

(No Model.)

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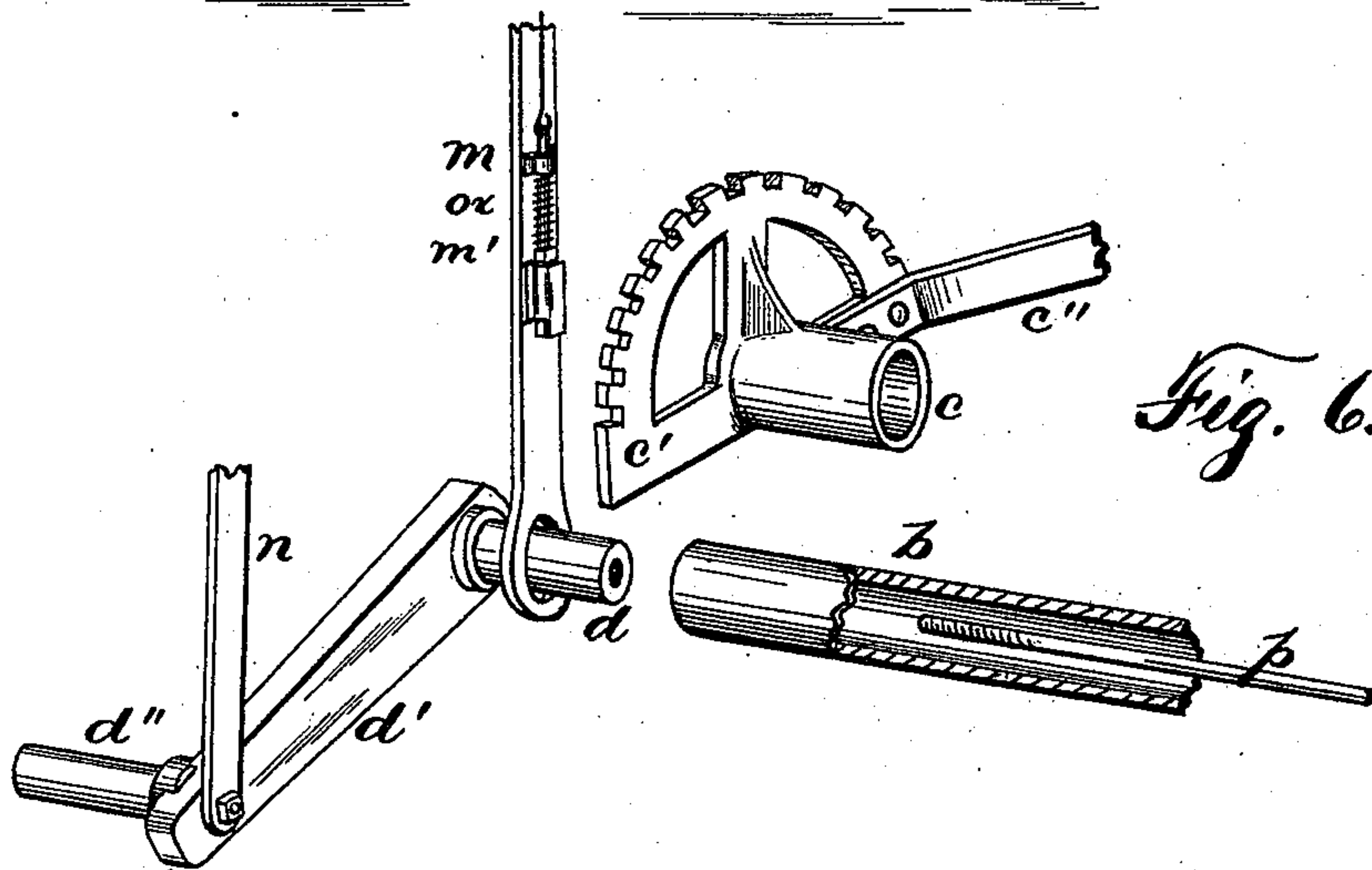
