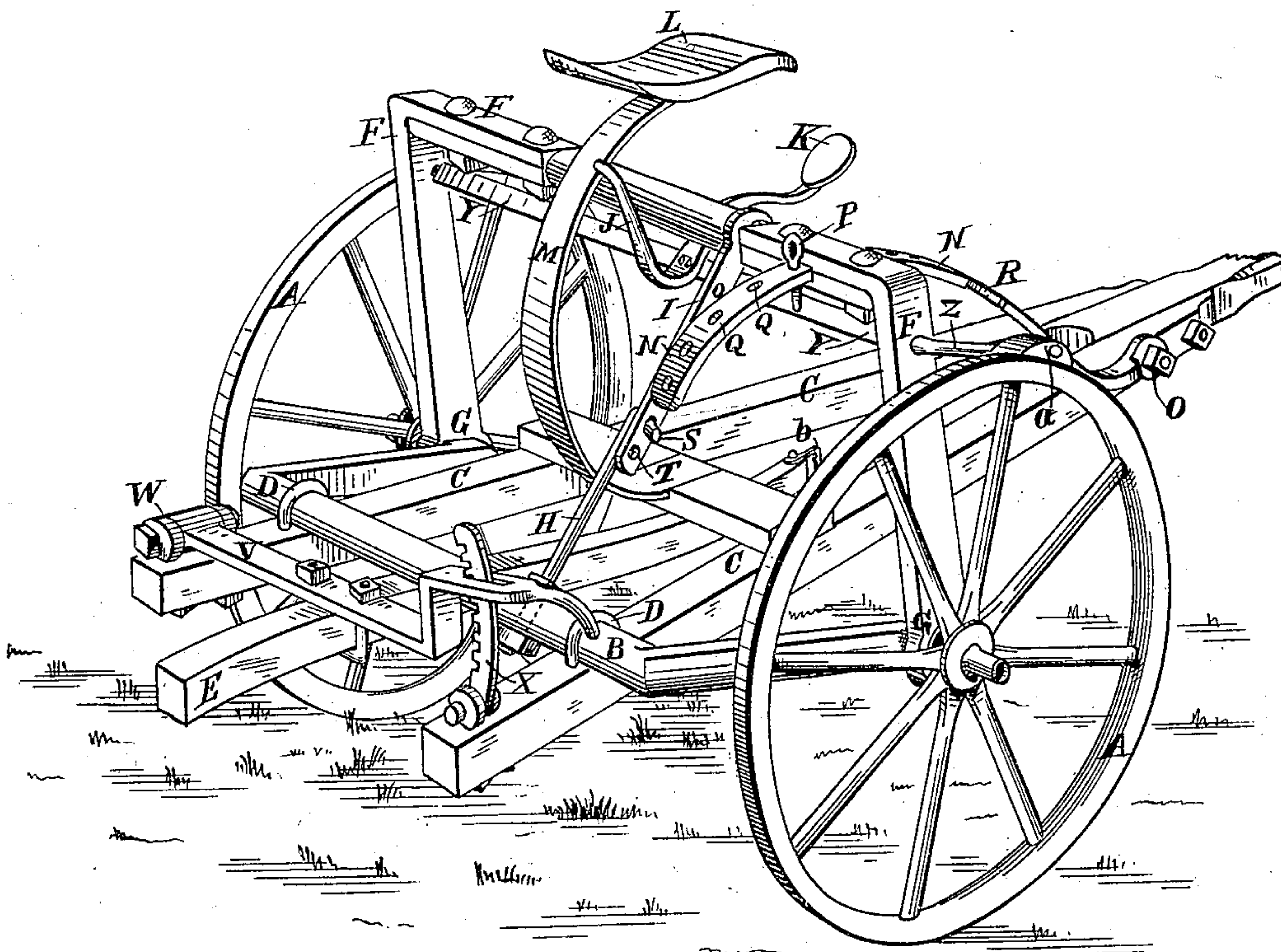


(No Model.)

E. PEAK.
WHEEL PLOW.

No. 267,581.

Patented Nov. 14, 1882.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EZRA PEAK, OF WESTFIELD, OHIO.

WHEEL-PLOW.

SPECIFICATION forming part of Letters Patent No. 267,581, dated November 14, 1882.

Application filed April 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, EZRA PEAK, of Westfield, in the county of Morrow and State of Ohio, have invented a new and useful Improvement in Sulky-Plows, of which the following is a full, clear, and exact description.

My invention relates to improvements in sulky-plows; and it consists in the peculiar construction and arrangements of parts, as hereinafter more fully set forth.

Reference is to be had to the accompanying drawing, forming part of this specification, which represents my improved sulky-plow in perspective view.

A represents the wheels, and B the axle on which they are mounted, said axle being cranked between the wheels, said cranked part being extended rearwardly a suitable distance in a horizontal plane, or thereabout, and having the frame C attached to said rear extension by eyebolts D, allowing the axle to swing up and down for raising the frame and the plow, of which E represents the beam.

F represents a yoke, having bearings on the axle at G, just inside of the wheels, and arched over the frame C in the vertical plane of the axis of the wheels, or thereabout, to which yoke the axle B is connected by the extension-rod H I, for raising or lowering the axle, according as the yoke is shifted forward or backward, for which said yoke is provided with the foot-lever K, to be worked by the foot of the driver, who sits on the seat L, which is supported in a suitable position with respect to said lever by the standard M, attached to frame C under the yoke F. For holding the yoke in the required position, the suspension-rod N is pivoted to the frame at O in advance of the yoke and fitted through a slot in the yoke with a stop-pin, P, by which the yoke can be secured forward or backward to regulate the depth of the plow, said rod having a series of holes, Q, for the different positions. It also has a notch, R, in which to engage and hold the yoke when in the most forward position, for holding the plow high above the ground to pass over it. The height to which the plow may be raised by the yoke F is also variable by the extension-rod H I, which hooks together by the hook-point S and a series of holes, T.

The plow-beam E is bolted to the cross-bar

V at the rear of the frame C, which bar V is hinge-jointed to said frame at W and adjustably attached to it by the notched latch X, by which it is supported higher or lower, as required, for shifting the plow as to its inclination to the vertical plane of the furrow, which is sometimes required, the plow working better sometimes when perfectly upright and at others requiring to be set obliquely one way or the other, according to the nature of the ground.

The foot-lever K is connected to the yoke by a bar, Y, that is pivoted to said yoke, and has arms Z, carrying brakes *a*, that are located over the wheels well forward of the center, to be worked by the hand-lever J, extending backwardly from the yoke, so that the back-thrust of the body of the driver is exerted in a direction backward from the seat when lifting on said hand-lever, whereby the yoke will not swing forward, but the brakes will be pressed on the wheels. When the driver transfers his weight from the seat to the lever K, and the thrust is thereby mainly forward of the yoke, the brakes will press on and be carried forward by the wheels, and the yoke will swing forward and thus raise the plow. The front end of the plow-beam will be connected by clevis *b* and chain with the frame or tongue for drawing the plow. When the yoke is shifted forward into the notch R of the bar N the frame C is raised up close under the yoke, so as to lift the plow well above the ground.

It will be seen that the arrangements of the adjusting contrivances are simple and well calculated to be efficient and easily operated.

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

The combination, in a sulky-plow, of an axle having a crank extending rearwardly, a yoke extending vertically over the axle, a plow-frame adjustably suspended from the axle, and the yoke and plow adjustably suspended from the frame, substantially as described, and for the purpose set forth.

EZRA PEAK.

Witnesses:

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