

J. T. Legg.
Wheel Flow.

N^o 66,155.

Patented Jun. 25, 1867.

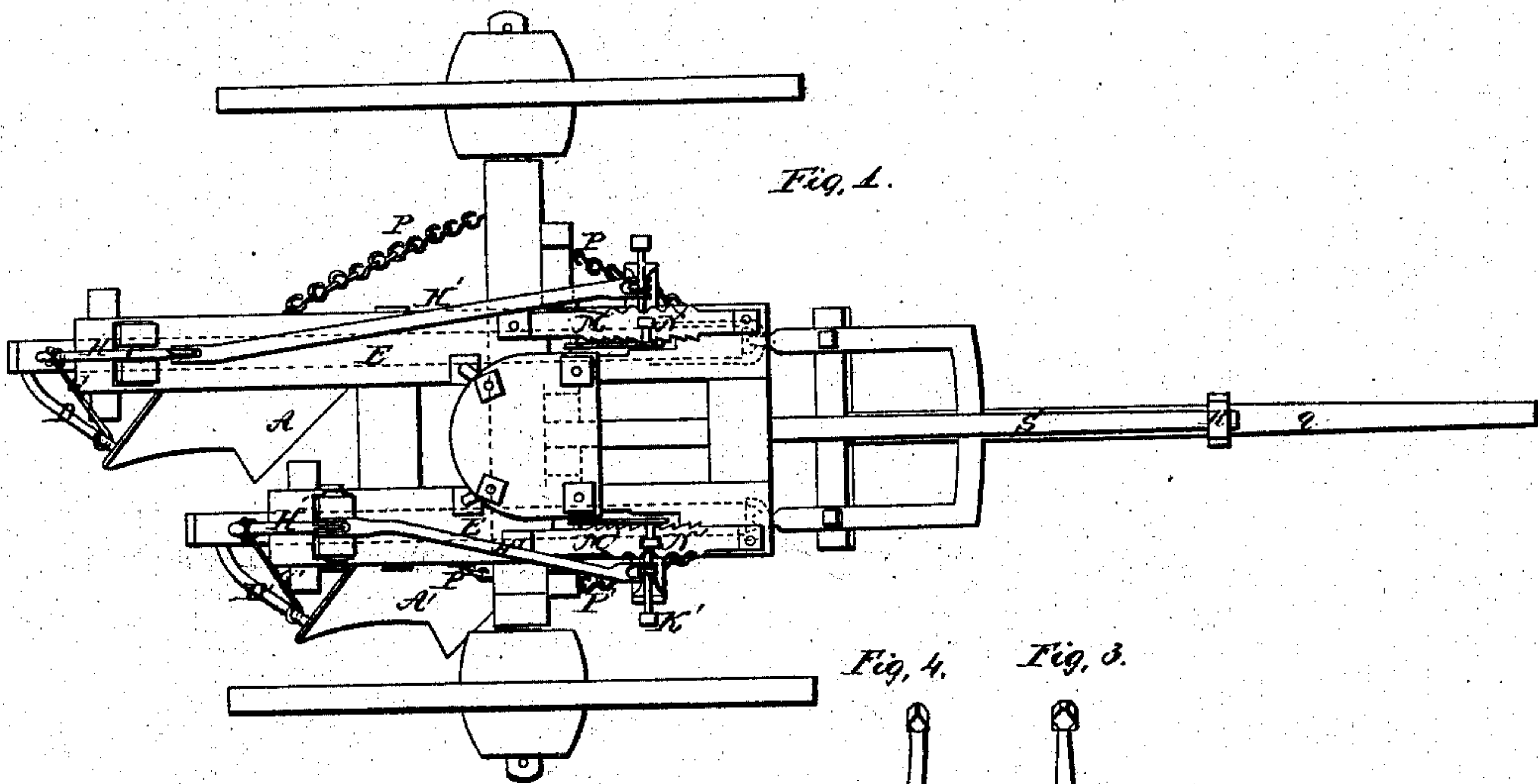


Fig. 1.

