J. A. MUSSETTER.

ADJUSTABLE WHEEL FOR CORN PLANTERS.

APPLICATION FILED JAN. 26, 1909.

921,557. **Patented May 11, 1909.**

Fig. 1.

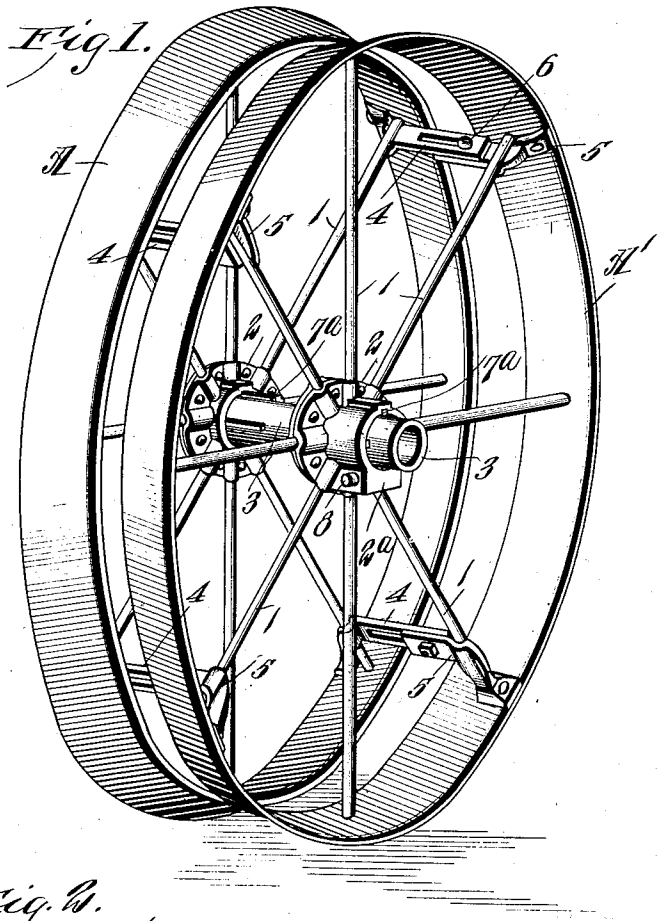


Fig. 2.

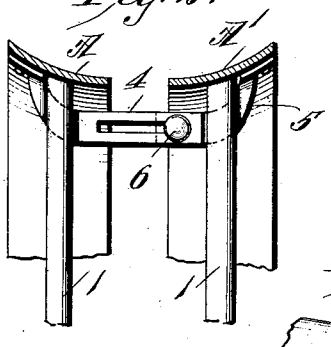


Fig. 3.

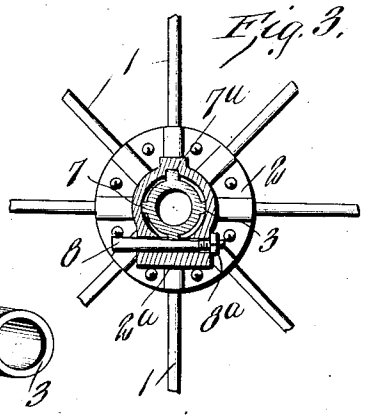
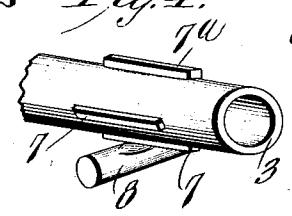


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOSEPH A. MUSSETTER, OF WILMINGTON, OHIO, ASSIGNOR TO ADJUSTABLE PLANTER WHEEL COMPANY, OF CLINTON, OHIO, A CORPORATION OF OHIO.

ADJUSTABLE WHEEL FOR CORN-PLANTERS.

No. 921,557. Specification of Letters Patent. Patented May 11, 1909.

Application filed January 26, 1909. Serial No. 474,277.

To all whom it may concern:

Be it known that I, JOSEPH A. MUSSETTER, a citizen of the United States, residing at Wilmington, in the county of Clinton, State of Ohio, have invented an Improvement in Adjustable Wheels for Corn-Planters, of which the following is a specification.

