(No Model.)

2 Sheets—Sheet 1.

S. E. CALIF.

SULKY PLOW.

No. 356,746.

Patented Feb. 1, 1887.

Fig. 1.

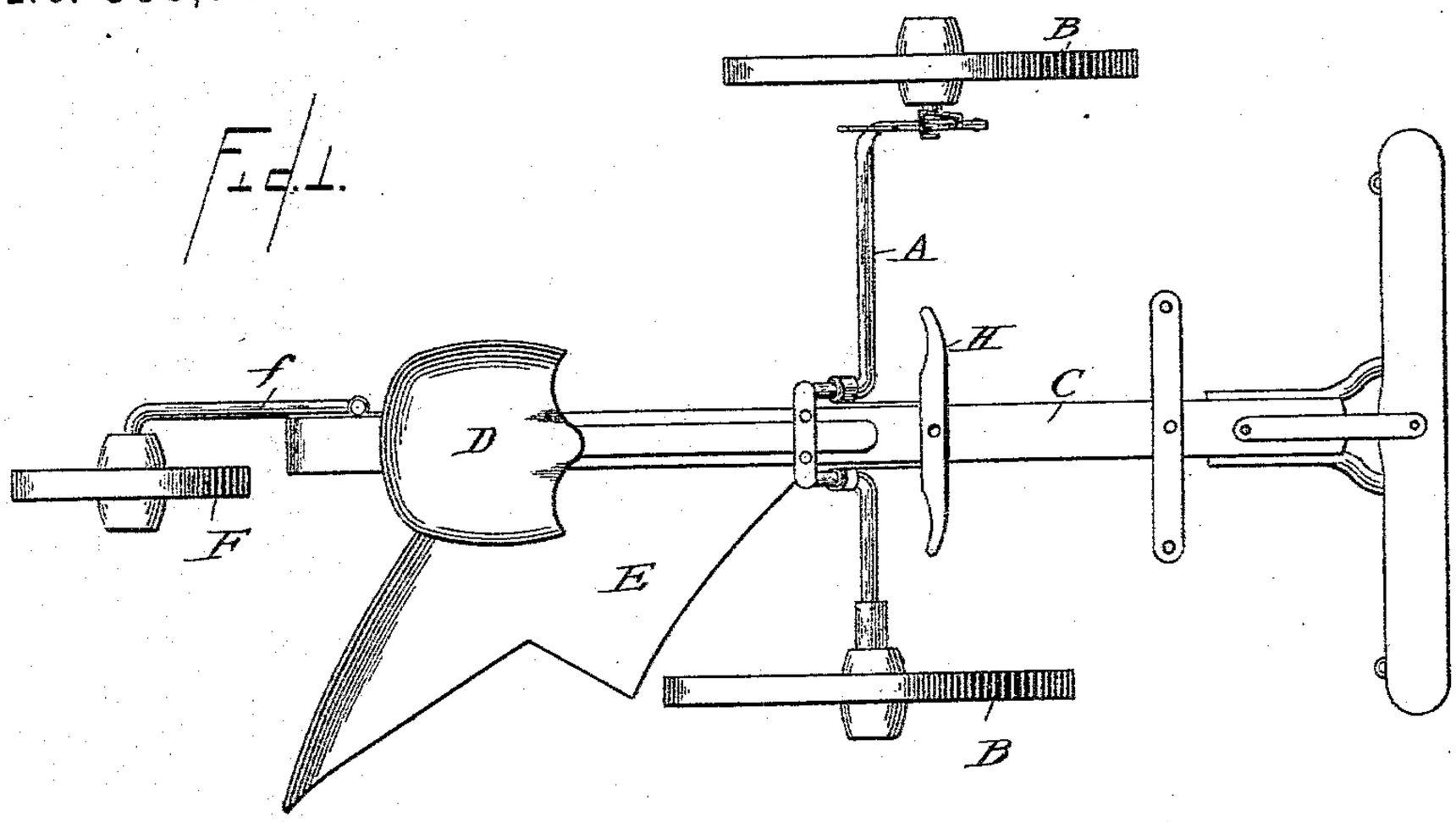


Fig. 2.