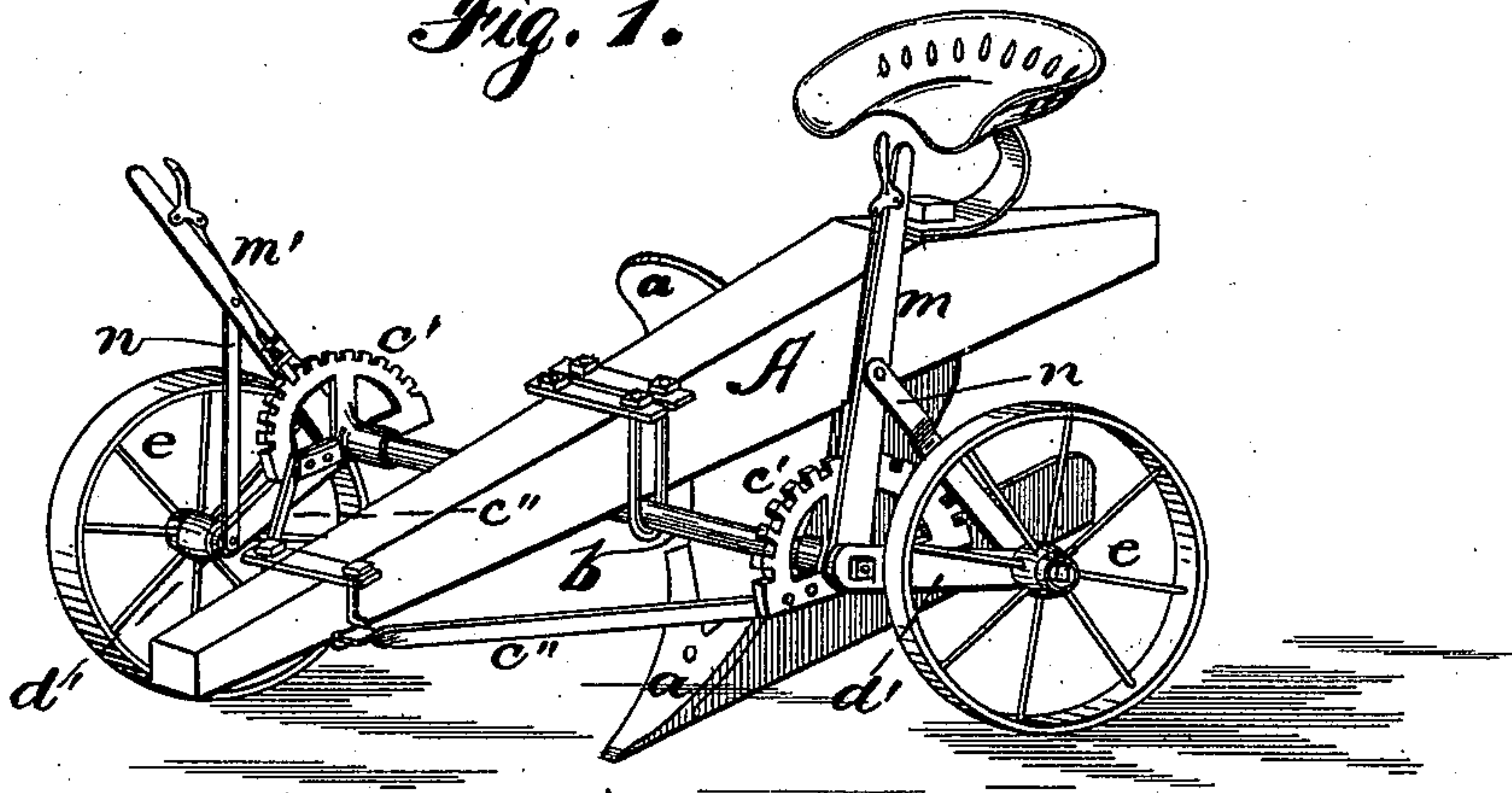
L. & G. ROUSE & W. H. HANLEY.

