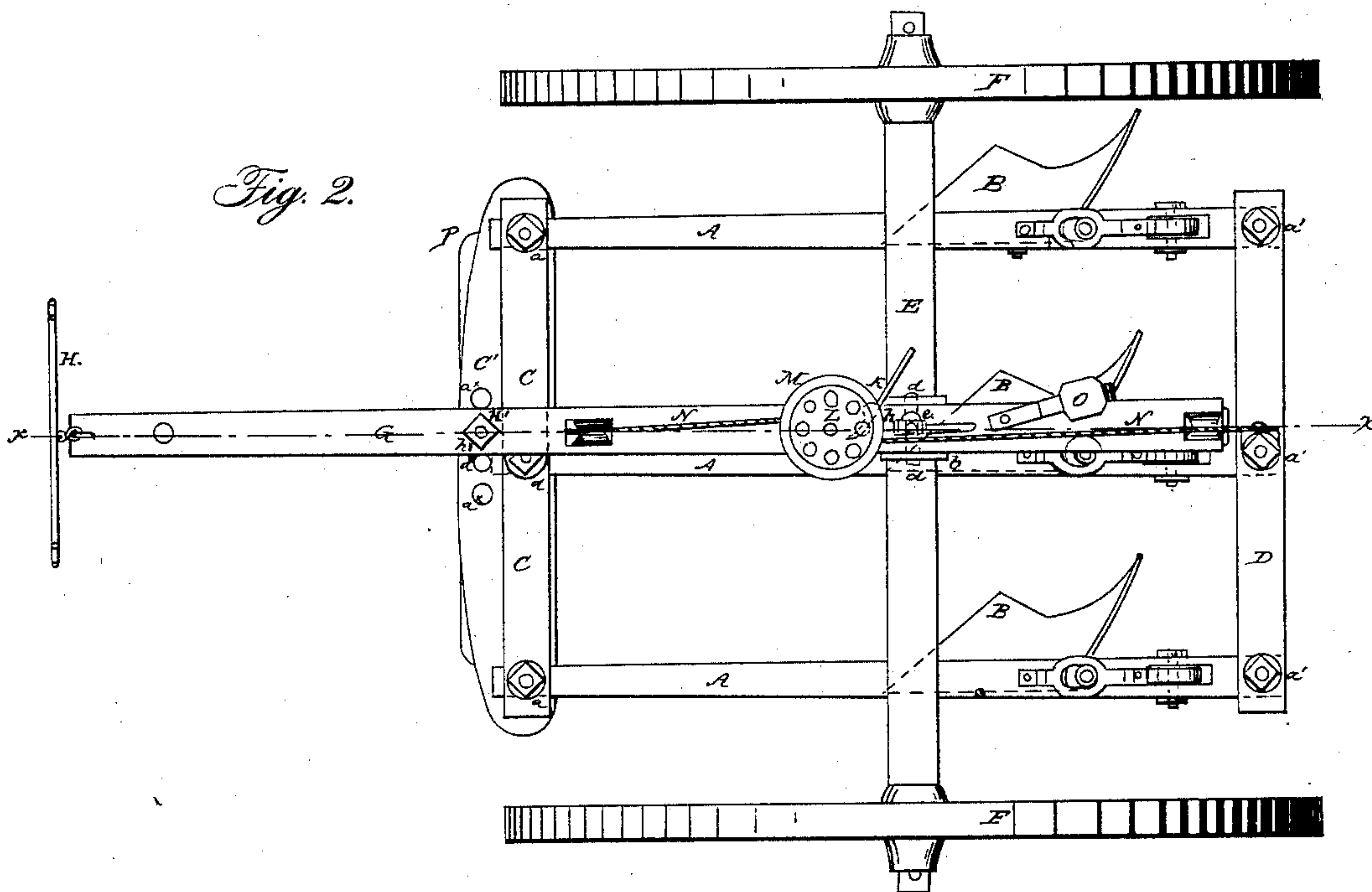
