

(No Model.)

E. TOPHAM.

GANG PLOW.

No. 261,182.

Patented July 18, 1882.

FIG. 1.

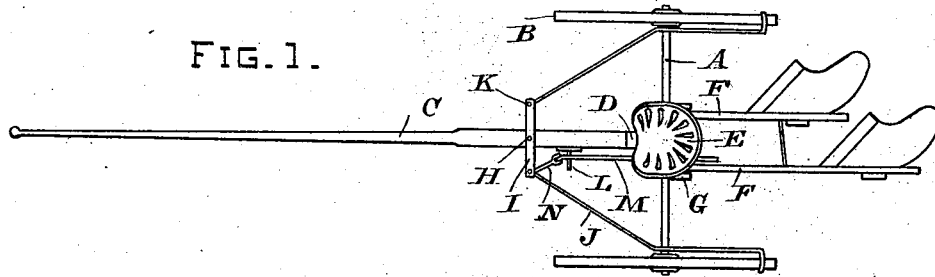


FIG. 2.

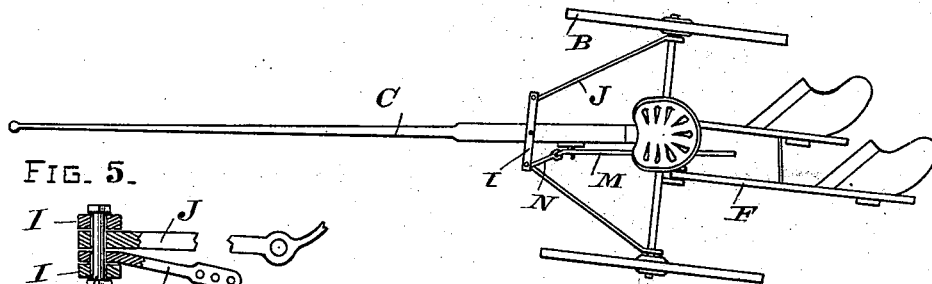


FIG. 5.

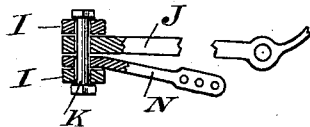


FIG. 3.

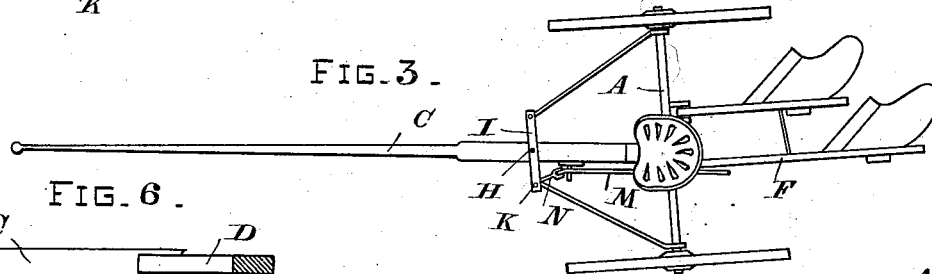


FIG. 6.

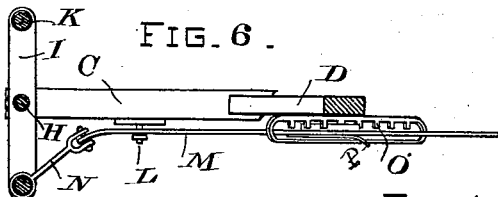
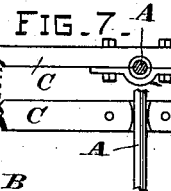
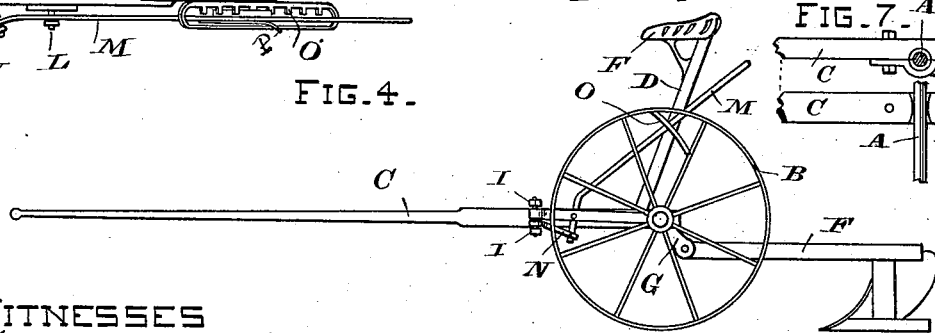


FIG. 4.



