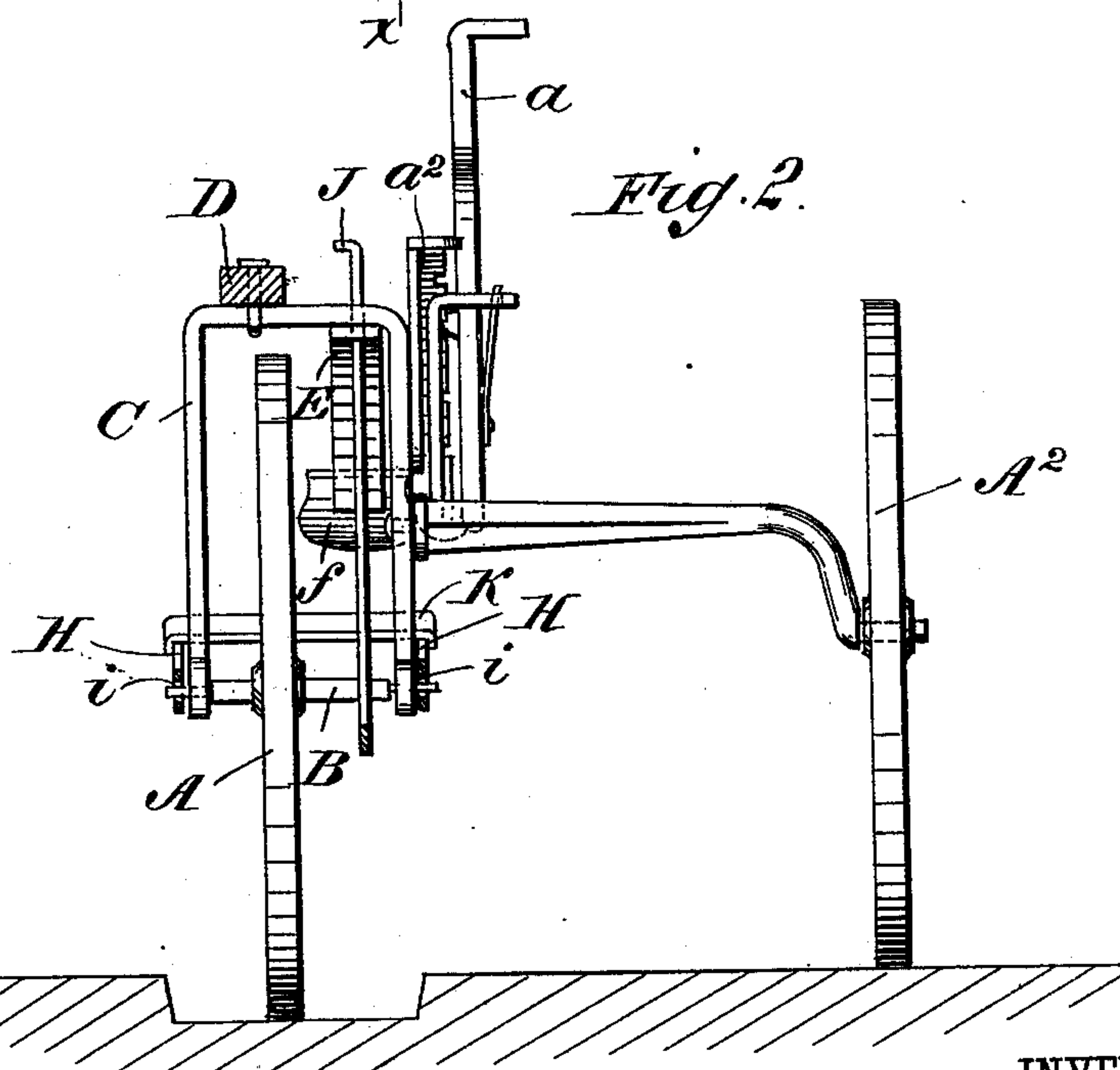
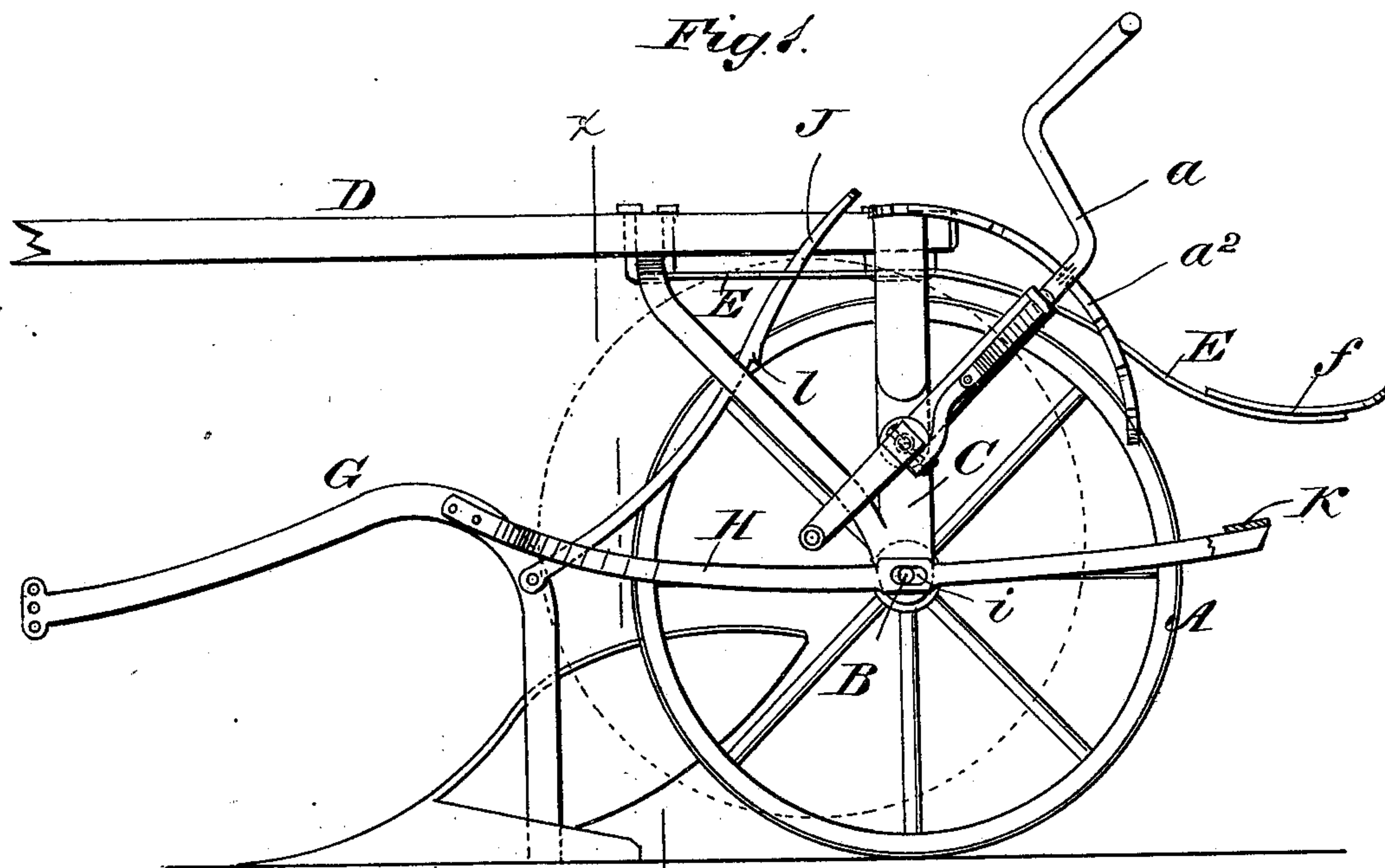