Fig. 4.

Fig. 3.

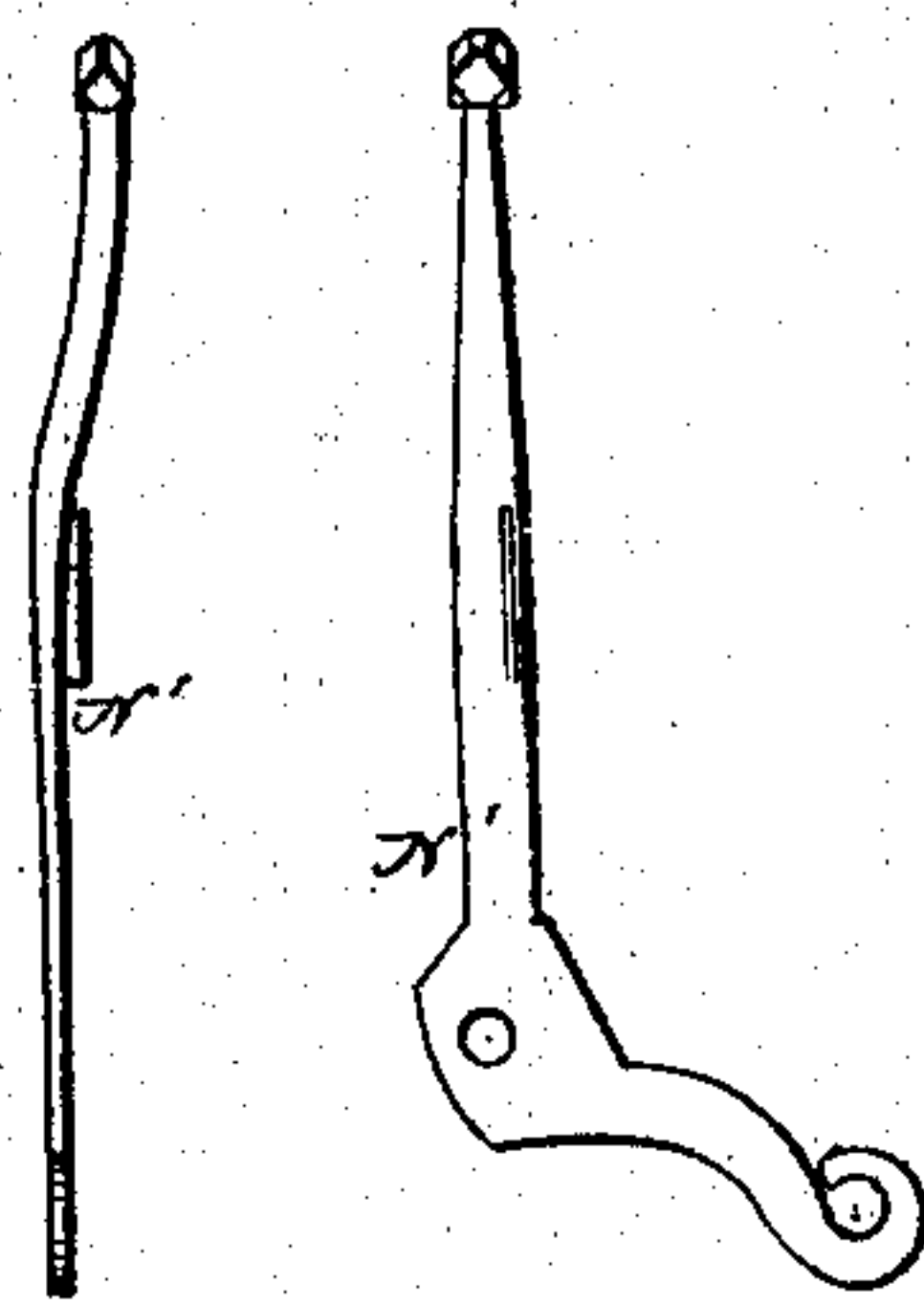
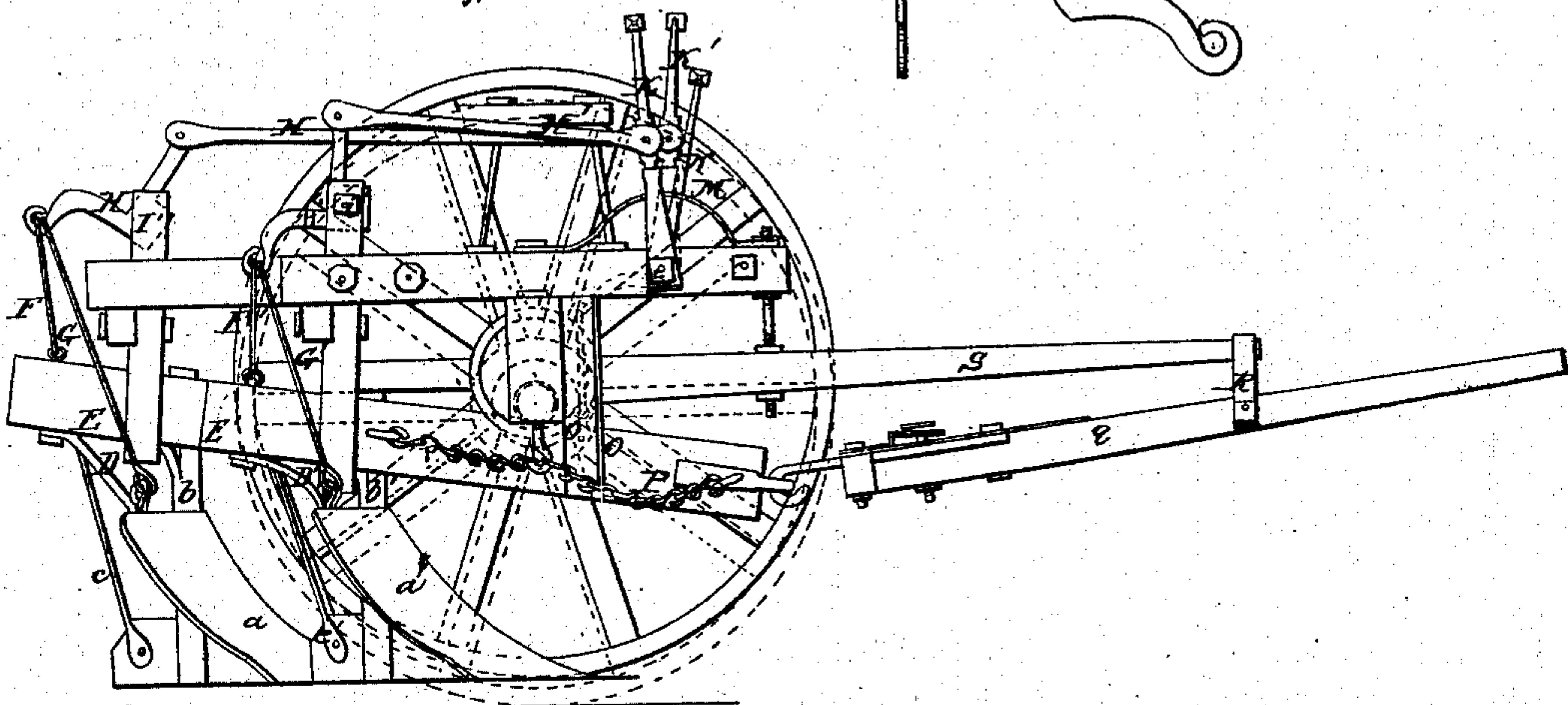


Fig. 2.



Witnesses.

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JOHN T. LEGG, OF LEWIS COUNTY, MISSOURI.

