

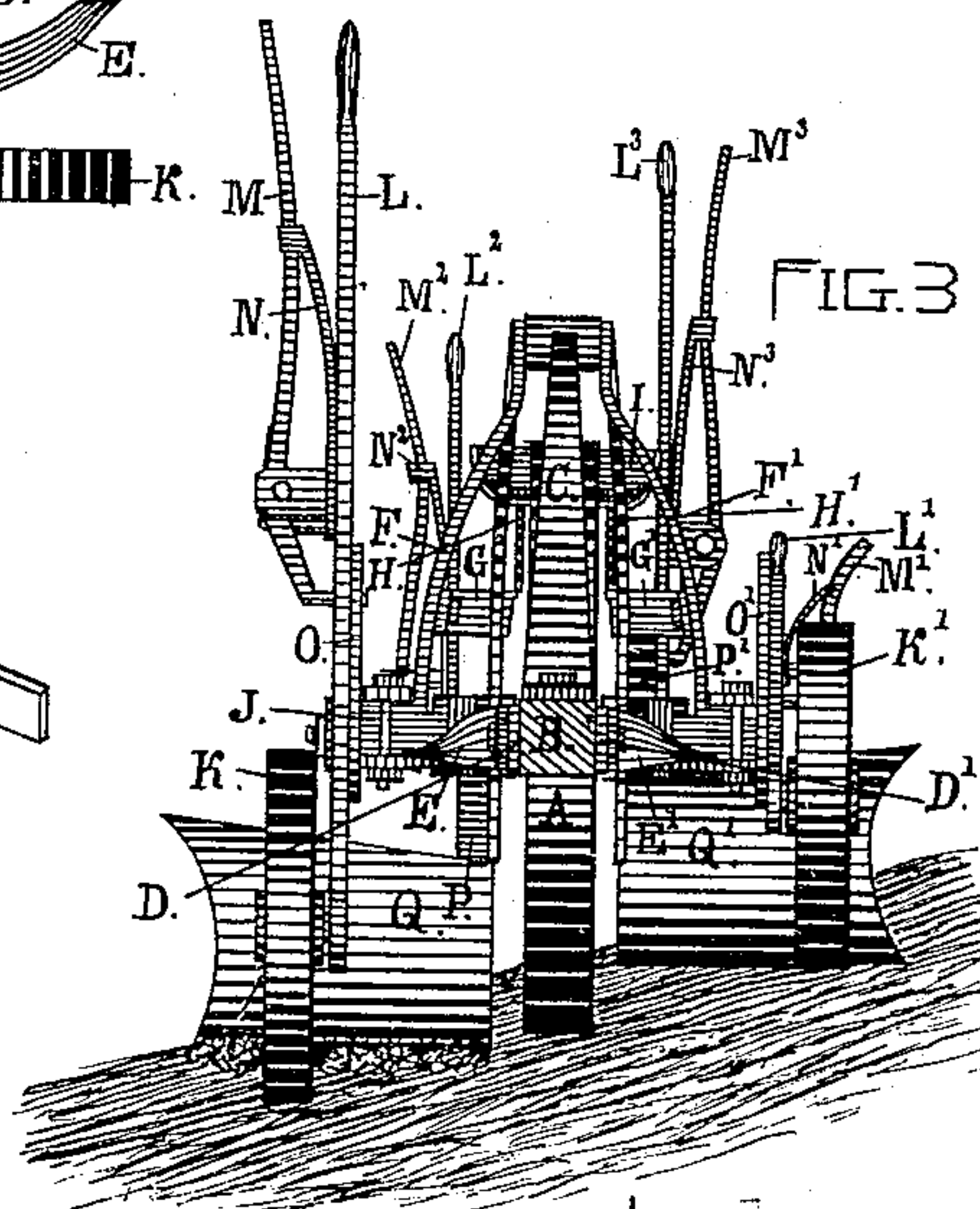
