

No. 650,002.

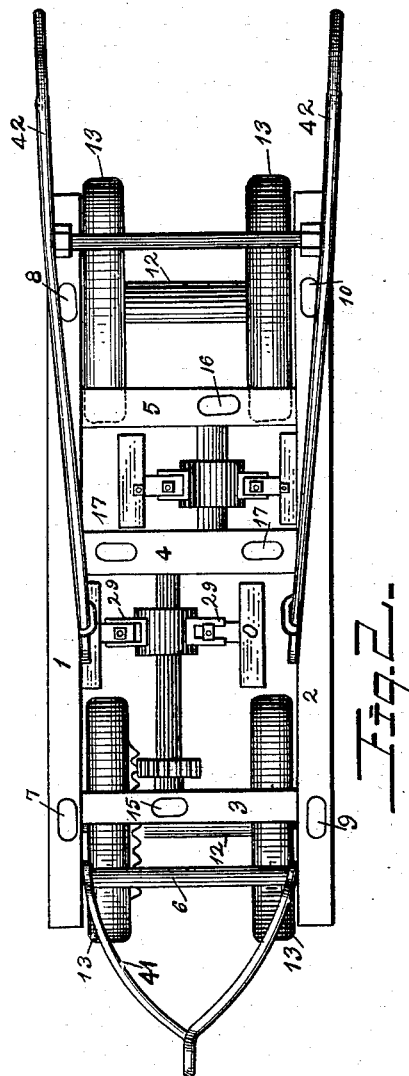
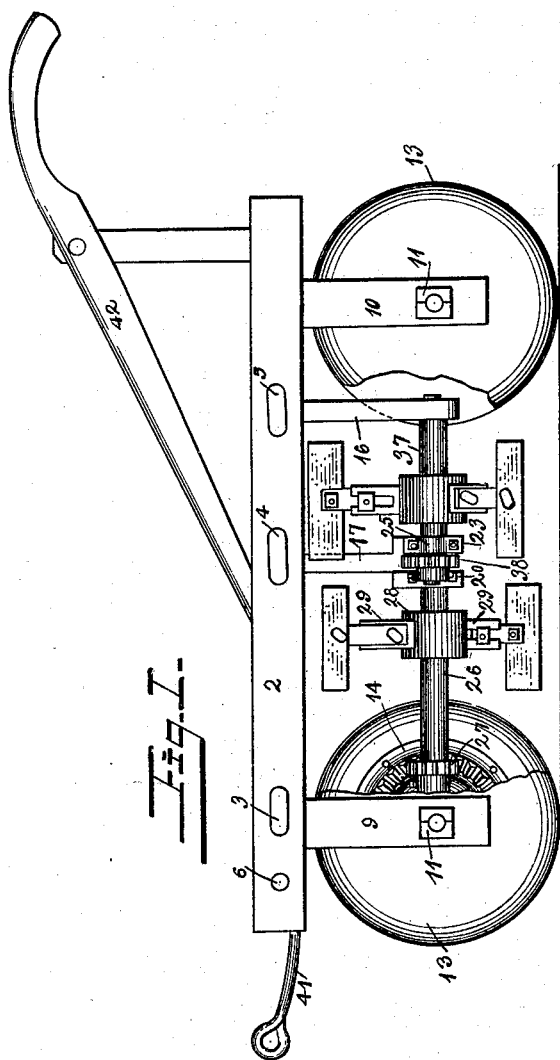
Patented May 22, 1900.

J. W. H. BRADLEY.
COTTON CHOPPER.

(Application filed Feb. 18, 1900.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES
W. G. Thompson.
B. Lambert.

INVENTOR
J. W. H. Bradley
By *John S. Duffie*
his atty.

No. 650,002.

Patented May 22, 1900.

J. W. H. BRADLEY.
COTTON CHOPPER.

(Application filed Feb. 16, 1900.)

(No Model.)

2 Sheets—Sheet 2.

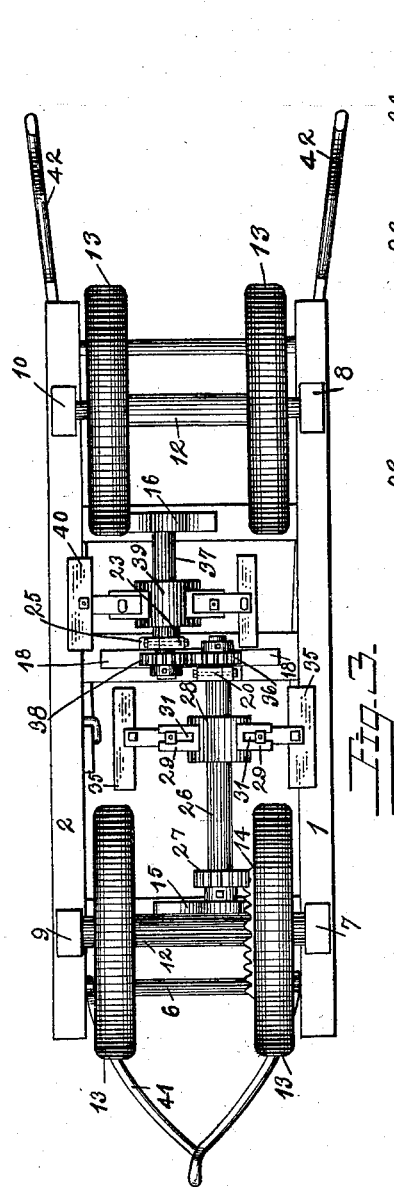


Fig. 3.