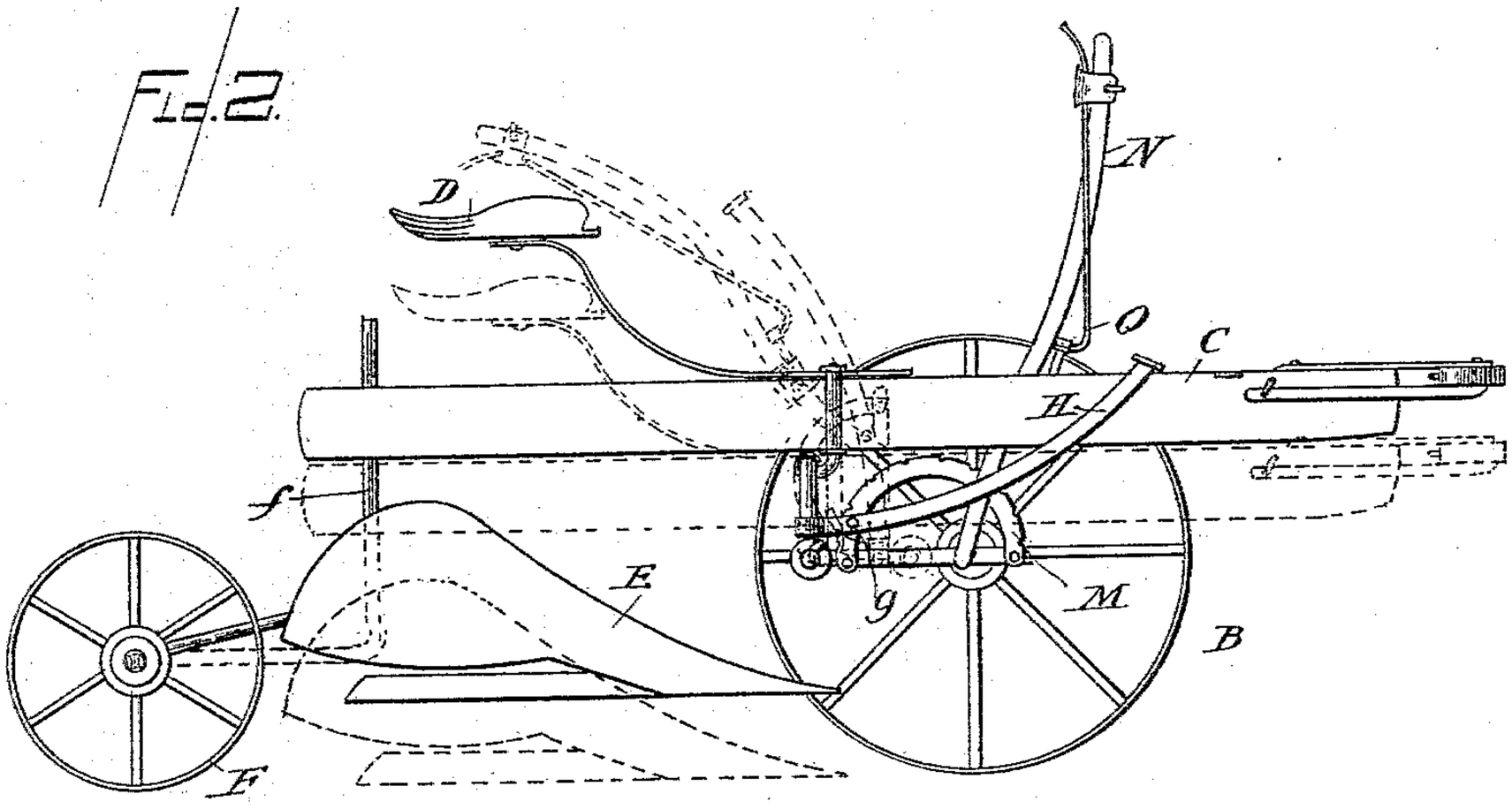
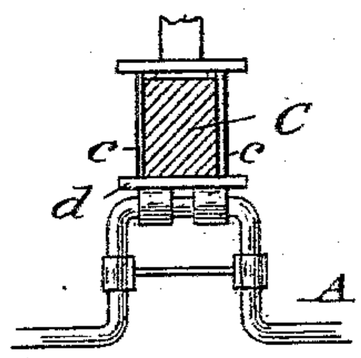


Fig. 3.



