

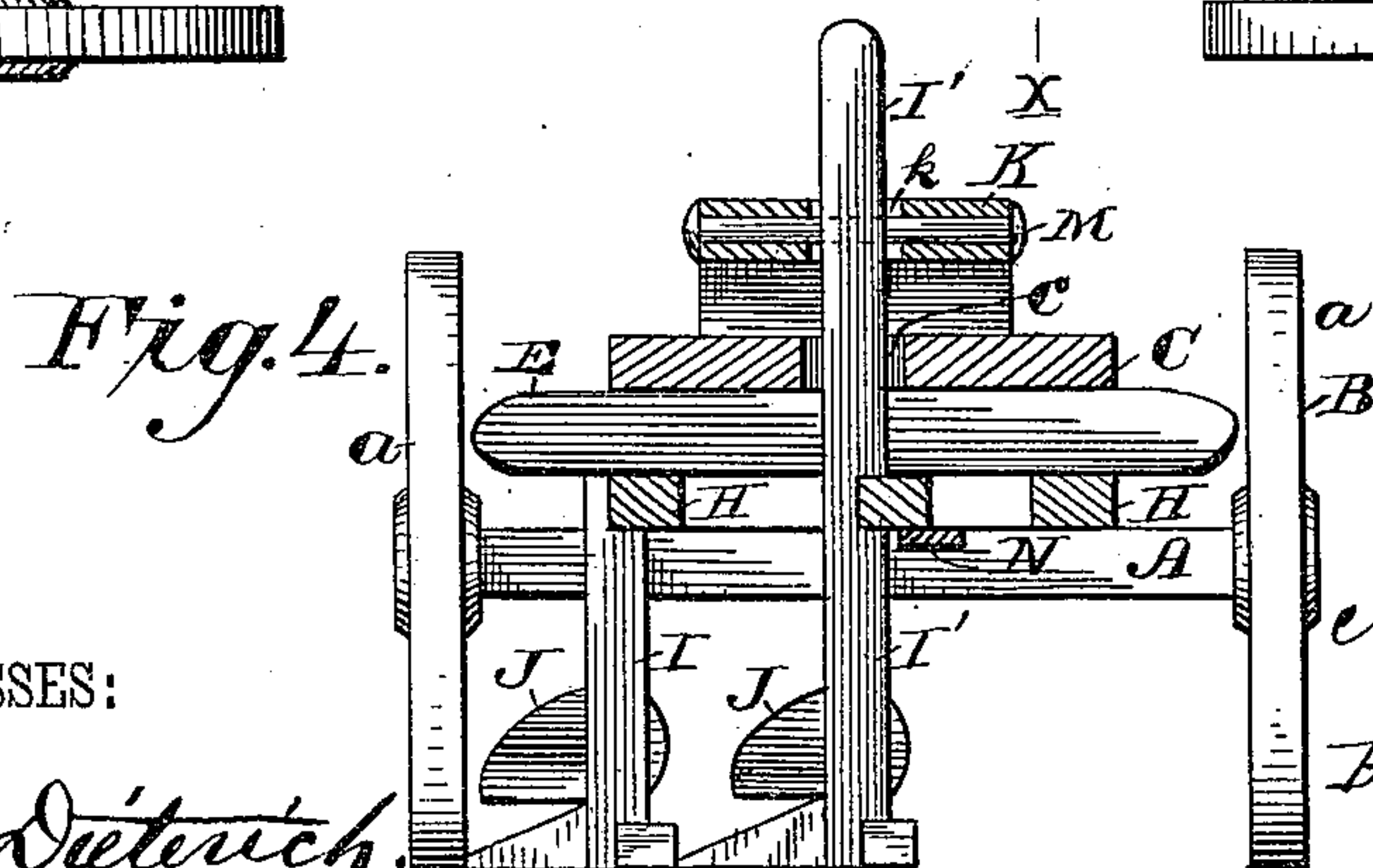
