

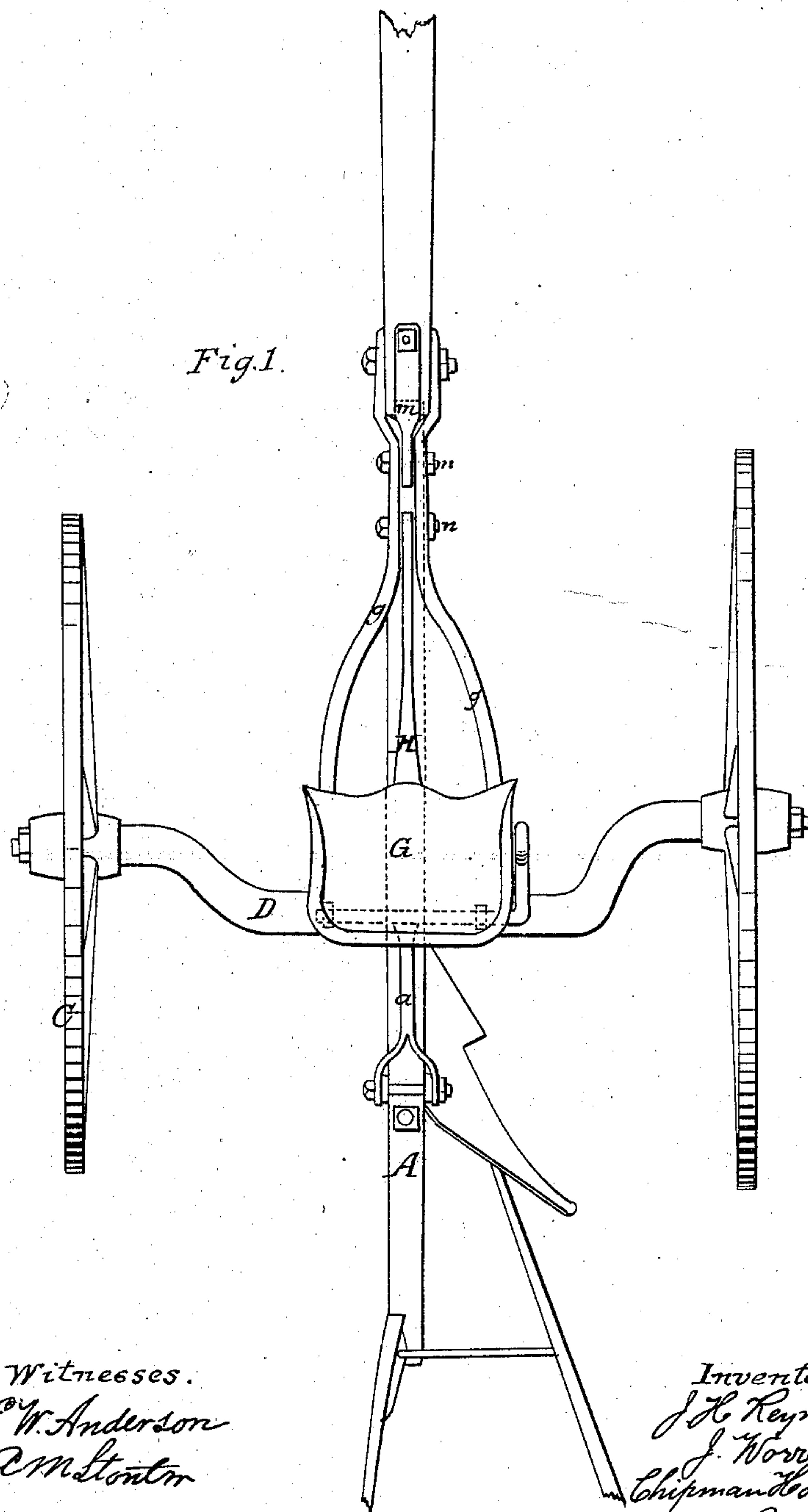
REYNERSON & WORREL.