WITNESSES

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# UNITED STATES PATENT OFFICE

EDWARD TOPHAM, OF MILPITAS, CALIFORNIA.

## GANG-PLOW.

SPECIFICATION forming part of Letters Patent No. 261,182, dated July 18, 1882.

Application filed March 23, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD TOPHAM, a citizen of the United States, and residing at Milpitas, in the county of Santa Clara and State of California, have invented certain new and useful Improvements in Gang-Plows, of which the following is a specification.

This invention relates to improvements in gang-plows, and more particularly to that class of gang-plows in which the plows are attached to a separate frame which connects by a hinge with a truck, so that by drawing the truck over the surface of the ground the plows are caused to act on the soil to any required depth; but it may be applied to any form of gang or sulky plow, and is especially adapted for use upon uneven ground and in plowing side-hill ground; and the object of my improvement is to provide a means whereby the points of the plows can be turned to or from the "land." This object I accomplish by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 represents in plan a gang-plow embodying my improvements. Fig. 2 is a plan view of the same, showing the plowshares turned from the land. Fig. 3 is likewise a plan view, showing the plowshares turned toward the land. Fig. 4 is a side elevation. Fig. 5 is a sectional side view of the hounds and connecting-rod. Fig. 6 is a plan view of the operating lever-rod, ratchet-bar, &c. Fig. 7 shows in side and bottom view manner of attaching the draft-pole to the axle.

Similar letters of reference are used to designate like parts throughout the several views.

A represents the axle, upon which are journaled the two supporting-wheels B B, and from which a draft-pole, C, extends. Near the rear end of the draft-pole is attached the standard D, which carries the driver's seat E.

The plow-beams F F are attached to the axle A by means of link-joints or lugs G, which permit of a vertical adjustment being given to the plow-beams by means of suitable adjusting-rods and levers. (Not shown in the drawings.) The rear ends of the plow-beams are connected together and braced in the usual manner.

At any convenient point to the rear of the "wagon-hammer" or the double-tree I pivot to the draft-pole by means of a bolt, H, the short

bars or plates I I, one above and the other beneath the pole.

The hounds J J are attached to the axle near the inner ends of the hubs, and are journaled upon the bolts K K, which pass through and connect the outer upper and lower ends of the plates I I.

Upon one side of the draft-pole, preferably the "near" side, I attach a pintle, L, upon which is pivoted the lever-rod M, its lower end being bent somewhat in the form shown in Figs. 4 and 6, and is connected by a pivot-joint with the connecting-bar N, journaled upon one of the bolts K K.

Upon the standard D is secured the ratchet-bar O, the notches or teeth of which are engaged by a rib or feather upon said rod, and being held to place by its spring P, which presses against the outer rail or guide-piece of the ratchet-bar.

The operation of my improved device for turning the plows to or from the land will be as follows, to wit: In ordinary plowing the plow-beams will stand parallel with the line of draft, as is shown in Fig. 1; but should it be found desirable to have the plows take a larger "bite" upon the land side, then in that case the driver takes hold of the lever M (the handle of which extends up close under and to the rear of the driver's seat) and pulls it upward and forward, which action causes the pivoted bars I I to be partially rotated, and through the medium of the connecting-hounds cause the near end of the axle to be carried backward and the "off" end of the same to be carried forward, causing the plow-beams to assume such an angle of inclination to the line of draft as will throw the points of the plows into the land.

When it is desirable to throw the points of the plow away from the land, in order that a narrower slice of turf may be cut, the driver forces downward and backward the end of the lever-handle, which causes a reverse movement of the parts hereinbefore last mentioned, and the said parts will assume the position shown in Fig. 2.

I am aware of the patent to E. W. Walton, No. 185,601, granted December 19, 1876, and do not claim the construction therein shown; but,

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

5 In a sulky-plow, the combination, with the axle and tongue pivoted together, of the hounds J, the pivoted bars I, bent lever M, connecting-bar N, and ratchet-bar O, whereby the wheels and the plowshare are turned to or from the land, substantially as shown and described.

In testimony that I claim the foregoing I do have hereunto set my hand and seal this 1st day of March, 1882.

EDWARD TOPHAM. [L. S.]

Witnesses:

CHAS. E. KEELY,  
WILMER BRADFORD.