(Model.)

S. H. TAYLOR.  
Sulky Plow.

No. 235,313.

Patented Dec. 7, 1880.



WITNESSES:

*Francis McArthur,*  
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INVENTOR:

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# UNITED STATES PATENT OFFICE.

SAMUEL H. TAYLOR, OF KANSAS CITY, MISSOURI.

## SULKY-PLOW.

SPECIFICATION forming part of Letters Patent No. 235,313, dated December 7, 1880.

Application filed September 30, 1880. (Model.)

*To all whom it may concern:*

Be it known that I, SAMUEL H. TAYLOR, of Kansas City, in the county of Jackson and State of Missouri, have invented a new and useful Improvement in Sulky-Plows, of which the following is a specification.

My invention consists in a novel mode of connecting the plow-beam to the axle of the main wheel of the sulky, whereby provision is made for insuring a rectilineal motion of the plow and preventing any deviation therefrom in consequence of the oscillation of the draft-pole or tongue by the motions of the team, and whereby the driver is enabled to readily raise and hold the plow from the ground by the pressure of his feet without leaving his seat.

In the accompanying drawings, Figure 1 is a side view of a plow embodying my improvements. Fig. 2 is a transverse vertical section taken in the line *x x* of Fig. 1.

A represents the main wheel of the sulky, and A<sup>2</sup> the auxiliary wheel, which latter is carried by a bent axle provided with a lever, *a*, engaging with a notched bar, *a*<sup>2</sup>, for adjusting it in the usual manner.

The axle B of the main wheel A has its bearings in the lower ends of a yoke, C, to the top of which the draft-pole or tongue D is attached. To the top of this yoke is also attached a bar, E, the rear end of which carries the driver's seat *f*.

The plow-beam G is carried by the front ends of two bars, H, which are bolted or otherwise secured to said beam at the point where it is curved forward from the portion which forms the plow-standard. Beyond this point, toward the rear, the bars H diverge and pass outside of the yoke C, and thence parallel with each other to a point under the seat *f*, where their rear ends are connected by a cross-bar or foot-board, K.

Each bar H is provided with a longitudinal slot, *i*, at the point where it passes the yoke C, which point is about midway of the length of the bar. The ends of the axle B extend beyond the outer sides of the yoke C and work in the slots *i* in the bars H.

The team is harnessed to the draft-pole or tongue D, and connected to the plow-beam G in the usual or any suitable manner.

When the motions of the team cause the tongue, and consequently the whole of the sulky, to oscillate or vibrate laterally, the ends of the axle B work in the slots *i* in the direction of the line of draft, and thus prevent the plow from being affected by said lateral vibration, but allow it to be drawn in a direct straight line. By this means the draft and friction of the plow are reduced, and the apparatus can be drawn by less power than would be required if the axle B worked in round and close-fitting bearings instead of the slots *i*.

The driver sits on the seat *f*, with his feet over the cross-bar or foot-board K. By pressing on said bar or board K with his feet the plow is raised from the ground, as the bars H act as a lever with the axle B as a fulcrum.

The plow may be held out of the ground by means of a rod, J, the front and lower end of which is pivoted to the plow-beam, and the rear and upper portion passes through a slot in the bar E, and is provided with a hook or tooth, *l*, for engagement with the end of the slot, so as to hold the plow suspended above the ground.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with the wheel A, axle B, yoke C, and plow-beam G, of the bars H, provided with the slots *i*, for preventing lateral deviation of the plow, substantially as herein described.

2. The combination of the bars H, provided with the foot-board or cross-bar K, and the axle B and plow-beam G, for raising the plow from the ground, substantially as herein described.

SAMUEL H. TAYLOR.

Witnesses:

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T. J. GALLOWAY.