B. SLUSSER.

SULKY PLOW.

No. 93,358, Patented Aug. 3, 1869.

Fig. 1.

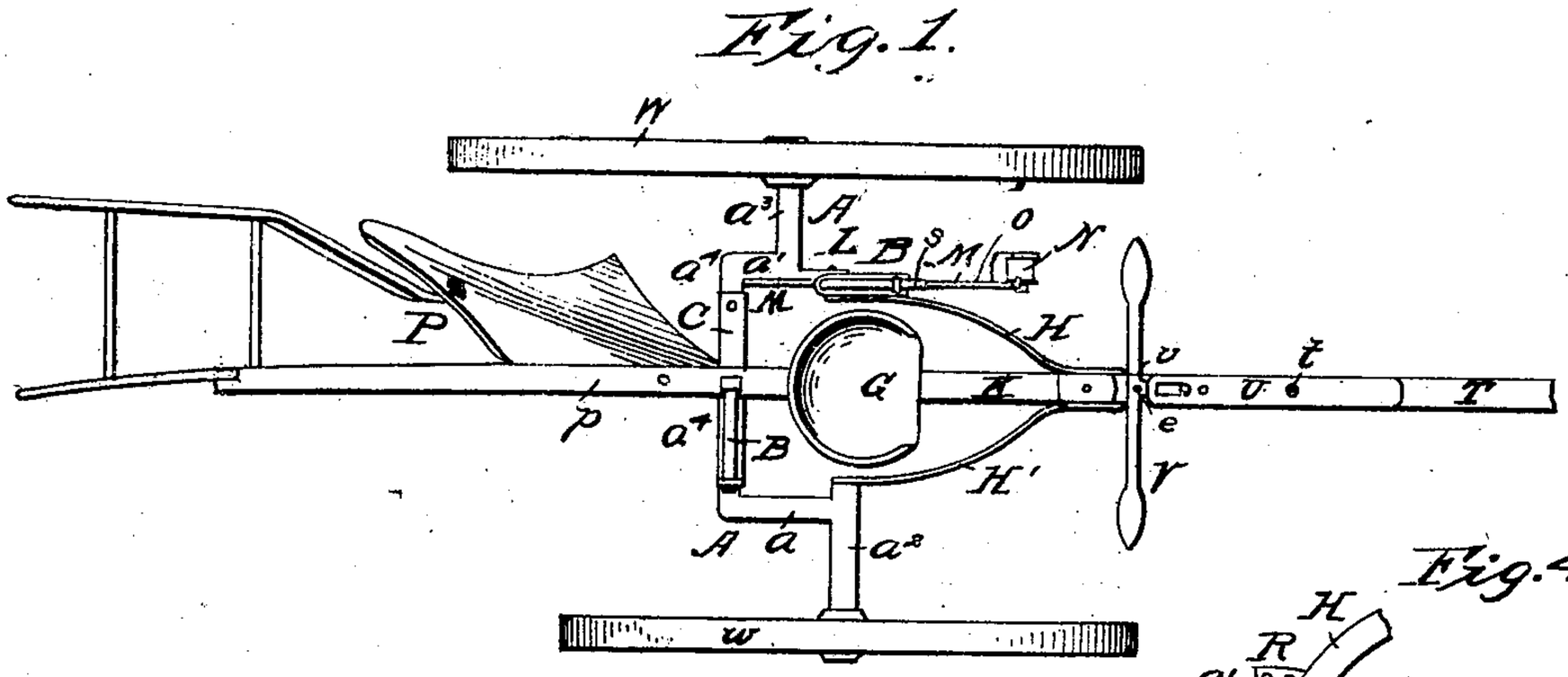


Fig. 4.