3 Sheets—Sheet 1.

Wheel Plow.

No. 105,849.

Patented July 26, 1870.



Witnesses.
E. W. Anderson
C. M. Stontm

Inventors.
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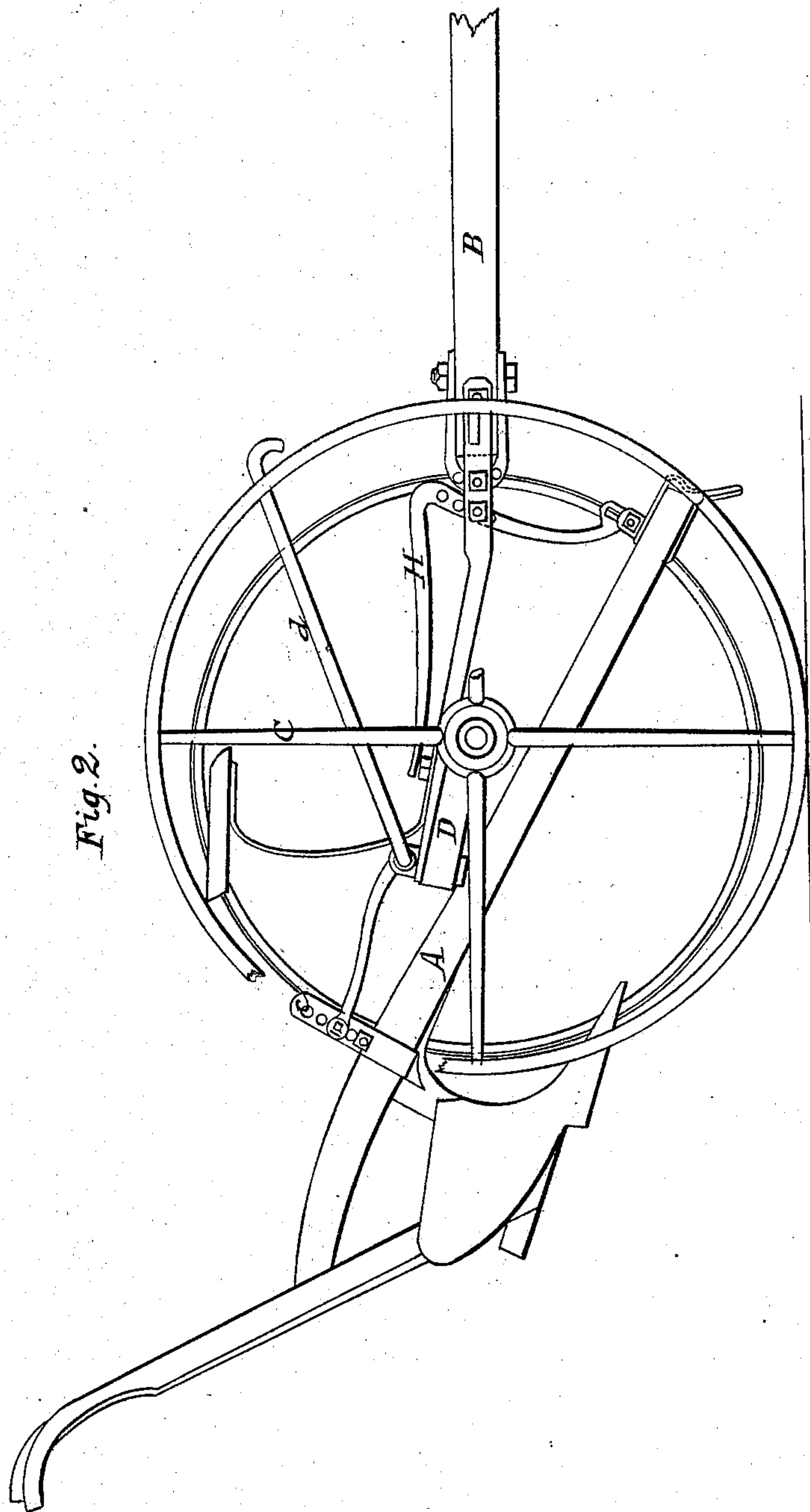
REYNERSON & WORREL.