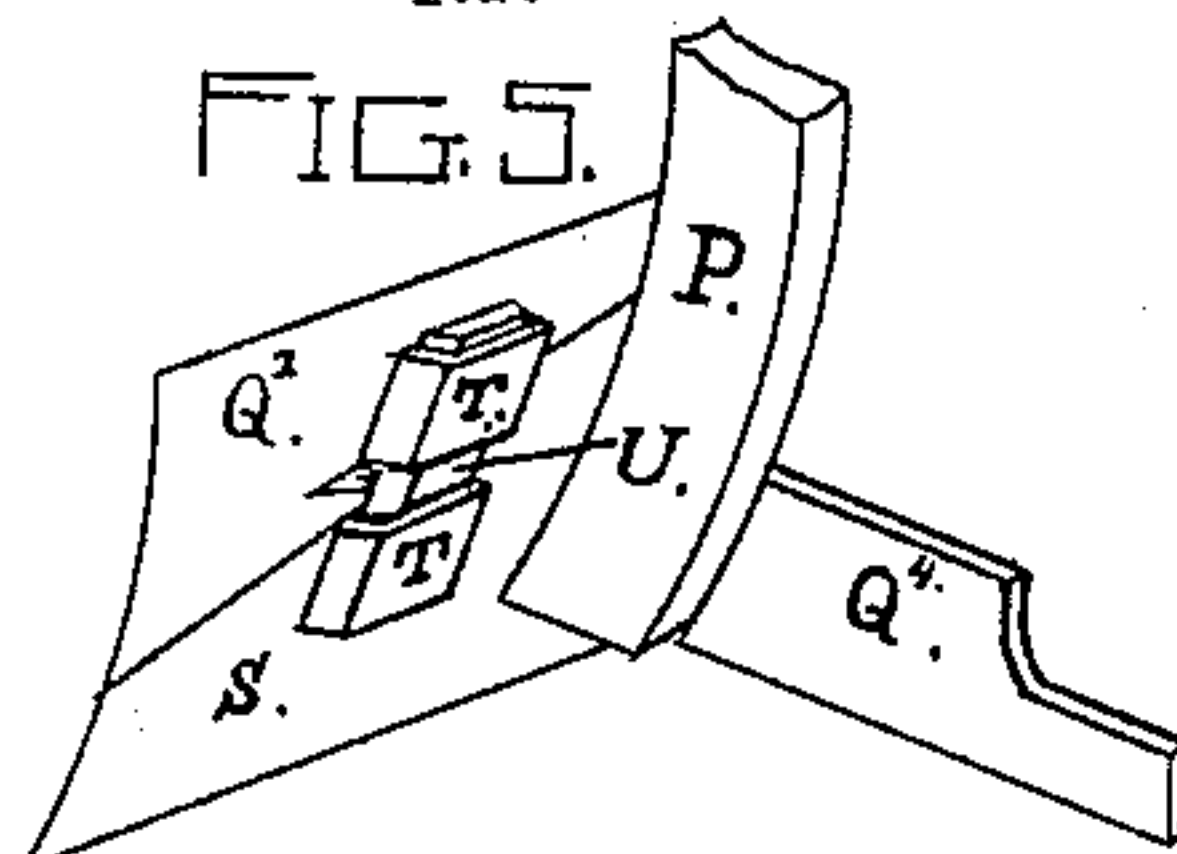
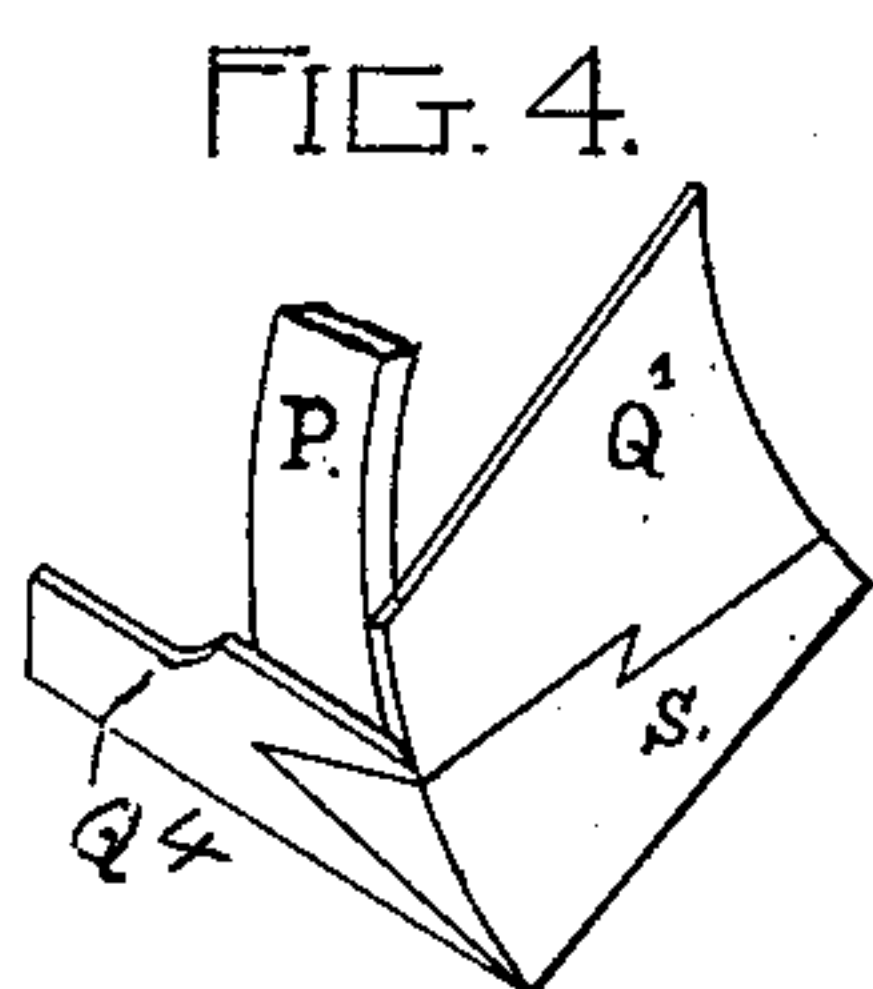