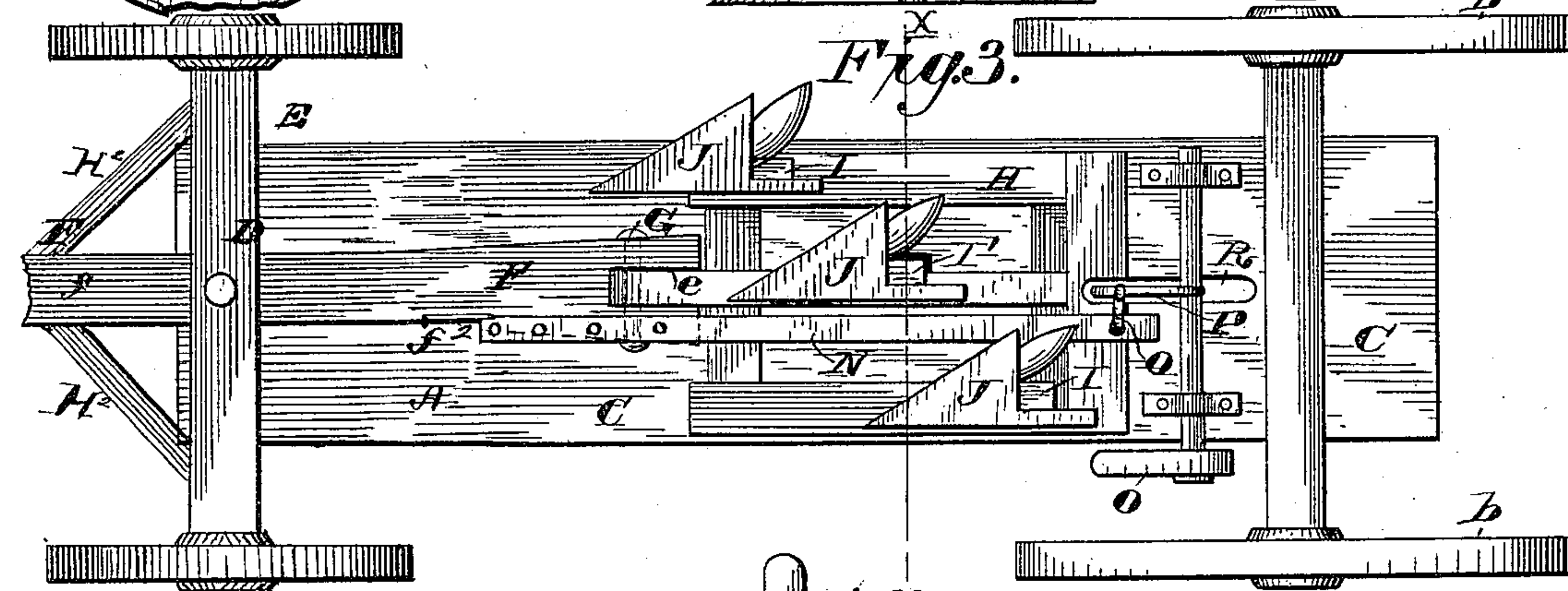
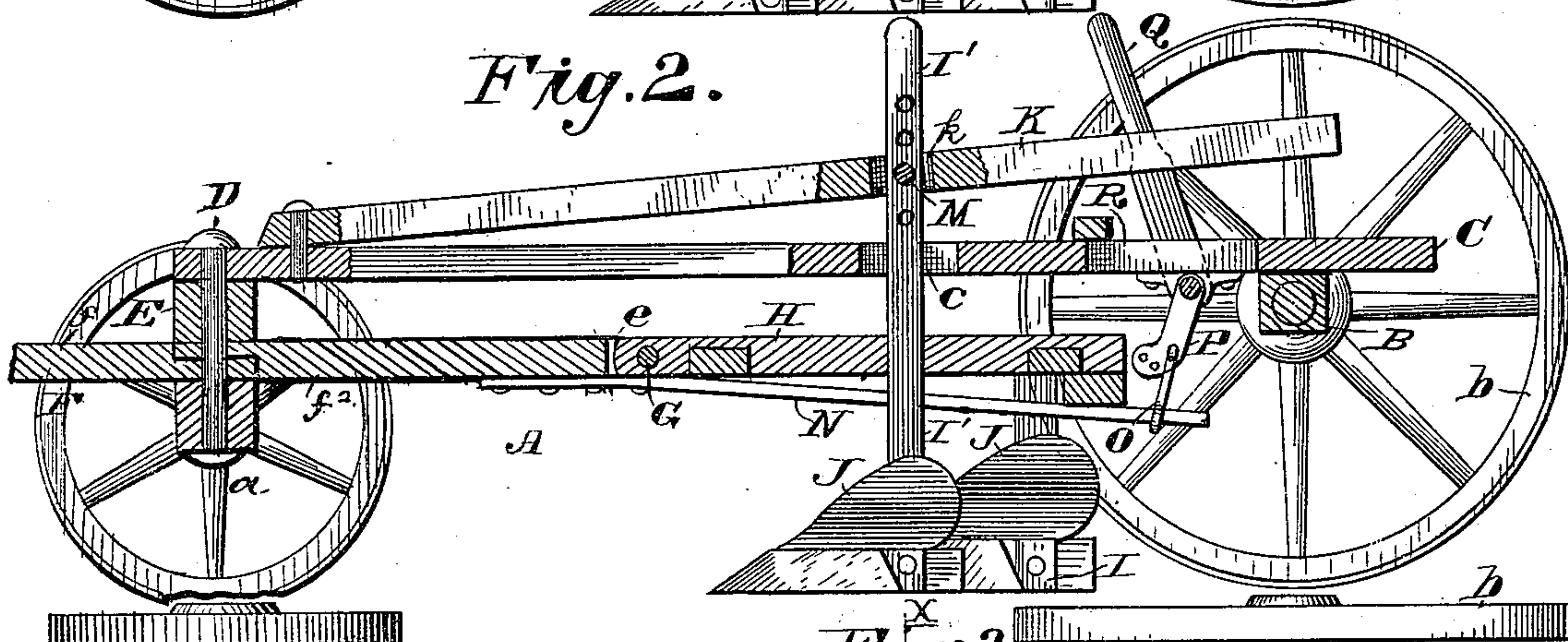