3 Sheets—Sheet 2.

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A. M. Stout, Jr.

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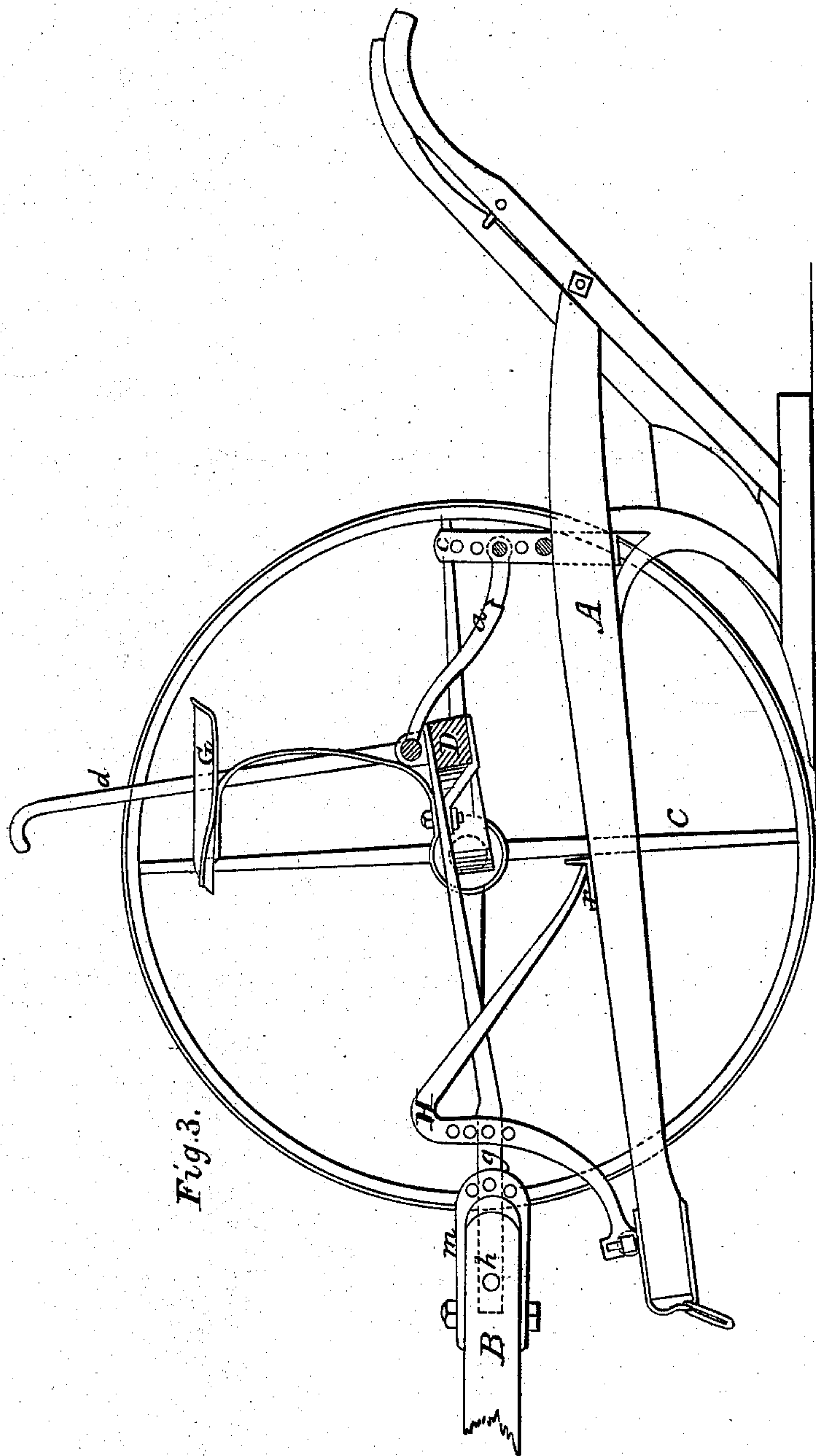
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UNITED STATES PATENT OFFICE.

