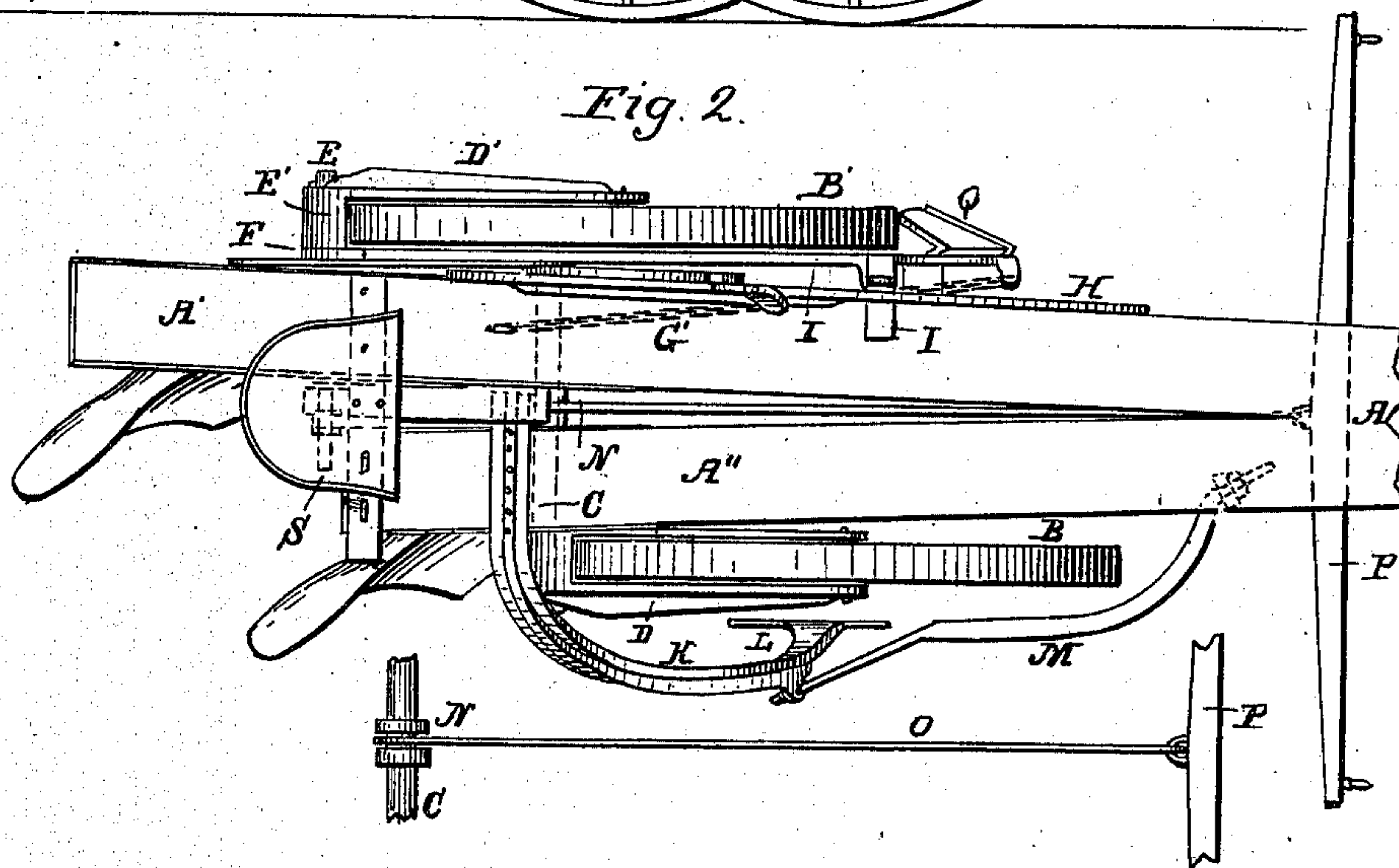