Letters Patent No. 66,155, dated June 25, 1867.

GANG-PLOUGH.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN T. LEGG, of the county of Lewis, in the State of Missouri, have invented a new and useful improvement in Gang-Ploughs; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view, and

Figure 2 a bird's-eye view.

Figure 3 is a representation of the lever used to raise the front part of the beams; and

Figure 4 represents the same lever as it appears from viewing it in the direction of the tongue.

A A' represent the ploughs made in form same as those in common use, and are attached to the beams by the braces B B', made securely fast to the land-boards of the ploughs; also by the braces C C', attached to the foot of the land-boards, and by the braces D D' attached to the ears of the mould-boards. E E' are the beams, sustained by the lever attachments, as hereinafter described. F F' are rods linked in the loops of the bolts extending through the beams, as shown in the drawings; at the other end they are linked into the rings of the lever's termini. G G' are rods extending from the same termini to staples in the ears of the ploughs. H H' are compound levers with fulcrum at I I', in the beam-stays, which extend above the carriage for this purpose. These levers are operated by the handles K K', which, in turn, are fastened to the carriage of the plough at L L'. The object of this combination is to enable the attendant to raise the heels of the ploughs at such height as he may desire; either one or both may be raised at his option. M M' are ratchets in which the levers work. At the lower ends of the lever-handles are attached springs, which press them in the ratchets, holding them in such positions as may be required. N N' are levers made in the forms shown in figs. 3 and 4, operating in the ratchets M M', but upon the opposite sides from the other levers, and are connected with the forward part of the beams by links, as shown by the dotted lines in fig. 2. The object of these levers is to raise or lower the ploughs. The beams, at this point, are confined in the steadying-posts O O', corresponding to those at the rear of the carriage. The forward braces are fastened upon the axle of the carriage, and strengthened by additional braces on the outside posts, and also between the inside ones. P P' are stay-chains fixed upon the axle of the carriage—by staple or otherwise—and one end of them made fast to the rear part of the beams, and the other one fast in the bolt extending through the tongue-staples on the ends of the beams. Q is the team-tongue, having the universal joint connecting it with the beams of the ploughs. At R is an iron strap, intended to receive the end of the stiffening-pole. S is the stiffening or guiding-pole, fastened to the axle of the carriage by a bolt extending through it, and also by the bolt in the front cross-piece of the frame of the carriage. The object of this pole is to guide the machine, and also to lessen the weight of the tongue upon the horses' necks, when one of the ploughs, or both, are raised out of the ground.

The carriage of the plough consists of two pieces of timber, corresponding in length to the beams of the ploughs. These pieces are fastened to the axle of the machine by bolts, and are also attached to each other by cross-ties. Upon the front of the axle are fastened the steadying-posts for the fore part of the beams; and at the rear ends of the lengthwise pieces of the frame are posts of the same character, the ends of which extend through the pieces and form the rests for the levers heretofore described.

The axle of the machine is broken at the furrow-wheel, and spliced by placing a piece under the same, of sufficient depth or size as to bring the machine upon a level when the wheel is in the furrow.

The ploughs, as shown in the drawings, do not come as far back as it is designed to make them in the practical machine; in it, it is designed to make the point of the share of the right-hand plough come behind the wheel, and the other a corresponding distance back.

What I claim as my improvement, and desire to secure by Letters Patent, is—

1. The ploughs A A', beams E E', rods F F' and G G', the compound levers H H', lever-handles K K', and ratchets M M', arranged, combined, and operating for the purpose and in the manner substantially as described.

2. I claim the levers N N' and ratchet M M', arranged, combined, and operating for the purpose and in the manner described.

3. I claim the stay-chains P P', the beams E E', the tongue Q, the strap R, and the stiffening-pole S, arranged, combined, and operating in the manner and for the purpose described.

JOHN T. LEGG.

Witnesses:

JOHN A. GLISAN,

W. H. LEGG.