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(No Model.) 2 Sheets—Sheet 2.

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SULKY PLOW.

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FIG. 4.

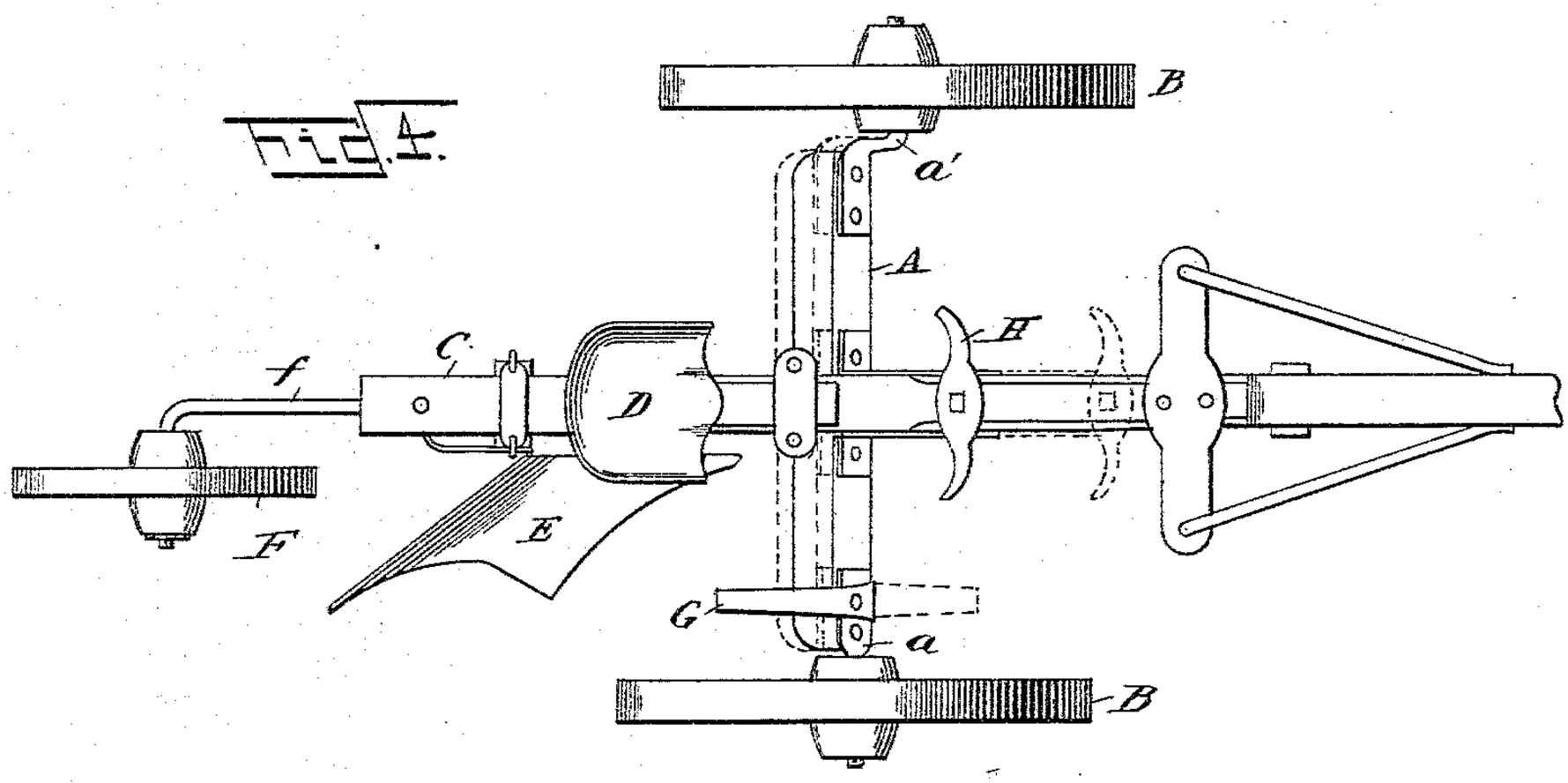


FIG. 5.