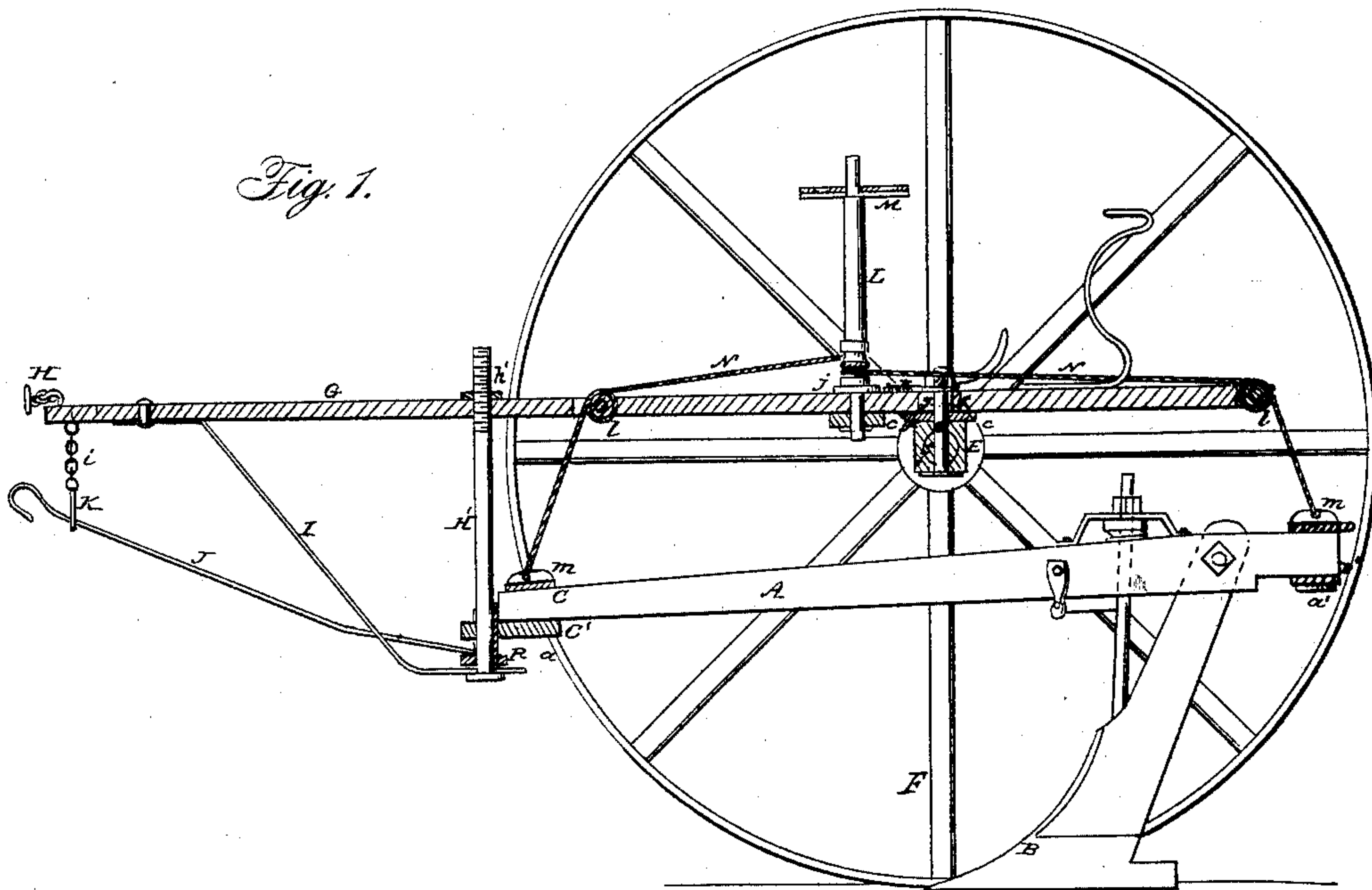