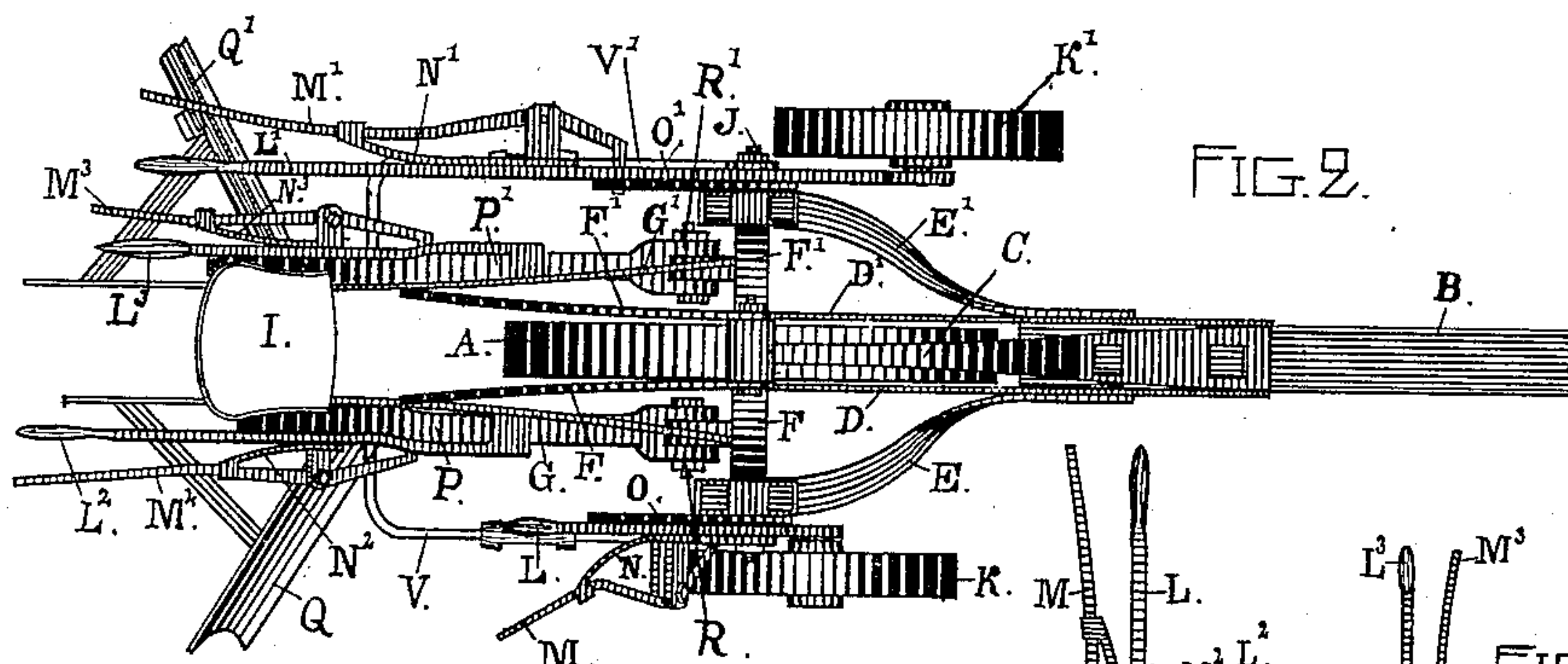