SULKY PLOW.

No. 486,266.

Patented Nov. 15, 1892.

*Fig. 1.*



*Fig. 6.*

WITNESSES:

*H. A. Carhart,*  
*H. E. Bates,*

INVENTORS:

*Lewis Rouse,*  
*George Rouse, and*  
*BY William H. Hanley.*

*Smith & Benson*  
ATTORNEYS.

2 Sheets—Sheet 2.

## SULKY PLOW.

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WITNESSES:

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H. E. Bates.

INVENTORS.

INVENTORS:  
Lewis Rouse,  
George Rouse, and  
William H. Hanley.  
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# UNITED STATES PATENT OFFICE.

LEWIS ROUSE, GEORGE ROUSE, AND WILLIAM H. HANLEY, OF BALDWINSVILLE, NEW YORK.

## SULKY-PLOW.

SPECIFICATION forming part of Letters Patent No. 486,266, dated November 15, 1892.

Application filed February 23, 1892. Serial No. 422,400. (No model.)

*To all whom it may concern:*

Be it known that we, LEWIS ROUSE, GEORGE ROUSE, and WILLIAM H. HANLEY, of Baldwinsville, in the county of Onondaga, in the State of New York, have invented new and useful Improvements in Sulky-Plows, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

Our invention relates to sulky-plows, and particularly to the mechanism for operating the furrow-wheel adjusting it, and also for adjusting the land-wheel independent of the other, and to the mounting of the wheels.

Our object is to produce an improved sulky-plow, simple in construction and durable, and in which the wheels are independently mounted and are adjusted independently for use as a land or furrow wheel and are independently adjusted to regulate the depth of the furrow or to vary its depth, all of which is done by swinging the one wheel or the other forward or back, each being mounted upon a swinging support, which is connected to an operating-lever.

Our invention consists in the several novel features of construction and operation hereinafter described, and which are specifically set forth in the claims hereunto annexed.

It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a plan perspective of the plow complete. Fig. 2 is a top plan thereof. Fig. 3 is a side elevation thereof. Fig. 4 is a side elevation of one wheel operating and carrying mechanism detached. Fig. 5 is a transverse section thereof on line  $x x$  in Fig. 4. Fig. 6 shows in plan perspective the parts of the wheel supporting and shifting or regulating mechanism detached.

A is the draft-beam, and  $a$  is the plow proper secured thereto. A tubular cross-beam  $b$  is secured to said beam transversely thereto, and upon each end thereof is mounted a sleeve  $c$ , which is integral with a semicircular rack  $c'$ , to which the braces  $c''$  are secured, as also in front to the draft-beam. A tubular arbor  $d$  fits loosely in each end of the cross-beam and upon its outer end is secured in the wheel-carrying bar  $d'$ , which is pro-

vided in its outer end with the spindle  $d''$ , upon which the wheel  $e$  is mounted and rotates. The lower end of each of the levers  $m$  and  $m'$  is secured to the arbor  $d$  close to its junction with the bar  $d'$ , and it is provided with an ordinary spring-actuated sliding pawl mechanism engaging with said rack. A brace  $n$  is pivotally connected to the bar  $d'$  and to the hand-lever. A bolt  $p$ , passing through the beam  $b$ , the arbors  $d$ , and bars  $d'$ , detachably secure said bars in place and the arbors within the cross-beam, and can also be adjusted to regulate the tension of said arbors in their bearings.

In Fig. 2 the wheels are shown as adjusted in the same horizontal plane and then the plow will not act; but it will readily be seen that by raising the lever  $m'$  on the landside the plow will be proportionately lowered to engage with the ground, while the opposite wheel will travel in the furrow previously made; that to make the first furrow we can raise both wheels and thereby lower the plow into the ground, and that by lowering both wheels from the position shown in Fig. 3 the plow-point will be clear from the ground, as in drawing the machine along the road or from one field to another. In whatever position the wheels are, they are held there by the rack-and-pawl mechanism, aided by the brace-bars  $n$ . It will also be seen that the frame consists of the cross-beam and the braces secured to it and to the draft-beam, and that they together constitute a very simple and strong frame, and that the single tie-bolt through the cross-beam secures the wheel-bars in place, and that said wheel-bars are journaled in the ends of said beam.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. In a sulky-plow, the combination, with the tubular cross-beam and the tie-rod passing through it, of the draft-beam and braces secured thereto, the bars secured to said cross-beam, one extending forwardly and the other rearwardly, and wheels journaled thereto, substantially as described, for the purpose set forth.

2. In a sulky-plow, the combination, with the tubular cross-beam the tie-rod passing

through it, the draft-beam and braces secured thereto, the racks upon the ends of said cross-beams, and the pawl-levers pivoted adjacent to said racks and adapted to engage there-  
5 with, the bars secured to the cross-beam, one extending forwardly and the other rearwardly, and the wheel journaled thereto, as set forth.

In witness whereof we have hereunto set our hands this 19th day of January, 1892.

LEWIS ROUSE.

GEORGE ROUSE.

WM. H. HANLEY.

In presence of—

HOWARD P. DENISON,

C. B. CIMEL.