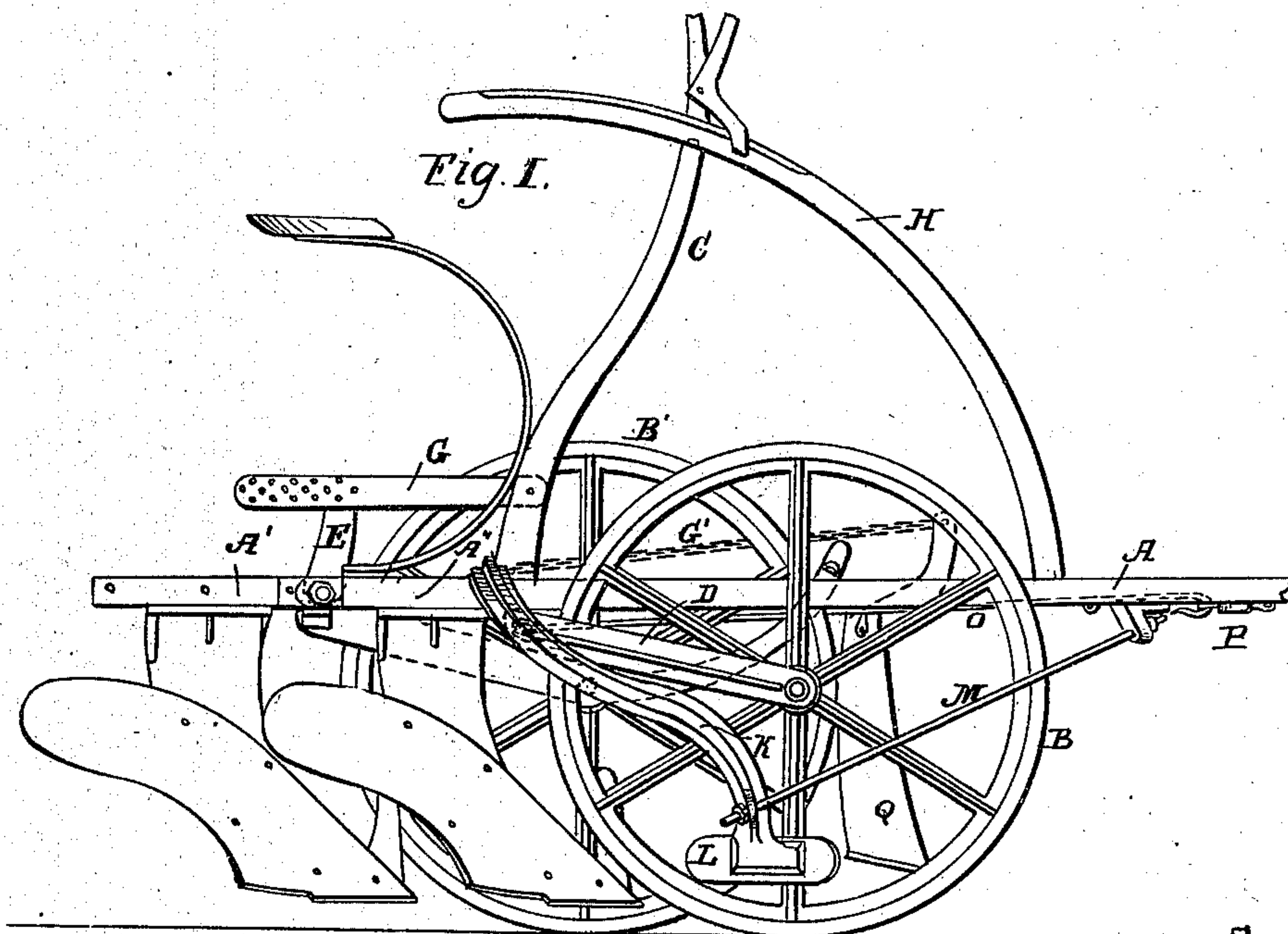