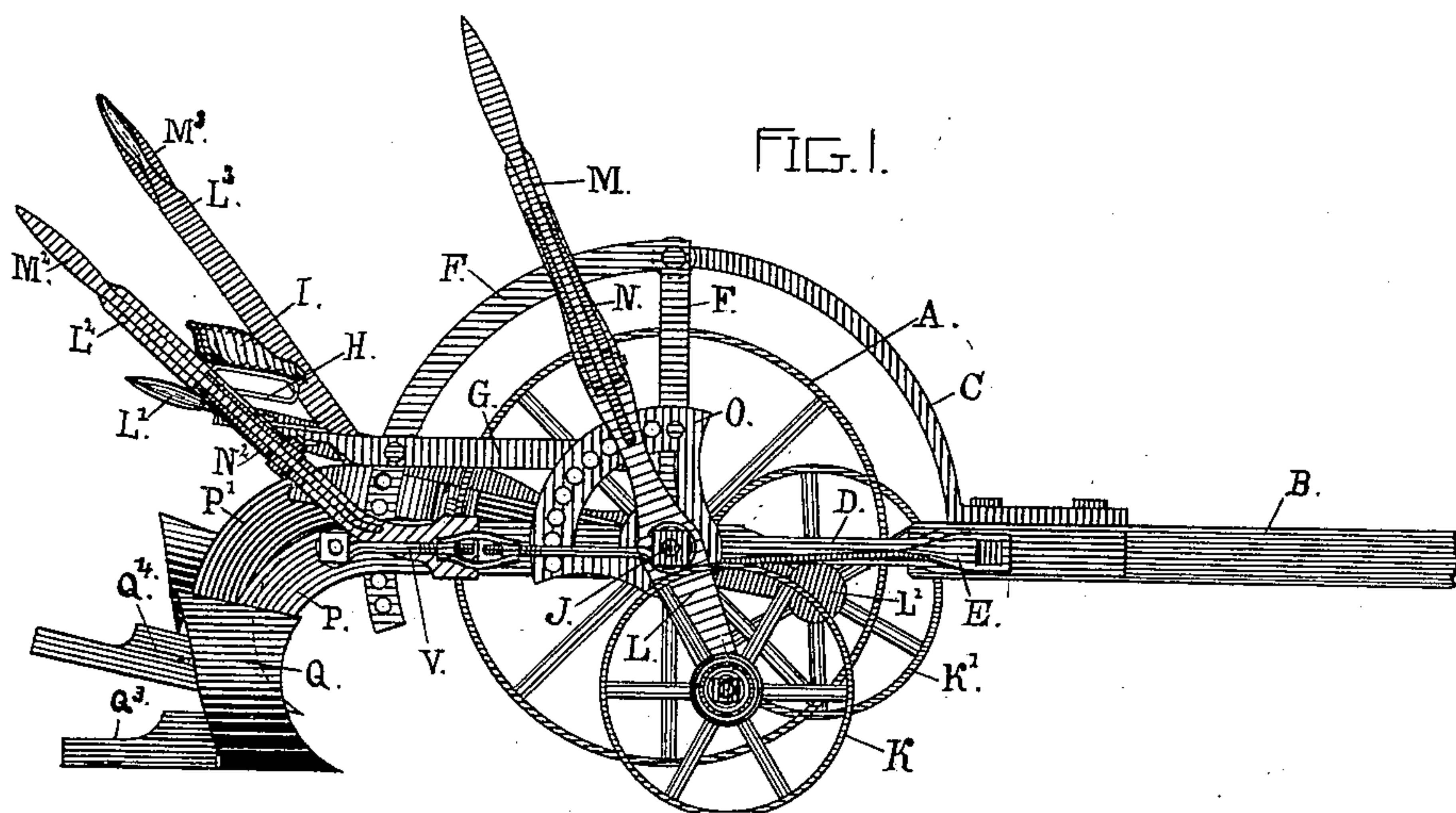
(No Model.)

