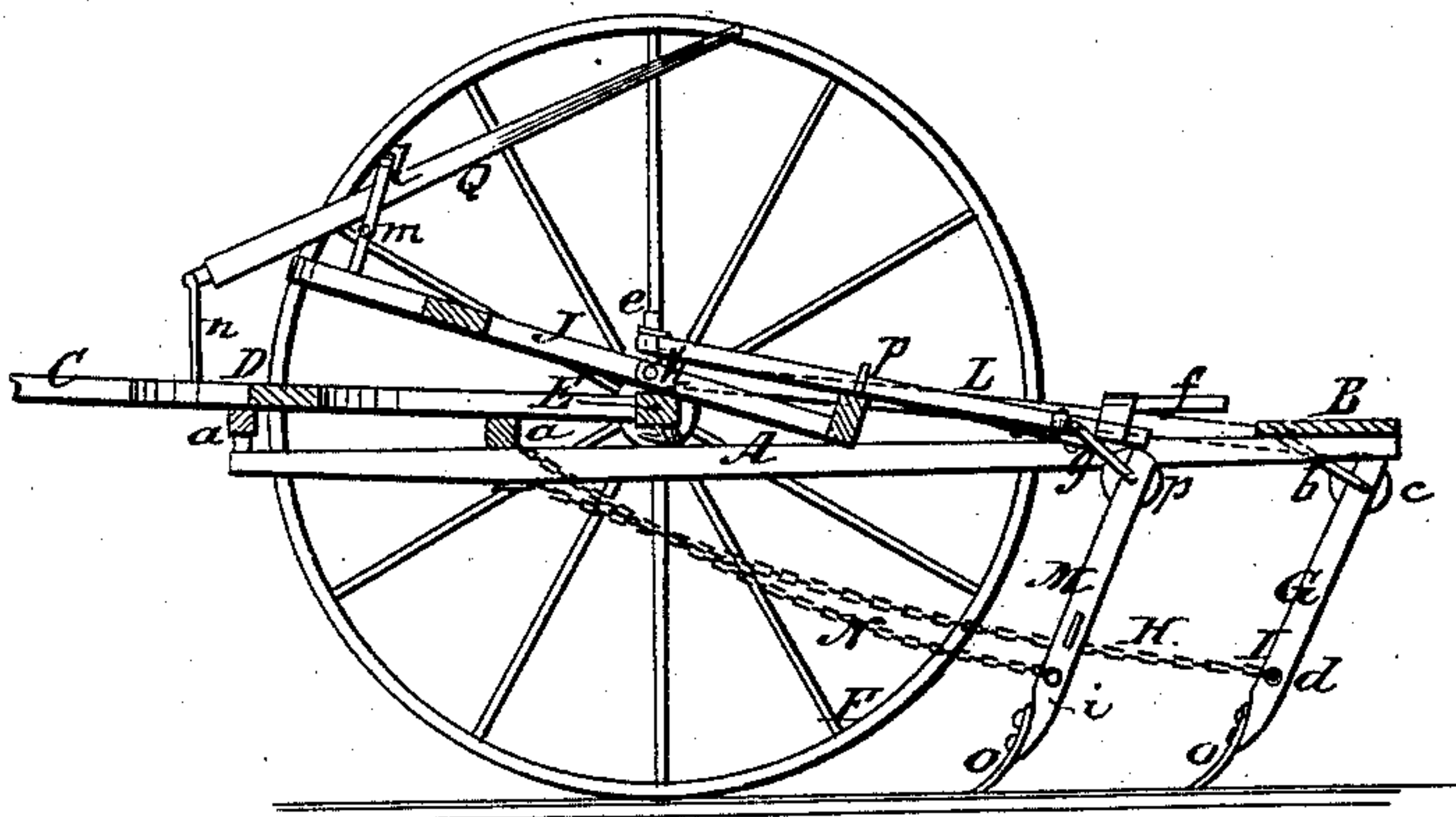


## Wheel-Cultivator.

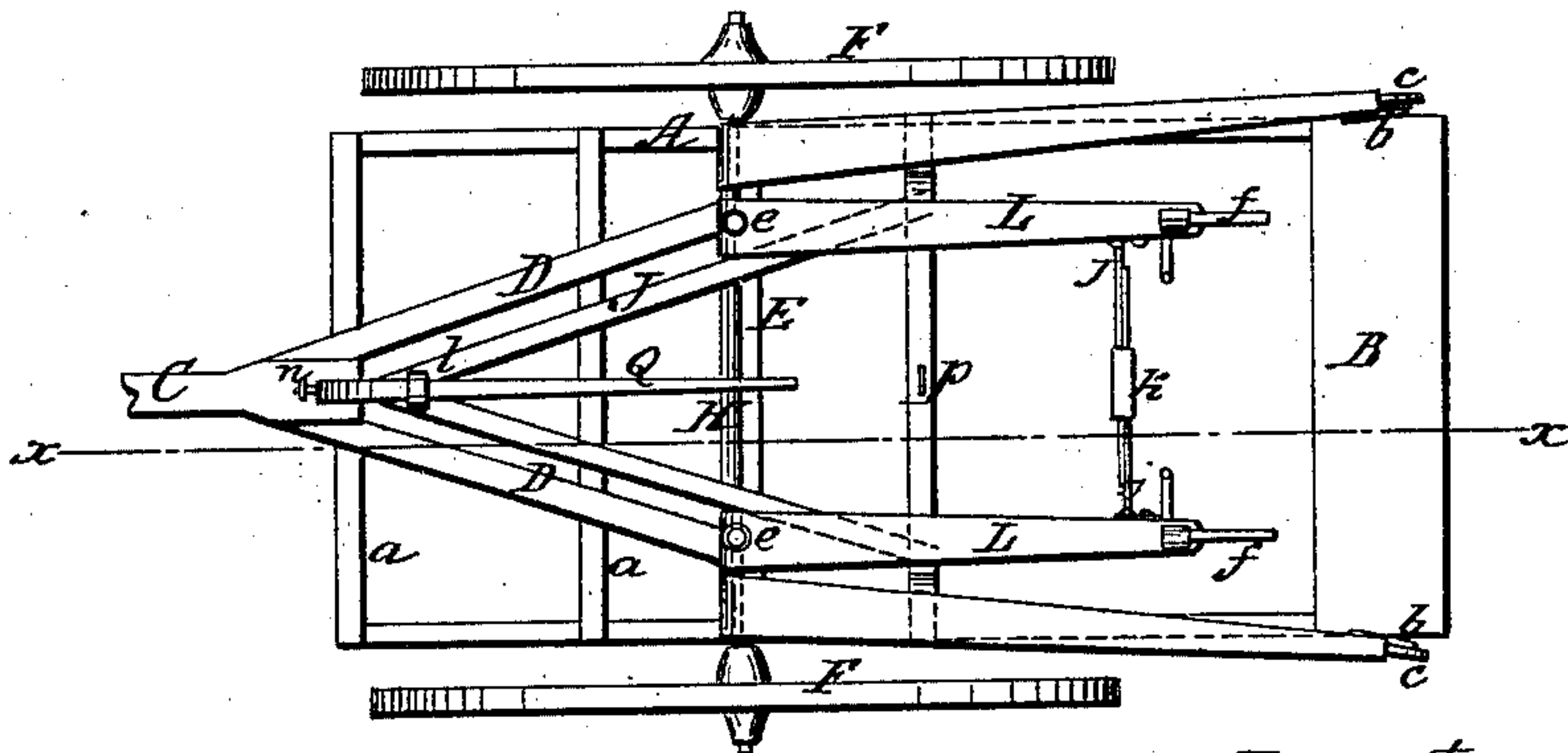
Patented Aug. 28, 1866.

No 57,563

*Fig.1.*



*Fig.2.*



Witnesses:  
Gas. A. Service.  
J. M. J. (Loringtown)

Inventor:  
H. S. Polder  
Per Mummet &  
Attys.

# UNITED STATES PATENT OFFICE

H. S. POTTER, OF FAIRFIELD, IOWA.

## IMPROVEMENT IN CORN-CULTIVATORS.

Specification forming part of Letters Patent No. 57,563, dated August 28, 1866.

