are held in proper relation to the frame 1, and each of said spindles has mounted thereon and beneath the lug 6 an adjustable collar 7, which is secured in place through the medium of a set-screw 8. It will thus be seen that the collars 7 may be positioned at various points upon the spindles 5, and as the lugs 6, carried by the frame 1, rest upon said collars it will also be observed that the elevation of the frame 1 above the ground may be regulated.

The numeral 9 designates the caster-wheel of the plow, which is arranged near the forward end of one side of the frame 1, and, as before stated, it is the purpose of the present invention to provide means whereby said wheel may be properly guided during the working of the plow. To this end each of the spindles 5 is provided with an adjustable horizontally-disposed arm 10, the arms projecting rearwardly therefrom, and connecting the extremities of said arms is a transverse rod 11. A vertically-disposed operating-lever 12 is attached to the rod 11 at a point substantially midway its ends, a pin-and-slot connection being employed for such purpose, which rod extends upwardly and is thus within easy reach of the operator of the plow, and said rod is provided with suitable mechanism for engagement with a segmental rack-bar 13, carried by the frame 1.

From the foregoing it will be seen that the carrying-wheels 4, while always remaining in a vertical plane, may be set at various angles to the line of draft through the medium of the lever 12, such being accomplished by simply releasing the lever from engagement with the rack 13 and imparting to the same the necessary pressure for shifting the wheels 4 to the desired position. The wheels 4 move in unison by reason of the rod 11, and inasmuch as said wheels act in the capacity of pilot-wheels it is evident that the caster-wheel 9 will always be properly guided during the working of the plow. If at any time it is desired to elevate the frame 1 or lower

the same, it is simply necessary to adjust the collars 7 to the desired height, whereupon the frame 1 follows such adjustment and is thereby moved to the desired position. The adjustability of the arms 10 permits the same to be moved upon the spindles 5 in order to conform with the movements of the frame 1.

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

1. In a wheel-plow, the combination with a frame comprising a pair of parallel side bars one of which is longer than the other, a transverse bar connected to the forward ends of said side bars and lying perpendicularly thereto, and a transverse bar connected to the rear ends of said side bars and lying in angular relation to the latter, of a series of plows arranged upon the rear transverse bar, each successive plow, commencing at one end of said rear bar, being in advance of the next adjacent plow, a caster-wheel mounted upon said frame, carrying-wheels also mounted upon the frame, and means for positioning the carrying-wheels at various angles to the line of draft for guiding the caster-wheel during the working of the plow.

2. In a wheel-plow, the combination with a frame comprising a pair of parallel side bars one of which is longer than the other, a transverse bar connected to the forward ends of said side bars and lying perpendicularly thereto, and a transverse bar connected to the rear ends of said side bars and lying in angular relation to the latter, of a series of plows arranged upon the rear transverse bar, each successive plow, commencing at one end of said rear bar, being in advance of the next adjacent plow, a caster-wheel mounted upon said frame, carrying-wheels also mounted upon the frame, a transversely-arranged rod connected to the carrying-wheels for positioning the latter in unison at various angles to the line of draft, whereby the caster-wheel is guided during the working of the plow, and a lever connected to said rod for operating the latter.

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

WILLIAM K. HOBSON.

Witnesses:
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