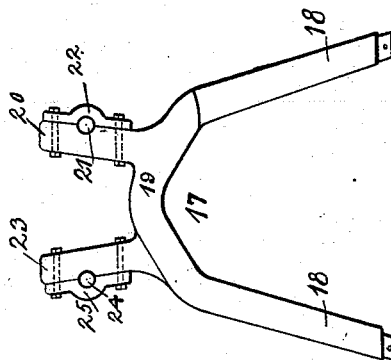


Fig. 6.

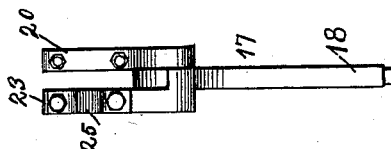


Fig. 5.

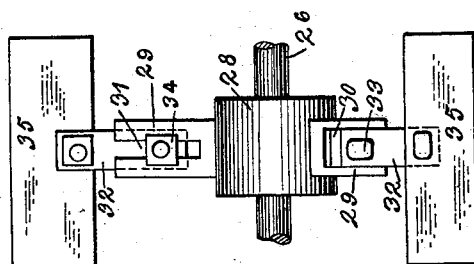


Fig. 4.

WITNESSES

M. V. Thompson.
B. Lambert.

INVENTOR

J. W. H. Bradley
By John D. Dixie his atty

UNITED STATES PATENT OFFICE.

JAMES W. II. BRADLEY, OF MAGNOLIA, ARKANSAS.

COTTON-CHOPPER.

SPECIFICATION forming part of Letters Patent No. 650,002, dated May 22, 1900.

Application filed February 16, 1900. Serial No. 5,515. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. H. BRADLEY, a citizen of the United States, residing at Magnolia, in the county of Columbia and State of Arkansas, have invented certain new and useful Improvements in Cotton-Choppers, of which the following is a specification.

My invention is a cotton-chopper, and is designed to thin the cotton out of the rows to the proper stand.

In the accompanying drawings, Figure 1 is a side elevation of my invention. Fig. 2 is a top plan view. Fig. 3 is a bottom plan view. Fig. 4 is a detail of part of one of the axles, hub, adjustable arms, knives, and hoes. Fig. 5 is an edge view of the double central bearing. Fig. 6 is a face view of the same.

My invention consists of two longitudinal beams 1 and 2, secured together by a front cross-beam 3, central cross-beam 4, rear cross-beam 5, and a front rod 6. Secured to the lower edges on each end of the beams 1 and 2 and extending downwardly are four beams 7, 8, 9, and 10. Secured in the lower ends of each of these beams are bearings 11, and journaled in these bearings are axles 12. Secured to each end of these axles are wheels 13. The periphery of these wheels are rounded, that shape causing them to run more evenly in the middle between the cotton-rows.

To the inner face of the right-hand front wheel is rigidly secured a cog-wheel 14, its cogs extending inwardly from its inner face.

Secured to and extending downwardly from the forward cross-beam 3 is a bearing 15, and secured to and extending from the rear cross-piece 5 is another bearing 16, and secured to and extending from the middle cross-beam 4 is a double bearing 17. (See Figs. 5 and 6.) This bearing consists of two downwardly-extending arms 18, integral with a bow 19, and extending from one side and the front face of said bow is an arm 20, having in one edge a depression 21, forming one-half of a socket for the end of an axle, hereinafter mentioned, to work in. This one-half socket is supplemented by a bracket 22, having a like one-half socket, which is bolted to the edge of the arm 20. Extending from the other side of the bow and from the rear face thereof is another arm 23, having in one edge a depression 24, forming one-half of a socket for the end

of an axle, hereinafter mentioned, to work in. This one-half socket is supplemented by a bracket 25, having a like one-half socket which is bolted to the edge of the arm 23.

