

(No Model.)

2 Sheets—Sheet 1.

J. KENT & C. HARGETT.  
COTTON CHOPPER.

No. 469,027.

Patented Feb. 16, 1892.

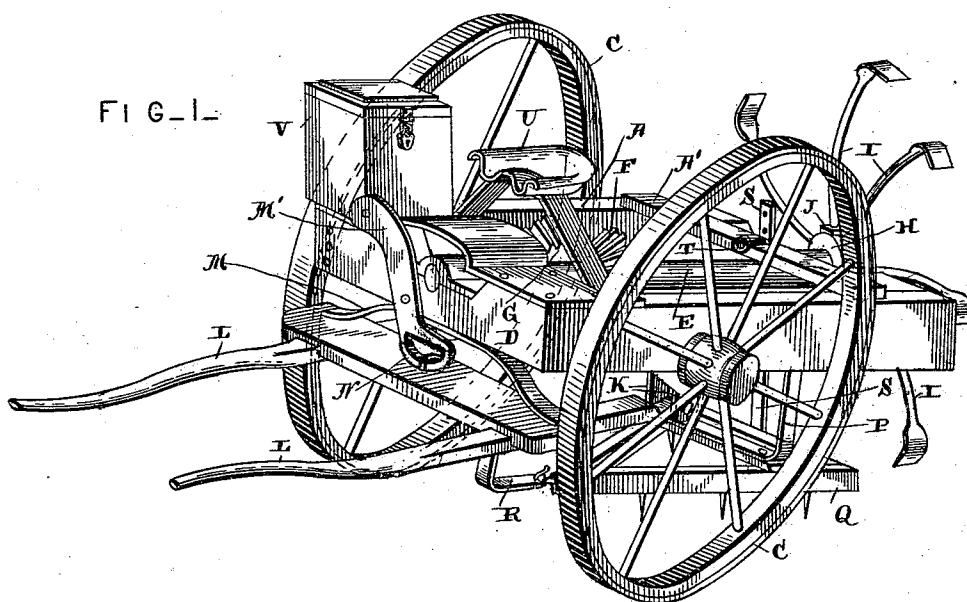
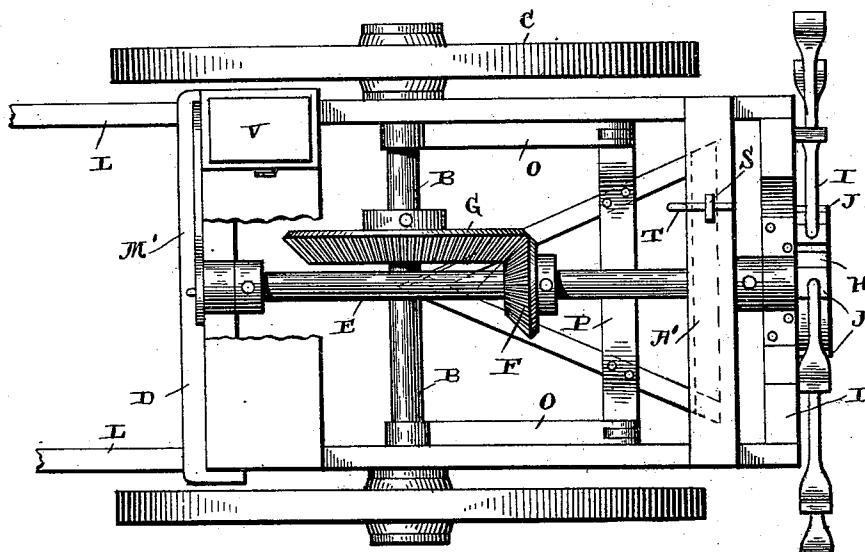