L. T. WEBSTER.

Wheel Plow.

No. 100,696.

Patented March 8, 1870.



Witnesses:

*James M. Munnell*  
*W. H. Moley*

Inventor:

*Lewis T. Webster*



# United States Patent Office.

LEWIS T. WEBSTER, OF NORTHFIELD, MASSACHUSETTS.

Letters Patent No. 100,696, dated March 8, 1870.

## IMPROVEMENT IN PLOWS.

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, LEWIS T. WEBSTER, of Northfield, in the county of Franklin, and State of Massachusetts, have invented new and useful Improvements in Plows; and I hereby declare that the following is a full and exact description of the construction and operation of the same, reference being had to the accompanying drawings making part of this specification, in which—

Figure 1 is a side view, and

Figure 2, a top view.

Like letters refer to like parts in the several views.

My invention has four points of novelty: first, the compound and bifurcated tongue and beams; second, the manner of applying the draft; third, a guide-plate to determine the width of the furrow and take up the side-draft of the plows; and fourth, in the devices for attaching the wheels to the compound tongue and beams, together with the devices for raising the plows from the ground.

The tongue A and beams A' A" are composed of one piece, and are divided, as shown in fig. 2, to a point a little forward of the foremost wheel B, the wheel B' upon the opposite side being placed about half its diameter in the rear.

A round shaft, C, is secured to the beams A' A" upon the under side by journal-boxes just in rear of the wheel B, and from the right-hand end of this shaft C a double arm, D, is rigidly attached, in the forward end of which the wheel B is journaled.

To the under side of the beam A' is secured the bearing E, which supports the double arm D', to the forward end of which the wheel B' is journaled.

From the left-hand end of the shaft C rises the lever C', to which it is rigidly attached, so that by moving the lever C' backward and forward, the arm D and wheel B will be raised or lowered at pleasure.

From the journaled end of the arm D', shown at E', rises an arm, F, which is firmly fixed to the hub E' of the arm D'.

A connecting-rod, G, unites the arm F and lever C', as shown in fig. 1, thus securing, by the movement of the lever, the simultaneous adjustment of both wheels B and B', by which the depth of the furrow is regulated.

The lever C' can be secured at any desired point by a pin inserted therein engaging with notches in the segment H.

To the hub E' of the arm D' is also rigidly attached a foot-lever, I, by which the adjustment of the wheels B and B' can be effected.

Near the rear end of the beam A", in the rear of and above the shaft C, I attach the crooked arm K,

which carries upon its lower and forward end the furrow-guide L.

This furrow-guide is made of steel-plate or other hard substance, and is so adjusted as to press against the land-side of the last furrow, and is supported in that position by the brace M, which is adjustably attached to the beam A" just at the rear end of the tongue.

The shaft C is provided with an adjustable collar, N, around which the draft-rod O passes, the forward end of this rod being attached directly to the double-tree P, which has no other connection with the plow-beams, and thus, by shifting the collar N on the shaft C, the draft can be properly adjusted for both plows.

Q represents the track-clearer, which is attached to the beam A' in front of the wheel B'.

It is made vertically adjustable by a series of holes at its pivoted attachment, and it is otherwise regulated by the chain Q', by shortening or lengthening the same.

It will be observed that the wheel B, in every succeeding round, follows in the track of the wheel B, and thus a single clearer clears the track for both wheels, and the wheel B always runs on the unplowed land.

The plows R R' are attached to the rear ends of the beams A' A", by bolts passing through flanges upon the upper end of their standards.

The rear ends of the beams are made adjustable by means of an adjusting-rod S, one end of which is fastened to the side of the beam A', and the free end passing through lug upon the rear end of the beam A", and having a screw-thread cut upon it and nuts upon each side of the lug, the two beams can be adjusted laterally to any necessary extent.

The arm K, which carries the furrow-guide, is also made adjustable by means of a series of bolt-holes, by which it is attached to the beam A".

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

1. The compound bifurcated tongue and beams A' A", when constructed as herein set forth.
2. The draft-rod O, in combination with the shaft C and adjustable collar N, as specified.
3. The guide L, constructed and arranged as described.
4. The arms D and D', in combination with the wheels B and B', and their respective axles, and lifting device C' F G I, when arranged as specified.

LEWIS T. WEBSTER.

Witnesses:

JAMES S. GRINNELL,  
M. MORLEY.