JAMES H. REYNERSON AND JOHN WORREL, OF CLAYTON, INDIANA.

IMPROVEMENT IN SULKY ATTACHMENT TO PLOWS.

Specification forming part of Letters Patent No. **105,849**, dated July 26, 1870.

To all whom it may concern:

Be it known that we, JAMES H. REYNERSON and JOHN WORREL, of Clayton, in the county of Hendricks and State of Indiana, have invented a new and valuable Improvement in Sulky Attachments to Plows; and we 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 drawing, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a plan view of our device. Fig. 2 is a side view, and Fig. 3 is a longitudinal sectional view thereof.

Our invention relates to plows; and it consists in a novel arrangement of devices, by means of which the advantages of wheels in the form of a sulky are secured to the plowman, while at the same time arrangements are made for raising the plow out of the furrow by a rearward circular movement, when desirable, so as to free the plow from its load of earth readily.

It also consists in providing means whereby the height or position of the carriage-tongue may be readily adjusted to the height of the animals by which it is drawn without affecting the gage of the plow.

A of the drawing represents our plow; B, the tongue of the carriage; C, the wheels, and D the axle, bent rearward, as shown.

Around the plow-beam, and between the arms of the split standard *a*, we affix the removable staple *c*, each upright arm of which is perforated, as shown, to serve as a means for adjusting the elbow-lever *d*, next mentioned. The lever *d* is pivoted upon the carriage-axle, and is made adjustable in the staple *c* by a pin that is passed through its rear fork-shaped end, and through either of the openings in said staple. The tongue of the carriage is connected with the axle by means of the arms *g g*, which said arms are pivoted to the tongue at the point *h*. The rear end of the tongue has affixed to it a clevis, (marked *m*,) with perforations, as shown, through any one of which, together with the arms *g g*, we pass a bolt, *n*, the object being to make the rear of said tongue adjustable up or down at will, and thereby adapt it to either low or tall animals.

H represents an elbow-lever, perforated, as shown, and made adjustable between the arms *g g*, either up or down, at will. This adjustment is made by means of the removable bolt *o*. We attach a plate or hook, *r*, to the plow-beam, at the point shown, to serve as a stop to the rear end of lever H when the same is down to duty. The extreme front end of the lever H has a slot, (marked *s*,) through which the bolt is passed that connects it with the beam of the plow. The function of this slot is to allow play for the front end of the beam up and down.

G represents the driver's seat, attached to the arms *g g* by firm metallic bars or rests.

It will readily be observed that by our arrangement the plow is always lifted from the ground and out of the furrow by a lateral and circular movement, thereby freeing it from its dirt load with great ease and certainty.

It will also be seen that the stop *r* serves to keep the plow from being drawn too far forward when working in conjunction with the lever H, while the slot *s* allows the necessary play for the plow-beam to accommodate the plow to the inequalities of the soil.

We usually make the wheel of the carriage intended to run in the furrow from three to six inches larger than the other.

The lever H not only serves the functions above mentioned, but also as a gage to aid in regulating the depth of the furrow and an aid in removing the plow from the furrow by pressing the front end of the beam downward.

What we claim as our invention is—

1. The lever *d* and staple *c*, when arranged as described, in combination with the plow and sulky herein shown and specified.

2. The lever H, with its slot *s* and the stop *r*, in combination with the plow and sulky herein shown and specified.

3. The clevis *m* and bolt *n*, in combination with the arms *g g* and the sulky-plow, as described.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

JAMES H. REYNERSON.
JOHN WORREL.

Witnesses:

WM. CLINE,
A. MCCURDY.