FIG. 2--



WITNESSES--

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*Roland W. Fitzgerald*

INVENTORS--

*John Kent*  
*Charles Hargett*  
*per Lehmann & Patterson*  
*Atty.*

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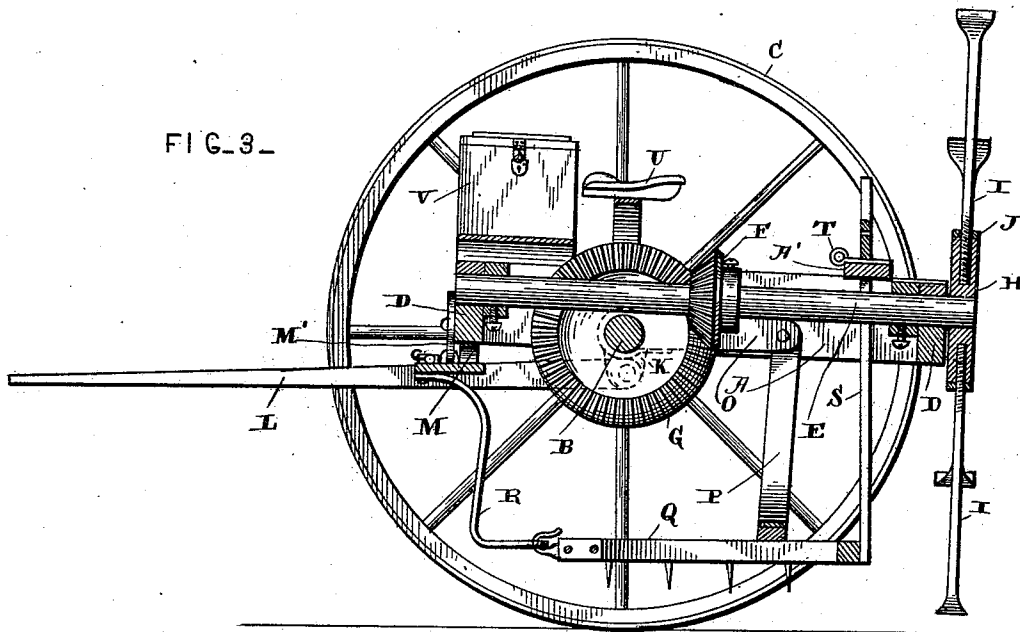
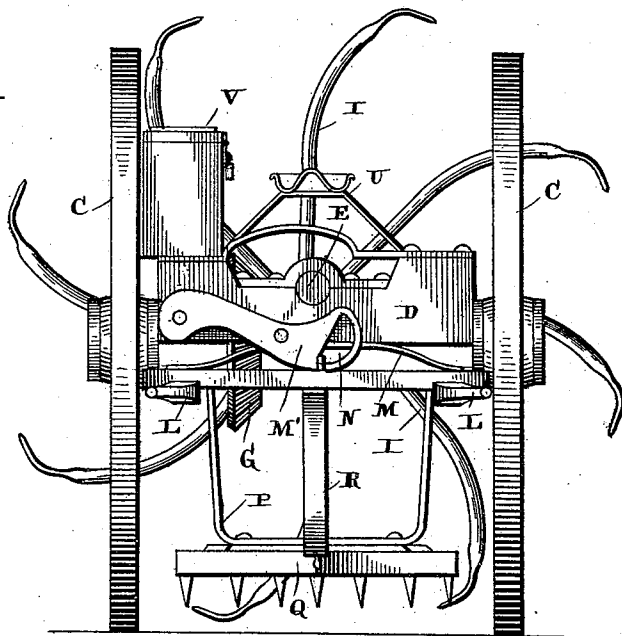


FIG. 4.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

JOHN KENT AND CHARLES HARGETT, OF OSANIPPA, ALABAMA.

## COTTON-CHOPPER.

SPECIFICATION forming part of Letters Patent No. 469,027, dated February 16, 1892.

Application filed October 22, 1891. Serial No. 409,509. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN KENT and CHARLES HARGETT, of Osanippa, in the county of Chambers and State of Alabama, have invented certain new and useful Improvements in Cotton-Choppers; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to an improvement in cotton-choppers; and it consists in certain novel features of construction and in the combination and arrangement of parts which will be fully described hereinafter, and more particularly referred to in the annexed claims.

The object of our invention is to provide our improved cotton-chopper with a depending harrow-frame which will remove weeds from the rows of cotton while the same is being chopped or thinned out, thus accomplishing two results by one operation.

Referring to the accompanying drawings, Figure 1 is a perspective view of our improved machine. Fig. 2 is a plan view of the same. Fig. 3 is a sectional view. Fig. 4 is a front view.

A represents the sides of the main frame of the machine, in which is journaled the axle B, to which are rigidly secured the main driving-wheels C.

D represents the end portions of the frame, and journaled in these portions and at right angles to the axle B is a shaft E, upon which is mounted the bevel gear-wheel F, which meshes with a similar gear-wheel G, secured to the axle B.