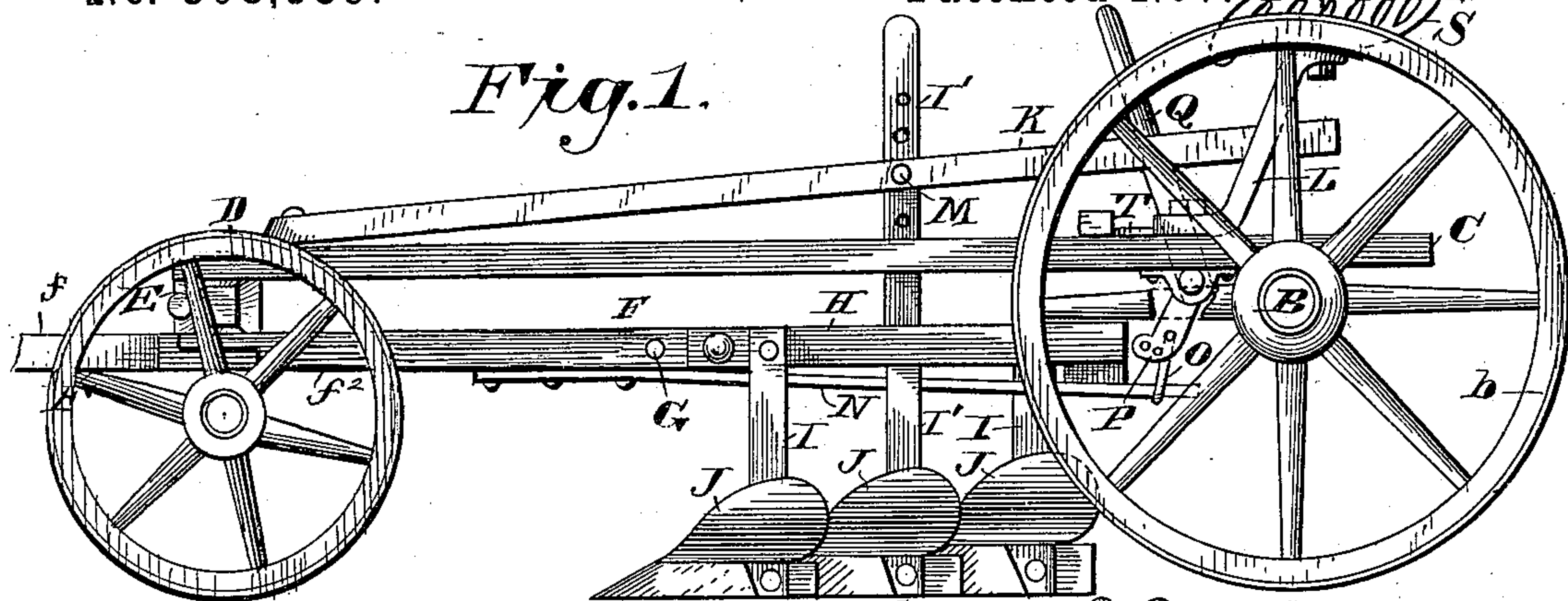
(No Model.)