Journaled in the bearing 15 and in the depression 21 of the arm 17 is an axle 26, and rigidly secured to the forward end of said axle is a cog-pinion 27, meshing with the cogs of cog-wheel 14, and near the rear end of this axle is rigidly secured a hub 28, having extending from the periphery thereof three slotted arms 29. These arms are each provided with a double slot—a wide slot 30 on one side and a narrow slot 31 on the other side. (See Fig. 4.) Arms 32 fit the wide slots 30 and are adapted to work longitudinally therein and against the back wall of said slots 30. Headed bolts 33 pass through said arms 32 and through the narrow slots 31 in arms 29, and a nut 34 works on the threaded end of said bolt and is adapted to be loosened or tightened, and thus said arms 32 are made longitudinally adjustable in relation to the arms 29, and to the outward end of each of these arms 32 is secured a hoe 35.

On the rear end of the axle 26 is rigidly secured a cog-pinion 36. An axle 37 has its rear end journaled in bearing 16 and its front end journaled in depression 24 of arm 23 of the double bearing 17, and on the forward end of this axle is journaled a cog-pinion 38, which meshes with cog-pinion 36. On said axle 37 is rigidly secured a hub 39, and to said hub 39 are secured hoes 40 exactly in the same manner and having the same adjustable means as hoes 35 are secured to hub 28.

To the front end of the frame and to the rod 6 is secured a pair of hounds 41 to attach the team to, and to the top and rear end of the frame are secured in the ordinary way a pair of handles 42.

As the cotton-chopper is moved forward the cog-wheel 14, meshing with the pinion 27, revolves the front hoes 35 to the left. The pinion 36, meshing with the pinion 38, revolves the rear hoes 40 to the right.

The gearing is so constructed that two hoes—one 35 and the other 40—pass over the top of the row of cotton exactly at the same moment of time, and as the hoe which revolves from the left tends to throw the uncut cotton-stalks to the right, the hoes revolving to the

right would at the same time tend to throw the uncut stalks to the left, and thus the young cotton will be kept standing upright, and the gearing of the machine is so arranged
5 that the hoes strike the rows of cotton at such distance apart from each lick to leave between each cut one or more stalks of cotton.

The object of using the double bearing and the brackets 22 and 25 is to the end that the
10 brackets may be removed and the gearing conveniently taken out, cleaned, repaired, or replaced.

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

1. The combination of the rectangular frame; bearings extending downwardly from each corner of said frame; axles journaled in said frame; wheels secured to each end of
20 said axles; a cog-wheel, secured to the inner face of the right-hand front wheel, its cogs extending inwardly; a front bearing depending from the front cross-beam of said frame; a double bearing, depending from the middle beam of said frame; a single bearing, depending from the rear beam of said frame;
25 an axle, journaled in the front bearing and right-hand extension of the double bearing; a cog-pinion, rigidly secured on the front end of said axle and meshing with the cog-wheel above mentioned; a hub, secured on the rear end of said axle; slotted arms, extending from said hub; arms adjustably fitting in said slotted arms; hoes secured to the outer
30 ends of said last-mentioned arms; a cog-pinion, secured to said axle in rear of the right-hand extension of said double bearing; an axle, journaled in the rear bearing and in the left-hand extension of the double bearing; a
35 cog-pinion, secured on the forward end of said axle and in front of said left-hand extension and meshing with the cog-pinion last above mentioned; a hub, secured to the last-mentioned axle and having arms and hoes;
40 similar to the hoes just above mentioned; hounds, secured to the front end of the frame

and handles mounted on the top thereof, substantially as shown and described and for the purposes set forth.

2. The combination of the rectangular
50 frame, consisting of two side beams 1 and 2; three cross-beams 3, 4 and 5; bearings 7, 8, 9 and 10 extending downwardly from each corner of said frame; axles 12, journaled in said bearings; wheels 13, secured to each end
55 of said axles; a cog-wheel 14, secured to the inner face of the right-hand front wheel, its cogs extending inwardly; a front bearing 15, depending from the front cross-beam of said frame; a double bearing 17, depending from
60 the middle beam of said frame; a single bearing 16, depending from the rear arm of said frame; an axle 26, journaled in the front bearing 15 and right-hand extension of the double bearing 17; a cog-pinion 27, rigidly
65 secured to the front end of said axle and meshing with the cog-wheel above mentioned; a hub 28, rigidly secured near the rear end of said axle; slotted arms 29, extending from said hub; arms 32, adjustably fitting in said
70 slotted arms; hoes 35, secured to the outer ends of said last-mentioned arms; a cog-pinion 36, secured to said axle in rear of the right-hand extension of said double bearing; an axle 37, journaled in the rear bearing and
75 in the left-hand extension of the double bearing 17; a cog-pinion 38, secured on the forward end of said axle and in front of said left-hand extension and meshing with the cog-pinion last above mentioned; a hub 39,
80 secured to the last-mentioned axle and having arms and hoes similar to the arms and hoes last above mentioned; hound 41 secured to the frame and handles 42 mounted on the top thereof, substantially as shown and de-
85 scribed and for the purposes set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES W. H. BRADLEY.

Witnesses:

GUS KOHN,

CHARLIE McDONALD.