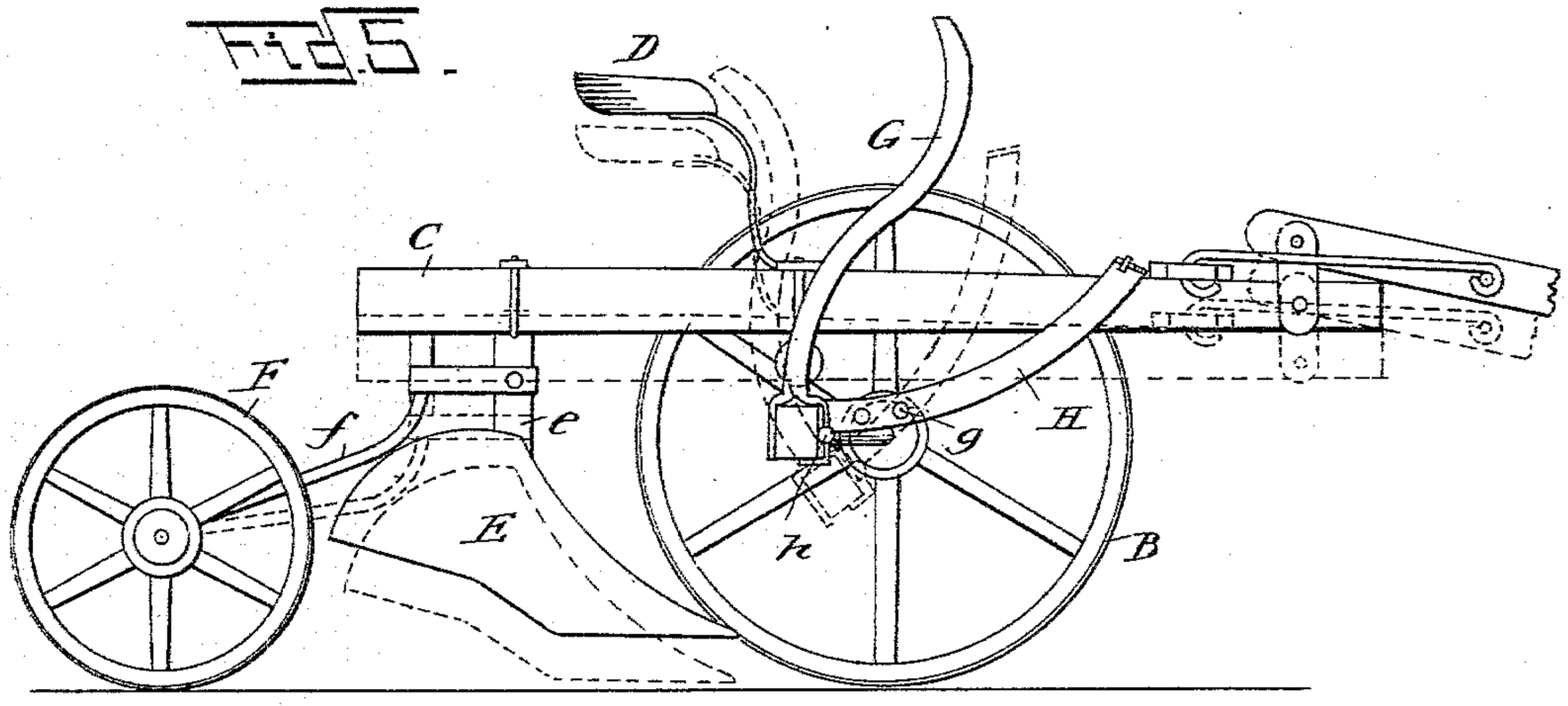
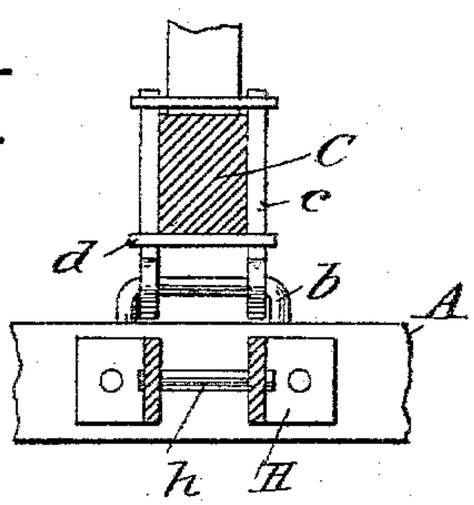


FIG. 6.