My invention is an improvement upon the wheel for which I have received Letters-Patent of the United States No. 674,937, May 28, 1901. Such wheel is made in two parts or sections, which are adjustable toward and from each other, whereby the two-part oval or concave rim may be broadened or narrowed as conditions require. I now dispense with the bar braces employed as the principal means for holding the halves or duplicate parts of the wheel in different adjustments relative to each other, and substitute therefor the improved means hereinafter described, the same being applied to the hub and to the spokes adjacent to the rim, as shown in the accompanying drawing, wherein—

Figure 1 is a perspective view of the wheel. Fig. 2 is a cross section of the wheel rim. Fig. 3 is a cross sectional view of the wheel hub. Fig. 4 is a perspective view further illustrating the hub attachment.

A and A′ indicate the two tires or rims which are beveled or inclined toward each other, so that, when adjusted close together, they form a concave, or what is commonly called an oval, rim. Each rim is supported by spokes 1 which are fixed in a hub 2 that is adapted to slide on the axle tube 3. The rims A and A′ are connected transversely by means of bars 4 and 5 which overlap and are adapted to slide on each other; that is to say, the outer end of the bars 4, 5, are riveted to the rims A, and A′, respectively, and their inner ends overlap, the part 4 being provided with a lengthwise slot which receives a rivet or bolt 6 that is attached to the bar 5. These devices 4, 5, thus connect the two rims A, A′, and brace and tie the same so that they may be kept at a uniform distance apart, and at the same time held rigidly in any required adjustment.

I provide for a similar lateral adjustment of the hubs 2 to and from each other, and employ improved means for locking the hubs to the axle tube 3. The said tube is provided with a series of longitudinal ribs 7, and a feather or spline 7^a; see Figs. 3 and 4. The spline 7^a is slightly thicker than the ribs 7 and fits loosely in a corresponding groove. Thus the hubs are adapted to slide, but cannot rotate, on the tube 3.

For the purpose of locking the hubs in any adjustment on the axle tube 3, I employ slidable wedges 8, which are arranged, as shown in Figs. 3, 4, for frictional contact with the lower rib 7 of tube 3. The key passes through the thickened lower side 2^a of each hub 2, and a nut 8^a is applied to its threaded end. It is obvious that, by rotating the nut, the wedge may be tightened or loosened, as required to lock the hub 2 to the tube 3, or to release it so that it may be slid on the tube.

It will be understood that the two wheel sections indicated by rims A, A′, and the corresponding spokes and hubs respectively connected therewith, may be adjusted bodily toward or from each other, as required to narrow or broaden the tread of the wheel, and that they may be locked together, or any required distance apart, by simply tightening the nuts 8^a on the wedge keys 8. Such adjustment of the wheel sections toward or from each other may, therefore, be easily and quickly effected, and, when locked in any required adjustment, the sections are held rigidly with relation to each other.

What I claim is:

1. An adjustable wheel for corn-planters, comprising two wheel sections which are adjustable toward and from each other, means for locking the hubs in any required lateral adjustment, and stays connecting the rims of the sections, the same being formed of bars which are slidable on each other and connected, substantially as described.

2. In an adjustable wheel for corn-planters, the combination, with the rims or tires which are adjustable toward and from each other, of stays secured to said rims and projecting inward and overlapping, and means for connecting the same whereby one is guided on the other, substantially as described.

3. In an adjustable wheel for corn-planters, the combination, with an axle tube, of a hub and a wedge-shaped key passing transversely through the hub and arranged in contact with said tube and the hub whereby it works in frictional contact with each, and means for adjusting such key for locking or releasing the hub, substantially as described.

4. The improved adjustable wheel for corn-planters, comprising duplicate rims, hubs, and connecting spokes, slidable stays connecting the rims, and an axle tube passing through both hubs; locking wedge keys passing through both hubs and engaging the tube, whereby the duplicate wheel sections may be adjusted on the tube, toward and from each other and locked in any required adjustment, substantially as described.

JOSEPH A. MUSSETTER.

Witnesses:
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