No. 666,768. Patented Jan. 29, 1901.

J. MAUGH.

PLOW.

(Application filed Aug. 31, 1900.)

(No Model.)

Fig. 1.

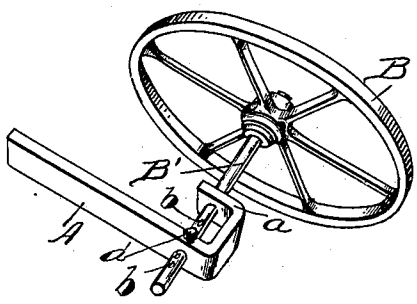
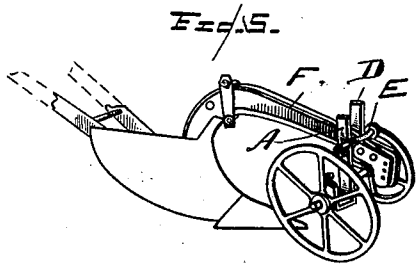


Fig. 5.



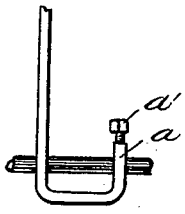


Fig. 6.

Fig. 2.

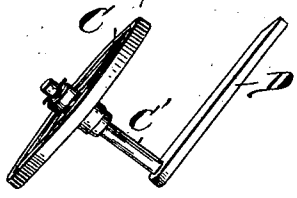


Fig. 3.

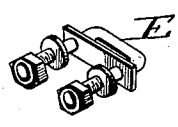


Fig. 4.

WITNESSES

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JOHN MAUGH, OF ST. CLAIR, MICHIGAN, ASSIGNOR OF ONE-HALF TO ISRAEL MAYHEW, OF SAME PLACE.

PLOW.

SPECIFICATION forming part of Letters Patent No. 666,768, dated January 29, 1901.

Application filed August 31, 1900. Serial No. 28,635. (No model.)

To all whom it may concern:

Be it known that I, JOHN MAUGH, a subject of the Queen of Great Britain, residing at St. Clair, county of St. Clair, State of Michigan, have invented a certain new and useful Improvement in Plows; and I 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 the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in plows, and is shown in the accompanying drawings.

My invention consists in the peculiar form of the hanger employed for supporting the axle of the furrow-wheel and the means for holding the axle in the hanger; also in the means for supporting both hangers.

Figure 1 is a perspective view showing the furrow-wheel and hanger. Fig. 2 is a perspective of the land-wheel and axle. Fig. 3 is a perspective view of the clamp or clevis used to hold both hangers. Fig. 4 is an elevation, partly in section, showing the means for holding the furrow-wheel axle in the hanger. Fig. 5 is a perspective view of a plow with my invention attached, and Fig. 6 is a detail showing a variation in the construction shown in Fig. 4.

In the drawings, F represents the plow-beam, C the land-wheel, and D the hanger to which the land-wheel is attached.

B represents the furrow-wheel, preferably made of such a diameter as to bring its axle B′ up nearly in line with the axle C′ of the land-wheel.

The form of hanger employed by me for supporting the furrow-wheel is that of a hook-shaped bar so formed that the axle of the furrow-wheel will pass twice through the bar, thus providing a support at two points separated an appreciable distance.

A represents the hanger, and *a* represents the hook end of the hanger, provided with a hole opposite a like hole in the body of the hanger, through which the axle passes.

a′ is a set-screw through the hanger, arranged to enter one of a series of countersunk holes *b* in the axle to hold the axle in a fixed position of adjustment. This construction provides means for adjusting the furrow-wheel to and from the beam to provide for use in plowing furrows of different widths. I find it more convenient to set the screw *a′* in the outer end of the hanger, as shown in Fig. 6.

E is a clevis which embraces the beam and the hangers, one of the hangers on each side of the beam, the clevis thus being employed to support both hangers.

What I claim is—

1. The combination of the beam, the furrow-wheel axle, a hanger formed U-shaped to provide two points of support for said axle, and a set-screw in said hanger adapted to hold the axle in a fixed position, substantially as described.

2. The combination of the beam, the land-wheel and hanger, the furrow-wheel and axle, the furrow-wheel hanger arranged to adjustably support the axle, and the clevis to fix both hangers to the beam, substantially as described.

3. The combination of the beam, the furrow-wheel, the axle, the hanger consisting of the hook-shaped bar provided with two points of support for the axle, and means for holding the axle fixed in the hanger, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

JOHN MAUGH.

Witnesses:
S. E. THOMAS,
I. MAYHEW.