*To all whom it may concern:*

Be it known that I, H. S. POTTER, of Fairfield, Jefferson county, and State of Iowa, have invented a new and Improved Corn-Cultivator; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

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

Similar letters of reference indicate like parts.

This invention consists in a novel construction and arrangement of the framing, plow-beams, hounds, driver's seat, &c., as hereinafter fully shown and described, whereby the operation of the plows is not affected by the draft, and the inner plows rendered capable of being adjusted or moved with the greatest facility.

A represents a rectangular frame, on the rear part of which the driver's seat B is placed. C is a draft-pole, the rear end of which has hounds D attached to it, and these hounds are connected to an axle, E, having a wheel, F, on each end, the hounds being also connected to cross-bars *a a* at the front part of the frame A in front of the axle. (See Fig. 1.)

To each side of the frame A, at its rear part, there is attached a plow-standard, G. These standards are secured to the frame by means of pivoted bars *b*, having wheels *c* at their rear ends, which bear against the under side of frame A and admit of the standards G being turned or forced back in case of the plows which are attached to their lower ends coming in contact with any obstruction, said standards being held in working position by chains H connected to the front part of the frame A. The rear ends of the chains H are provided with clevises I, secured to the standards by wooden pins *d*, which break in the event of the plows meeting with an obstruction.

J is a V-shaped frame, which works on a rod, K, above the axle E, and this rod K has two uprights, *e e*, fitted loosely upon it, which uprights pass loosely through the front ends of the plow-beams L L, provided with handles *f* at their rear ends, said handles being with-

in convenient reach of the driver on seat B. The beams L L have standards M attached to them by pivoted bars *g*, provided with wheels *h* at their rear ends, this arrangement being the same as that employed to connect the standards G to the frame A, the standards M being held in working position by chains N connected to the front part of frame A, the rear of the chains being connected to the standards M by wooden pins *i*, which break and allow the standards M to turn back in case of the plows which are attached to them coming in contact with any obstruction.

The beams L L, it will be seen, may be raised and lowered and moved laterally by the driver with the greatest facility, and the plows O, which are attached to the standards M, thereby made to conform to the sinuosities of the rows of plants. The beams L L, near their rear ends, are connected by rods *j j*, secured together by a clasp, *k*, to admit of the beams at their rear ends, and consequently the plows O, being adjusted nearer together or farther apart, as may be desired. The plows O', at the lower ends of the standards G, work and pulverize the earth between the rows of plants.

In consequence of having the frame A connected to the hounds D of the draft-pole in front of the axle, the draft is rendered easy or light, and is not allowed to affect the operation of the plows. The weight of the driver on seat B controls any upward or downward tendency of the draft. The beams L L rest upon the rear end of the frame J, and this frame has a lever, Q, passing through a loop, *l*, at its front end, said loop having a roller, *m*, within it, upon which the lever Q rests, said roller obviating friction. The lever Q is connected to an upright, *n*, on the rear end of the draft-pole. By pulling down the end of lever Q the front end of the frame J will be depressed, and its rear end, with the beams L L and plows O, raised. By this means the plows are elevated above the surface of the ground, and they are retained in an elevated state, when required, as in moving the device from place to place, by placing the lever Q under a hook, *p*, in the rear of frame J.

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



1. The frame A, with the driver's seat B placed on its rear end and connected at its front end to the hounds D of the draft-pole in front of the axle E, substantially as and for the purpose set forth.

2. The frame J, in combination with the plow-beams LL, connected by swivel-joints to the rod K above the axle E, arranged, in connection with the frame A, to operate substantially as and for the purpose specified.

3. The lever Q, attached to the front part of the frame A, and applied to or arranged in con-

nection with the frame J and the loop l, with roller m, substantially as and for the purpose set forth.

4. The connecting of the plow-standards G M to the frame A and beams L by means of the pivoted bars b g, provided with wheels c h, substantially as and for the purpose specified.

H. S. POTTER.

Witnesses:

THOMAS S. TILSON,

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