Secured to the extended rear end of the shaft E is the wheel H, which is provided with a suitable number of hoes I, as shown. The periphery of the wheel H has a series of screw-threaded openings extending therein, and adapted to fit these openings are the screw-threaded inner ends of the hoe-arms I. As here shown, the hoes are made integral with the said arms; but, if so desired, they may be made detachable and secured thereto. A nut J is run up on the arm I, which acts as a stop and enables the operator to secure the hoe-arms in a universally-extended position.

Secured to the under sides of the portions A are the lugs K, to which the inner ends of the shafts L are loosely secured. Secured to the under side of the forward end of the frame is a spring M, which bears upon the top of the shafts, and which serves to hold the said frame and shafts apart.

Pivotaly secured to the forward end of the machine is a lever M', having a semicircular opening in its lower end, as shown. This end of the lever is secured to the shaft-frame by an eye N, which travels in the opening in the end of the lever when the lever is operated upon. By this construction it will be seen that by depressing the outer end of the lever its inner end will be drawn upward, and with it the shafts, thus bringing closer together the shafts and frame. The outer end of the said lever is provided with a pin-hole, as shown, and the end of the frame has a series of openings, whereby the lever may be held in different positions of adjustment.

The advantage of the above-described construction is that the rear end of the frame can be raised or lowered, and with it the hoe-carrying wheel, and thus regulate the distance which the latter shall enter the ground.

Loosely secured to the axle B are the rearwardly-extending arms O, to which are secured the ends of the yoke P, which extend upward from the harrow Q, thus holding it firmly from lateral or endwise movement.

The harrow-frame is made triangular in form and is supported at its forward end by the depending spring-hanger R on the under side of the shafts, the connection between the said hanger and harrow being pivotal.

Extending upward from the rear of the harrow-frame is a bar S, provided with a series of pin-holes in its upper end, as shown. This bar extends through a cross-piece A', supported on the sides A.

By means of a pin T, which is adapted to pass through the pin-openings in the bar, the latter may be held in any desired vertical adjustment, the said pin resting on the top of the cross-piece A' and supporting the weight of the rear end of the harrow. The arms O, being loosely secured to the axle, are enabled to move vertically with the harrow; but the said arms hold the harrow from any lateral movement.

The converging sides of the harrow-frame are provided with teeth, which run along on each side of the row and clear away the weeds. The rear part of the harrow-frame being free from teeth, the row of cotton is not interfered with. A seat U is placed on top of the frame, as shown, in a suitable position, and situated on one side thereof is constructed a tool-box V.

10 This machine has stood a practical test and found to be a most useful implement for use in the cultivation of cotton.

Having thus described our invention, we claim—

15 1. In a cotton-chopper, the combination, with the wheels, the axle, and forwardly-extending shafts, of a frame pivotally supported on said axle, a chopper and operating mechanism therefor mounted in the frame, and an adjustable connection between the frame and the shafts, for the purpose substantially as shown and described.

20 2. In a cotton-chopper, the combination, with the wheels, the axle, and forwardly-extending shafts, of a frame loosely supported between its ends on said axle, a chopper and an operating mechanism therefor mounted in the frame, and a lever pivoted to the forward end of the frame and which is loosely connected to the shafts at its lower end and adjustably secured at its outer end to the said frame, substantially as shown and described.

25 3. In a cotton-chopper, the combination, with the wheels, the axle, and the forwardly-extending shafts, of a frame loosely supported between its ends on said axle, a chopper and an operating mechanism therefor mounted in

said frame, a lever pivoted between its ends to the forward end of the frame and constructed with a semicircular opening in its lower end, a staple on said shafts, to which the lever is connected by means of the said opening, and an adjustable connection between the upper end of the lever and the said frame, for the purpose substantially as shown and described.

4. In a cotton-chopper, the combination, with the wheels, the axle, and the forwardly-extending shafts, of a frame loosely supported between its ends on said axle, a chopper and an operating mechanism therefor mounted in said frame, a spring interposed between the said frame and shafts, and an adjustable connection between the last-named parts, substantially as shown and described.

5. In a cotton-chopper, the combination, with the wheels, the axle, the forwardly-extending shafts, the frame supported on the axle, and a chopper and operating mechanism therefor mounted in the frame, of upwardly-extending arms loosely secured at their forward ends to the axle, hangers P, spring-hanger R, secured to the said shafts, a harrow-frame supported by the said hangers, and an adjustable connection between the said harrow and the frame, substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN KENT.

CHARLES HARGETT.

Witnesses:

R. W. McKEMIE,

T. L. SCOTT.