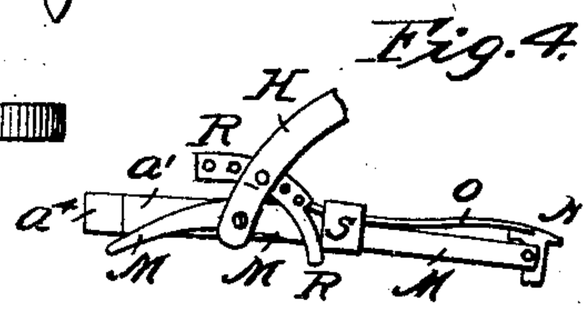
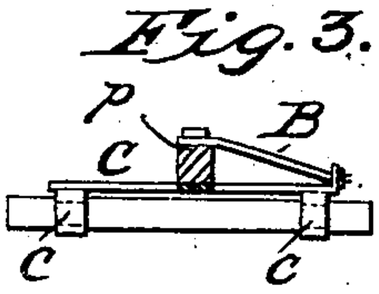
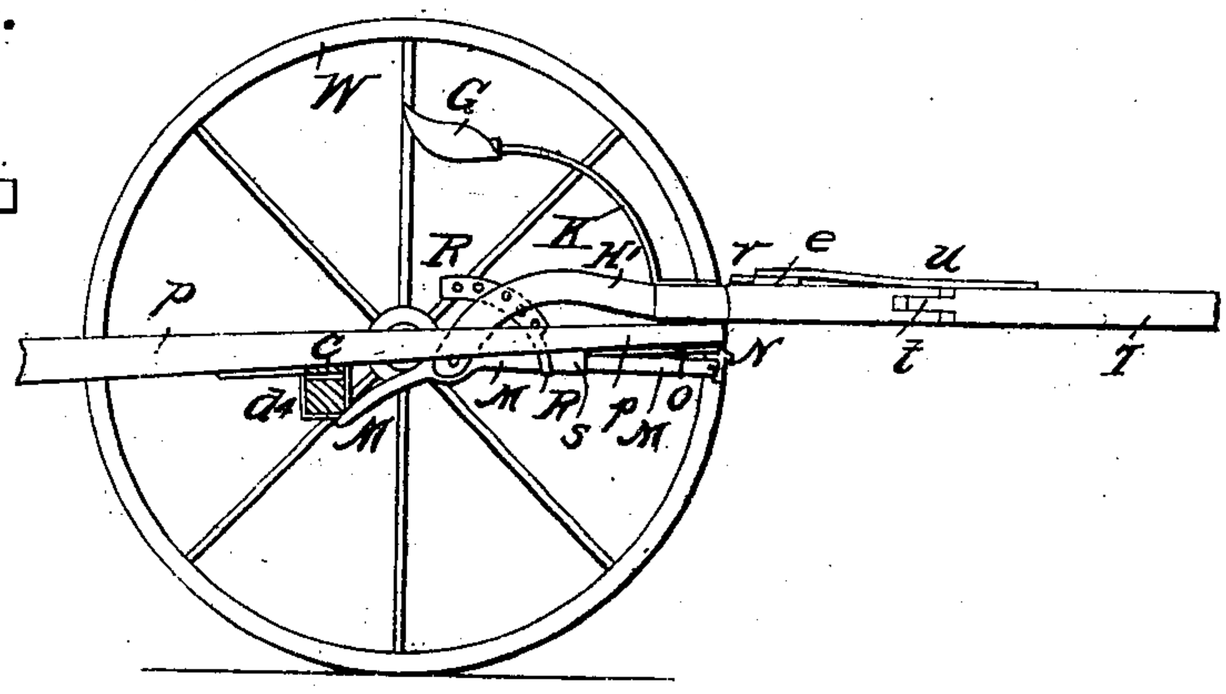


Fig. 2.

Fig. 3.





Witnesses:

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BENJAMIN SLUSSER, OF SIDNEY, OHIO

Letters Patent No. 93,358, *dated August* 3, 1869.

IMPROVEMENT IN SULKY-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, BENJAMIN SLUSSER, of Sidney, in the county of Shelby, and State of Ohio, have invented a new and improved Sulky-Plow; 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 accompanying drawings, making a part of this specification, in which—

Figure 1 is a top view.

Figure 2 is a longitudinal vertical section.

Figure 3 is a detached view, showing the mode of attaching the plow-beam to the bent axle.

Figure 4 is a detached view, showing the construction and operation of the treadle and its catch or pawl.

This invention relates to that class of plows denominated sulky-plows, or plows supported upon wheels, and provided with a seat for the driver; and

It consists in a new and improved mode of attaching the plow to the carriage, an improved mode of adjusting the draught of the plow, and an improvement in the means for raising and lowering the plow for any purpose.

In the drawings—

P represents any common plow, having a beam, *p*, of ordinary construction.

T is the tongue.