S. M. CUNNINGHAM.

SIDE HILL GANG PLOW.

No. 372,403.

Patented Nov. 1, 1887.



ATTEST.
L. E. Redstone.
Albert E. Redstone,

INVENTOR,
Samuel Morson Cunningham
By John H. Redstone
Atty. in Fact

UNITED STATES PATENT OFFICE.

SAMUEL MORSON CUNNINGHAM, OF COYOTE, CALIFORNIA, ASSIGNOR TO HIMSELF AND JOHN B. PEPPIN, OF SAME PLACE.

SIDE-HILL GANG-PLOW.

SPECIFICATION forming part of Letters Patent No. 372,403, dated November 1, 1887.

Application filed May 19, 1887. Serial No. 238,710. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL MORSON CUNNINGHAM, a citizen of the United States, residing in Coyote, in the county of Santa Clara and State of California, have invented a new and useful Side-Hill Gang-Plow, of which the following is a specification.

My invention relates to improvements in side-hill plows, which will be readily understood by reference to the accompanying drawings and the letters referring thereto.

Figure 1 is a side perspective view; Fig. 2, a top plan view; Fig. 3, a front elevation, and Figs. 4 and 5 perspective views showing broken detached parts of my side-hill gang-plows.

A represents the central or main bearing-wheel; B, the draft-tongue.

C, D, and D', E and E', F F and F' F' form the frame of the machine, being joined to the plow-beam and axle; G and G', the seat-supports; H, the seat-springs; I, the seat; J, the axle; K and K', the adjusting guide-wheels.

L and L' are the raising-levers for the adjusting guide-wheels; M and M', the catch-levers for the adjustment of the levers L and L', by means of the springs N and N'; L² and L³, the raising-levers for the plows; M² and M³, the catch-levers for adjusting the levers L² and L³, and N² and N³ the springs for the catch-levers M² and M³ to set the same when adjusted.

O and O' represent the adjusting-segments; P and P', the plow-beams; Q and Q', the mold-boards; Q² and Q⁴, the landsides; R and R', the attaching-joints for the plow-beams; S, the plowshare, (shown in Figs. 4 and 5;) T and T', the sockets for locking the share and point to the mold-board by means of the key U.

The through-brace screw-rods are marked V and V', and are designed for the bracing of the machine and holding the plows steady.

The following is the construction of my improved side-hill plow. I employ a central bearing-wheel, A, to support the principal weight of the machine. Upon the axle of this wheel A, I attach the tongue B by means of the connecting-bars D and D' and E and E'. I connect the same with the bars F F and F' F' by means of the bar C. I attach the seat-

supports G and G' to the bars F F and F' F', so as to form a connecting-brace. To the seat-supports G and G', I attach the seat by means of the spring H. To the outer ends of the main axles I connect the adjusting guide-wheels K and K' by means of the levers L and L'. To these levers I attach the catch-levers M and M' to catch in the segment O, into the holes of which they are forced and held by the springs N and N'. I attach the plow-lifting levers L² and L³ to the plow-beams P and P' above the plows. The catch-levers M² and M³ catch in the perforations in the back part of the curved bars F and F', and are set fast and held by means of the springs N² and N³.

I form the mold-board and the landside in one piece and fit the share with a beveled edge to pass under the corresponding beveled edge of the mold-board and landside, and when the key U is passed through the sockets T and T' it thoroughly locks them together.

The following is the operation of my improved side-hill plow. The guide-wheels K and K' are adjusted to the general grade of the hill by the driver, who operates the same from his seat by means of the levers L and L', which are adjusted in the segment O by means of the catch-levers M and M' and the springs N and N', and as the plow is turned to cut the next furrow the plow which has just completed its furrow is raised and the other plow let down by means of the plow-levers L² and L³, the catch-levers M² and M³, and the springs N² and N³. The central bearing-wheel, A, supports the weight of the machine so balanced as to be adjusted with but little effort, and the frame can be adjusted by the driver to any variation of the surface of the ground as the machine passes along.

The adjusting swivel-rods V and V' are employed to tighten the bracing of the machine and prevent any lateral motion of the plow.

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

1. A sulky frame and axle, in combination with the adjusting guide-wheels K and K', the adjusting-levers L and L', for the purpose of adjusting the bearings of the machine or gang-plow and maintaining the same in a vertical

position upon a side-hill or irregular surface, constructed and operated substantially as and for the purposes set forth.

- 5 2. The frame composed of the bars C D D' E E' F F' G G' and the segment O and swivel through-brace rods V and V', in combination with the axle J, for the purpose of attaching

the plows, the adjusting-levers, the seat, and the draft-tongue, constructed and operated substantially as and for the purposes set forth. 10
SAM. MORSON CUNNINGHAM.

Witnesses:

A. STEWART,
J. B. PEPPIN.