M. M. WARMOTH.

PLOW.

No. 308,539.

Patented Nov. 25, 1884.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

MADISON MONROE WARMOTH, OF BRANDENBURG, KENTUCKY.

## PLOW.

SPECIFICATION forming part of Letters Patent No. 308,539, dated November 25, 1884.

Application filed February 28, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, MADISON M. WARMOTH, a citizen of the United States, and a resident of Brandenburg, in the county of Meade and State of Kentucky, have invented certain new and useful Improvements in Plows; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side view of my improved wheel gang-plow. Fig. 2 is a longitudinal vertical sectional view of the same. Fig. 3 is a bottom plan, and Fig. 4 is a vertical cross-section taken on the line *xx* in Fig. 3.

The same letters refer to the same parts in all the figures.

This invention relates to wheel gang-plows; and it consists in certain improvements in the construction of the same, having for their object to produce a device which shall possess superior advantages in point of simplicity, durability, and general efficiency.

With these ends in view, the invention consists in the improved construction and arrangement of parts which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A is the front axle, having wheels *a*, and B is the hind axle, having wheels *b*. The hind axle is fastened at the rear end of the plow-frame or platform C, the front end of which rests upon a bolster, E, mounted upon the tongue F, which in turn rests upon the front axle, A, the several parts being connected by the king-bolt D. The tongue F is composed of two parts or pieces, *f*<sup>1</sup> *f*<sup>2</sup>, joined by the king-bolt D, and the front one of which is connected with the front axle, A, by means of the braces or hounds H<sup>2</sup>. The front part of the tongue also carries, in the usual manner, a double-tree for the attachment of the draft. The rear end of the tongue is provided with a slot, *e*, for the reception of the front end of a frame, H, hinged upon a transverse bolt, G. The frame H carries the plow-standards I and the plows J. The standard of the middle plow, which is de-

noted by I', projects up through an aperture, *c*, in the platform C, and also through a slot, *k*, in a long lever, K, the forward end of which has its fulcrum upon the front end of the platform, while its rear end extends backward to and bears against the side of the standard L of the drivers' seat S. Standard I' is fastened adjustably in the slot *k* of the lever K by means of a transverse pin or bolt, M.

To the under side of the tongue F, at its slotted rear end, is fastened a flat spring-bar, N, which extends lengthwise across the under side of the plow-frame H, and the projecting rear end of which is connected, by means of a chain or link, O, with the short arm P of a lever, Q. The arm P is curved so as to form a short segment adapted to project up through a slot, R, in the rear end of the platform, and may be locked upon the platform by a hook or latch, T, having a pointed end, which may be inserted through any one of a series of perforations in the segment.

It will be seen from the foregoing description, taken in connection with the drawings hereto annexed, that a gang of plows mounted in the frame H may be raised or lowered by operating the lever Q, the upper end or handle of which is within easy reach of the driver's seat, and that the frame H, with the plows, may be held or retained at any desired elevation by locking the perforated segment of the arm P of lever Q by means of the latch T. The plow-carrying frame, being supported upon the spring N, has a yielding or cushioned motion, which will enable the plows to yield, so that they will readily clear any obstacles that may be encountered in plowing, and the long lever K, which is connected rigidly by means of the standard I' with the plow-carrying frame H, will retain the latter in position and prevent lateral play or motion thereof while the machine is in operation.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a wheel gang-plow, the combination of a frame mounted upon transporting-wheels, and having a tongue constructed in two parts connected by the king-bolt, the plow-carrying frame hinged to the rear end of the tongue, a spring-bar secured to the under side of the

rear end of the tongue and extending rearward under the plow-carrying frame, and a bell-crank lever pivoted to the frame or platform, and having its short arm connected with the rear end of the said spring-bar and its long arm extended upwardly, so as to form a handle, substantially as and for the purpose herein set forth.

2. In a wheel gang-plow, the combination of a frame or platform mounted upon suitable transporting-wheels, and having a tongue, a plow-carrying frame hinged to the rear end of the latter, and having an upwardly-extending standard, a lever fulcrumed to the front end of the platform, connected adjustably with the

said standard and adapted to bear against the side of the seat-bar, and a spring-bar secured to the under side of the rear end of the tongue, extending under the plow-carrying frame and connected with one arm of a lever, whereby the said plow-carrying frame may be adjusted, substantially as and for the purpose herein shown and specified.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

MADISON MONROE WARMOTH.

Witnesses:

JAMES F. WOOLFOLK,  
CHARLES B. FONTAINE.