

M. A. MELVIN.

Improvement in Plows.

No. 123,499.

Patented Feb. 6, 1872.

Fig. 1.

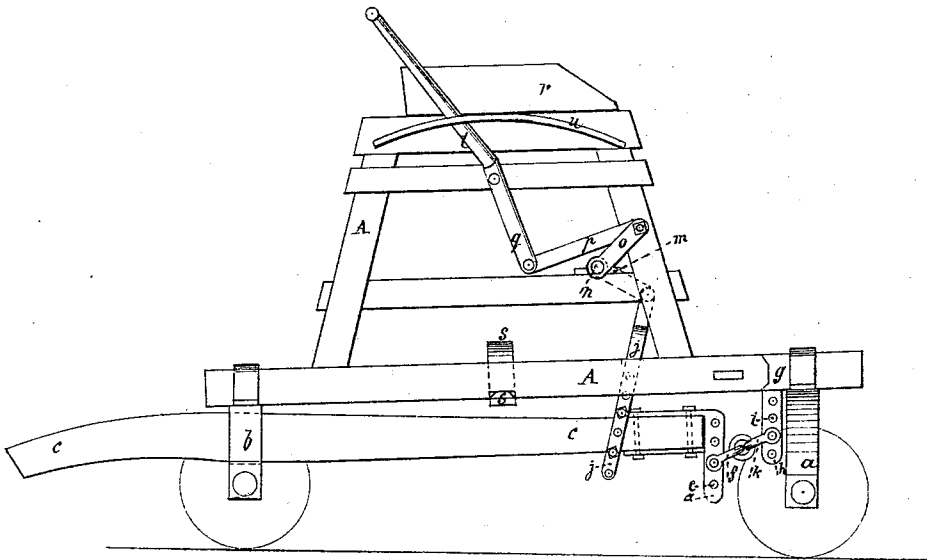
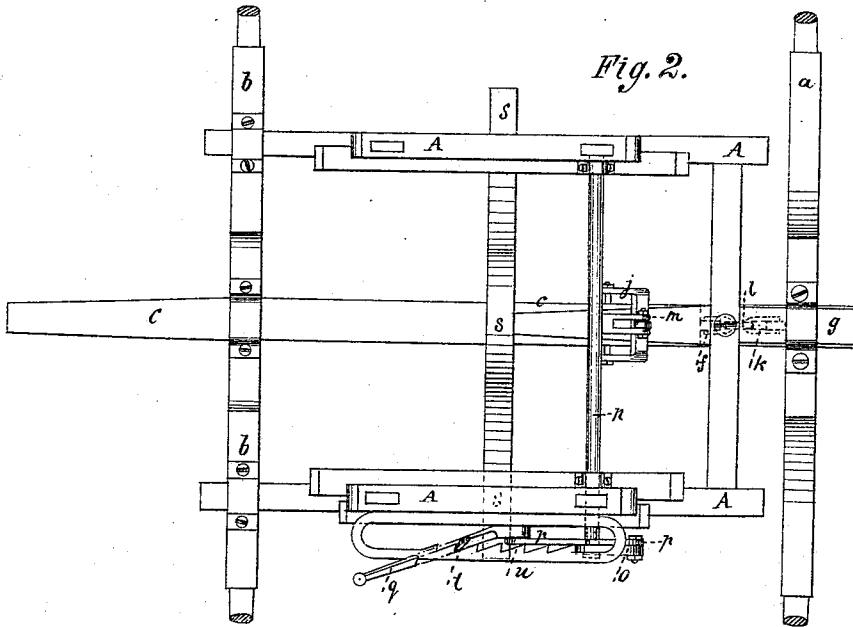


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

MARK A. MELVIN, OF WASHINGTON COURT HOUSE, OHIO.

IMPROVEMENT IN WHEEL-PLOWS.

Specification forming part of Letters Patent No. 123,499, dated February 6, 1872.

Specification describing certain Improvements in Plow-Carriages, invented by MARK A. MELVIN, of Washington Court House, in the county of Fayette and State of Ohio.

Figure 1 is a side elevation, and Fig 2 is a longitudinal horizontal section.

My invention pertains to the class of gang or wheel-plows wherein a lever, rock-shaft, and connecting-rod are arranged to be operated from the driver's seat to cause the elevation or depression of the front end of the plow-beam for the purpose of governing the depth of furrow.

I, however, wish it understood that while I claim for my invention certain distinct practical advantages, I do not claim any single part or device thereof taken separately, since various combinations have been heretofore made, with a similar object in view, which resemble mine in a general way.

Referring to the drawing, *a* is the front, and *b* the rear axle of the plow-carriage. The plow-beam is lettered *c*. It passes over the hind axle which is somewhat cut away in order to give the beam room, and has attached to its front end a clevis, *d*, having a vertical series of transverse holes, *e*, through any one of which is passed the pin that connects a staple, *f*, with the clevis. Attached to and projecting downward from the beam *g* of the frame *A*, is a metal bar, *h*, which has also a vertical series of transverse holes, *i*, through any one of which passes the pin that connects a staple, *k*, with the bar. The staples *f k* are united by a link, *l*. This arrangement enables the front end of the plow-beam to be fastened higher or lower, as may be desired, and also provides for some degree of play in the end of the beam. A larger staple, *j*, incloses the beam *c*, having

two adjustable bolts, one of which is above and the other below said beam. The staple *j* is jointed to the outer end of an arm *m* that projects from a rock-shaft, *n*, mounted cross-wise of the frame *A*, and having at its end another arm, *o*, whose outer extremity is connected, by a bar, *p*, with the lower end of a lever, *q*, pivoted to the side of the frame *A* within easy reach from the driver's seat *r*. By means of this arrangement the driver is enabled to make the plow run deep or shallow, at pleasure, by raising or lowering the front end of the beam *c*. The cross-bar *s* at the bottom of the frame *A* is bowed up to allow the beam *c* room in which to work. The lever *q* is made nearly triangular in cross-section so as to form a tooth, *t*, which engages with the ratchet-bar *u*, and takes the place of a pawl.

By this arrangement of parts I provide for perfectly free play of the plow-beam, so that it may be raised without difficulty by means of the adjusting-lever, while the plow is turning a furrow; and, by having the perforated bar *h* and clevis *d*, combined as shown, I am enabled to give the beam a much greater range of adjustment than could be effected by one of them alone.

I claim as new and of my invention—

The flexible connection device formed by the link *l* and staples *f k*, in combination with the perforated bar *h*, attached to the frame, the clevis *d* of the plow, and the adjusting device *j m n o p q r*, all arranged as herein shown and described, and for the purpose specified.

M. A. MELVIN.

Witnesses:

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