

E. S. BECKELHYMER & H. H. CANADAY.

GANG-PLOW.

No. 175,907.

Patented April 11, 1876.

Fig: 1.

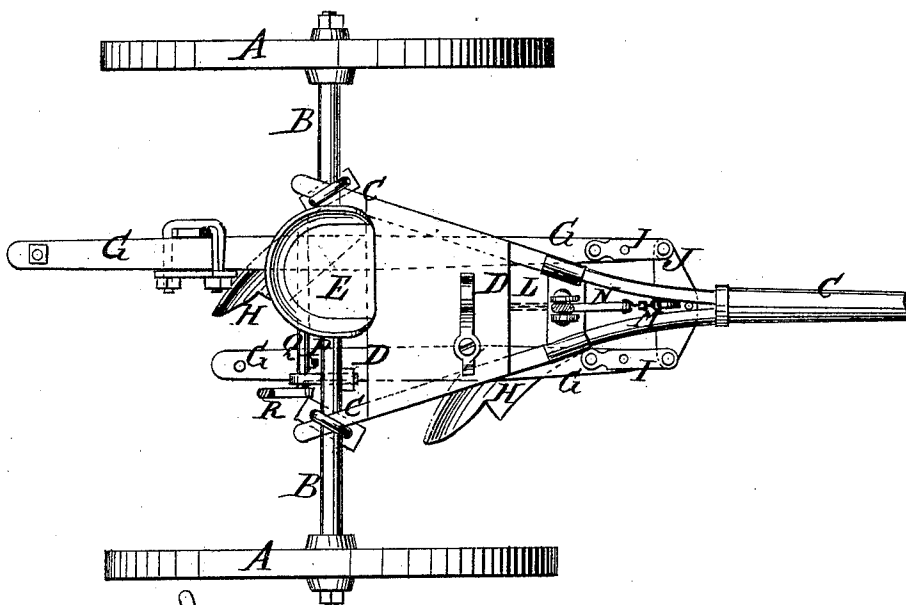


Fig: 2.

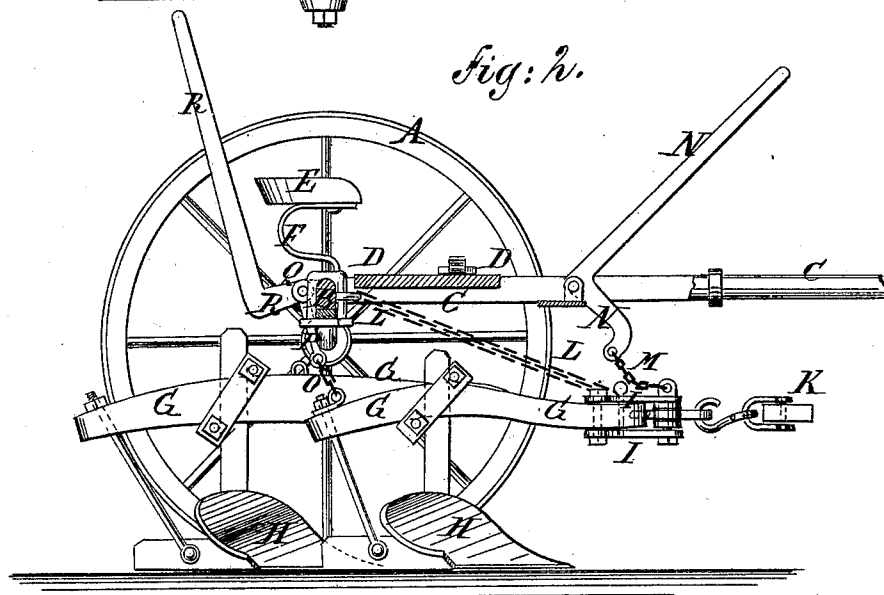
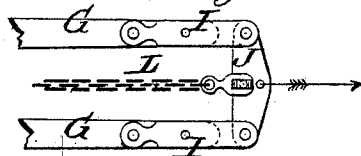


Fig: 3.



WITNESSES:

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EDWARD S. BECKELHYMER AND HUGH H. CANADAY, OF FAIRFIELD, IOWA.

IMPROVEMENT IN GANG-PLOWS.

Specification forming part of Letters Patent No. **175,907**, dated April 11, 1876; application filed February 21, 1876.

To all whom it may concern :

Be it known that we, EDWARD S. BECKELHYMER and HUGH H. CANADAY, of Fairfield, in the county of Jefferson and State of Iowa, have invented a new and useful Improvement in Gang-Plows, of which the following is a specification:

Figure 1 is a top view of our improved gang-plow. Fig. 2 is a detail longitudinal section of the same. Fig. 3 is a detail top view of the coupling.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved gang-plow, which shall be so constructed that the draft may be applied directly to the forward ends of the plow-beams, bringing the point of the draft attachment close to the points of resistance, which will enable the plows to be easily and conveniently raised from the ground, and which shall be simple in construction.

The invention consists in the combination of the bent levers and their chains; with the plow-beams, the coupling-bar, and the carriage, as hereinafter fully described.

A are the wheels, which revolve upon the journals of the axle B. C is the tongue, the rear end of which is forked, and is securely clamped to the axle B. D is the platform, which is attached to the forked rear end of the tongue C. E is the driver's seat, the standard F of which is attached to the middle part of the axle B. G are the plow-beams, to the rear ends of which are attached the plows H, and which are made of unequal length to bring the plows to the proper relative position. To the upper and lower sides of the forward ends of the plow-beams G are bolted straps I, the forward ends of which project, and to and between them are pivoted the ends of a connecting-bar, J, of such a length as to bring the plow-beams to the proper distance apart. The ends of the coupling-bar J are made thick, so as to fill the space between the forward ends of the straps I, so that neither of the plows can turn over.

With the middle part of the coupling-bar J is connected the double-tree K, to which the draft is applied, the forward end of the chain or rod L, and the lower end of the chain M. The rear end of the chain or rod L is attached to the forward side of the axle B, to draw the carriage. The upper end of the chain M is attached to the short arm of the bent lever N, which is pivoted at its angle to the tongue C, and the long arm of which, when the plows are in working position, project upward vertically, or nearly so. To the beams G, beneath or a little in the rear of the axle B, are attached the lower ends of two short chains, O, the upper ends of which are attached to the outer ends of the arms P, formed upon or rigidly attached to the shaft Q. The shaft Q works in bearings attached to the rear side of the axle B. To the end of the shaft Q is attached, or upon it is formed, an arm, R, at right angles with the arms P. At a little distance from the shaft Q the arm R is bent at right angles, so as to project parallel with and in the opposite direction from the arms P, the shaft Q, and arms P R, thus forming a bent lever.

By this construction, when the lever P Q R is operated, the plows will be raised, and at the same time drawn to the rearward, so as to be withdrawn from the ground. Then, by operating the lever N, the plows will be raised from the ground, so that the machine may be turned or drawn from place to place.

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

The combination of the bent levers R, Q, P, and N, and the chains O and M, with the plow-beams G, the coupling-bar J, and the carriage A B C, substantially as herein shown and described.

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HUGH HENRY CANADAY.

Witnesses:

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