J. HAEGE.

Wheel-Plow.

No. 38,161.

Patented Apr. 14, 1863.



Witnesses:

W. C. Cramb
Geo. Reed

Inventor:

Jacob Haeghe
Per Munn & Co. Attorneys

UNITED STATES PATENT OFFICE.

JACOB HAEGE, OF SHILOH, ILLINOIS.

IMPROVEMENT IN GANG-PLOWS.

Specification forming part of Letters Patent No. 38,161, dated April 14, 1863.

To all whom it may concern:

Be it known that I, JACOB HAEGE, of Shiloh, in the county of St. Clair and State of Illinois, have invented a new and Improved Gang-Plow; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side sectional view of my invention, taken in the line *x x*, Fig. 2; Fig. 2, a plan or top view of the same.

Similar letters of reference indicate corresponding parts in the two figures.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A A A represent three plow-beams, and B B the plows attached thereto. These parts possess some novelty in their construction, which, however, forms no part of this application, and therefore need not be herein described.

The front ends of the beams A A A are connected by screw-bolts *a* to two transverse bars, C C', one, C, being on the upper surfaces of the beams, and the other, C', underneath them, the lower bar, C', projecting farther forward than the upper one, C, and having a series of holes, *a*^x, made through it, the use of which will be hereinafter seen. The back parts of the beams A are secured by screw-bolts *a'* to two cross-bars, D D', one also being above and the other underneath the beams. (See Fig. 1.)

E represents an axle, having a wheel, F, at each end, and G is a draft-pole, at the front end of which a neck-yoke, H, is attached. This pole G is secured to the axle E as follows: On the axle there is fitted a metal socket, *b*, which is a square or rectangular plate having a flange, *c*, at the front and back edge of its lower surface to project down in front and at the back of the axle, as shown in Fig. 1, and two similar flanges, *d d*, one at each side of the upper surface of said plate, to receive the pole G, as shown in Fig. 2. Through the plate or socket *b* a screw, *e*, passes vertically, said screw also passing through an oblong slot, *f*, in the axle E, and also through an oblong slot, *g*, in the pole G. On the upper part of the screw *e*, above the pole G, there is a thumb-nut, *h*. The oblong slot *g* in the pole G is at right angles

to the oblong slot *f* in the axle E. (See Fig. 2, in which the slot *f* in the axle is shown in red, and the slot *g* in the pole G in black, dotted lines.)

H' is a vertical rod, the upper part of which has a screw on it, said screw portion passing through the pole G and having a nut, *h'*, upon it above the pole. This rod H' passes through one of the holes *a*^x in the lower cross-bar, C', at the front ends of the plow-beams, and also through an inclined bar, I, attached to the under side of the pole G. (See Fig. 1.)

J is a draft-rod, the back end of which is secured to the rod H', the front part of J passing through a ring, K, which is suspended by a short chain, *i*, from the front end of the pole G.

L is a vertical shaft, which is attached to the pole G and allowed to turn freely therein. This shaft has a hand-wheel, M, on its upper end, and a ratchet-wheel, *j*, on its lower part, into which a pawl, *k*, catches.

N N represent two cords or chains, which are attached to the shaft L and pass over pulleys *l l*, one of which is at the back end of the pole G and the other placed in the latter just back of the rod H'. The ends of these cords or chains are attached to plates *m m*, which are fitted, one on the front screw-bolt, *a*, of the central plow-beam, A, and the other on the screw-bolt *a'* at the back part of said plow-beam. The plates *m m* are allowed to turn freely on said screw-bolts, so as to conform to the position of the cords or chains N N, which are shifted laterally by the lateral adjustment of the pole G. On the pole G the driver's seat O is placed.

From the above description it will be seen that the draft may be adjusted laterally by shifting the pole G, which is done by loosening or unscrewing the thumb-nut *h*, so that the pole G may be moved on the axle E, and shifting the rod H' into the hole *a*^x in the bar C'. The wheel-animals are attached to a double-tree, P, on the rod H, the leaders being attached to the rod J. This lateral adjustment of the draft-pole G will give the plows a tendency to take more or less land, as may be desired.

In order to adjust the plows B nearer together or farther apart, the nuts of the screw-bolts *a a'* at the front and back ends of the plow-beams are loosened, and the beams A may be thereby

adjusted nearer to or farther from each other, the nuts of the screw-bolts being firmly screwed up when the desired adjustment is made. The plows are raised and lowered by turning the shaft L, which is done by the driver from his seat O. By turning this shaft L the cords or chains N N are wound around it and the plow-beams A, and consequently the plows B are raised, the latter descending by their own gravity when the shaft L is turned so as to unwind from said shaft the cords or chains N N.

In certain cases, where the carriage attachment is not desirable, the pole G and axle E may be disconnected from the plow-beams and the draft-animals attached to the plows by having the hook of the double-tree fitted in any one of the holes a^x of the cross-bar O'.

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

1. The combination and arrangement of the pole G, axle E, vertical rod H', and draft-rod J, substantially as shown, to admit of the lateral adjustment of the draft relatively with a gang-plow, as set forth.

2. The particular manner of attaching the pole G to the axle E—to wit, by means of the socket b, fitted on the axle E, and arranged in such a manner as to receive the pole G, and having a screw, e, passing vertically through it and through the oblong slots fg in the axle and pole, whereby the pole G is firmly secured to the axle E and the former permitted to be readily adjusted, when desired.

JACOB HAEGE.

Witnesses:

D. O'DANIELS,
ANDREMOND HODGE.