W *w* are the wheels, the former being so much larger than the latter, that when running in the furrow, and the small one on the sod, their hubs will be nearly level.

A is a double-crank axle, the arm *a* of the crank, next to wheel *w*, being double the length of the arm a^1.

C is a plate, fastened upon the crank a^4, between the arms *a* a^1, by means of two straps, *c c*, so that it can easily be turned around said crank, and serving as a rest and support for the plow-beam *p*, which is bolted or otherwise securely fastened upon it, the forward end of the beam projecting forward under the rear end of the tongue.

B is a brace, to steady and more securely hold the plow-beam.

L is a lug, cast upon the axle opposite the inner end of the arm a^1, and extending parallel to the part *a*.

H H^1 are straps or hounds, connecting the rear end of the tongue to the lug L, and the extremity of the part a^2, respectively.

K is the bar that supports the seat G.

M is a lever, pivoted to the forward end of lug L, with its rear end extending back under the crank a^4, to afford means for lifting and depressing the same, and its forward end provided with a pedal, N, weighted and pivoted to the lever, so as always to hang vertically therefrom.

R is a ratchet, affixed to the part H, and capable of being adjusted in different positions, by means of a series of holes, through which it is fastened.

o is a catch, articulated to the upper edge of the hanging pedal N, so as to be moved longitudinally by the swinging of the same.

s is a guide-strap, attached to the lever M, under which the catch *o* slides.

t is a joint in the tongue, where the forward portion of it can swing laterally.

u is an arm, rigidly attached to the forward part of the tongue, and extending back over the joint *t*, being slotted, as shown at *r*, near its rear end.

V is a cross-bar, articulated to the rear part of the tongue at *v*, and provided with a short central arm, *e*, on its front side, which extends forward under the part *u*, and is connected therewith by a pin projecting up into the slot.

In practical operation this improved plow is exceedingly convenient and effective.

The plow can be adjusted at any elevation from the ground, by means of the treadle and lever M N, while remaining in a horizontal position all the while.

When the crank is down, the plow will run deepest in the ground. If desired to raise it higher, the crank can be turned by depressing the lever with the foot, and will be fastened in position when the foot is removed, through the action of the weighted treadle, which forces the catch against the ratchet, and holds the crank and plow in place.

The crank can thus be brought to a horizontal position, or it can be raised so as to stand vertically.

When in the latter position, the plow will be lifted above the ground, (still remaining nearly horizontal,) and the tread of the two wheels will be brought to a level with each other.

While, therefore, the instrument is in the field, in use, one wheel will be higher than the other, so that when the large one is running in a furrow, the whole device will be in a horizontal position, but when going to and from the field, where there is no furrow for the large wheel to run in, the two wheels will be brought even with the ground by the raising of the plow, and the carriage will still be kept in a horizontal position.

The plow can easily be detached, if desired, and used without the carriage, and it will be especially observed that any kind of plow may be employed, whether new or old. The farmer need only be at the expense of purchasing the carriage; his old plows can be readily and easily adapted to it, without injuring them for any other purpose.

By deflecting the joint *t* so as to bring the forward part of the tongue out of line with the rear part, which can be readily done by moving the cross-bar

with the foot, the lateral draught of the plow may be changed at pleasure, causing it to run "to land" to any desired degree.

The several parts may be fastened in such new position by means of any appropriate device, many of which will readily suggest themselves to the mind of any practical man.

Having thus described my invention,

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

1. In connection with such crank-axle, the lug L, constructed and arranged as and for the purposes set forth.

2. In connection with such axle, the movable plate or rest C, capable of shifting position so as to remain horizontal, whether the crank be raised or lowered, substantially as and for the purposes set forth.

3. The combination and arrangement of the plow-beam *p*, axle A, part C, having the straps *c c*, and brace B, all constructed to operate substantially as and for the purposes specified.

4. The weighted treadle N, in combination with the lever M, rack R, catch *o*, and crank *a* a^1 a^4, all constructed to operate substantially as and for the purposes described.

5. The jointed tongue T, in combination with the slotted plate *u*, cross-bar V, and arm *e*, all operating substantially as and for the purposes indicated.

To the above specification of my improvement, I have set my hand, this 2d day of June, 1869.

BENJAMIN SLUSSER.

Witnesses:

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