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UNITED STATES PATENT OFFICE.

STEPHEN E. CALIF, OF WILSON, MISSOURI.

SULKY-PLOW.

SPECIFICATION forming part of Letters Patent No. 356,746, dated February 1, 1887.

Application filed August 28, 1886. Serial No. 212,108. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN E. CALIF, a citizen of the United States, residing at Wilson, in the county of Adair and State of Missouri, have invented certain new and useful Improvements in Sulky-Plows, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improved sulky-plow.

The object I have in view is to improve the general construction of such plows; and to that end the invention consists of certain novel devices and combination of devices, as will be described and claimed.

Reference will be made to the accompanying drawings, in which Figure 1 is a top plan view of my plow; Fig. 2, a side elevation of the same; Fig. 3, a detail, and Figs. 4, 5, and 6 similar views of a modified construction.

Like letters refer to like parts in each view.

A represents the axle, and B the main wheels. These wheels are connected to the axle, one through the medium of a straight arm, *a*, and the other through the medium of a bent or crank arm, *a'*, the axle being thus allowed a partial revolution and a change of elevation independent of the wheels.

C is the plow-beam, which is secured to the axle in the following manner, to wit: secured to the axle is a loop, *b*, with which the ends of a U-shaped bolt, *c*, engage, there being a plate, *d*, interposed between the ends of said bolt and the bottom of beam C. By this arrangement it will be seen that the movement of the axle described is allowed without disturbing the normal horizontal position of the beam. The arrangement above described is clearly shown in Fig. 3.

D represents the seat, mounted upon the beam; E, the plow-share, mounted upon an arm, *e*, secured to the beam to the rear of the seat, and F represents a third wheel. This wheel is mounted upon the rearward bent end of a bar, *f*, which is pivotally connected to the rear end of the plow-beam.

Secured to the axle is a hand-lever, G, situated within easy reach of the occupant of the seat, and through the medium of which the axle may be partly turned, thereby lowering or raising the plow-share, as shown in dotted lines in Fig. 2.

H represents a foot-lever, also secured to the axle, and consisting of two arms connected at their upper outer end, one of said arms being located upon each side of the share. Through the medium of this foot-lever the axle can also be operated. At the lower end of each arm of lever G there is formed a series of holes, *g*, through one set of which a pin, *h*, is adapted to be passed. By this arrangement the depth the share is to enter the ground can be determined. For instance, if the pin is passed through the lowermost set of openings, the lever can be raised to its highest position before said pin will touch the beam, and the share carried into the ground to the greatest depth; but if said pin is inserted into a higher set of holes it will strike the beam so much sooner and lessen the depth to which the share will enter.

Referring now to the construction shown in Figs. 4, 5, and 6, it will be seen that the construction of parts is substantially the same as those described, with the exception of the arrangement of the hand-lever and some detail changes necessitated by the change in construction of such lever. In this construction the axle A is bent at its center or point of connection with the plow-beam to form a crank-arm, to which the foot-lever is secured; and, further, instead of having the wheel secured directly to the bent arm *a'*, there is mounted upon such arm a segmental rack, M, and pivoted to such arm is a bifurcated lever, N, which carries a pawl, O, and also a short arm which enters the axle of the wheel. The operation of these parts will be readily understood. The pawl O being engaged with the rack, will revolve the same when the lever is operated to revolve the axle and elevate or depress the plow-beam, and with it the plow-share.

What I claim is—

In a sulky-plow of the character described, the combination of the crank-axle A, the beam C, just above the crank-axle and resting on the plate *d*, the hand-lever G, and the foot-lever H, provided with a series of holes through which is passed the pin *h*, to retain the beam in position, said beam adapted to adjust the plow-share to the desired depth, substantially as described and shown.

In testimony whereof I have affixed my signature in presence of two witnesses.

STEPHEN E. CALIF.

Witnesses:
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L. F. COTTEY.