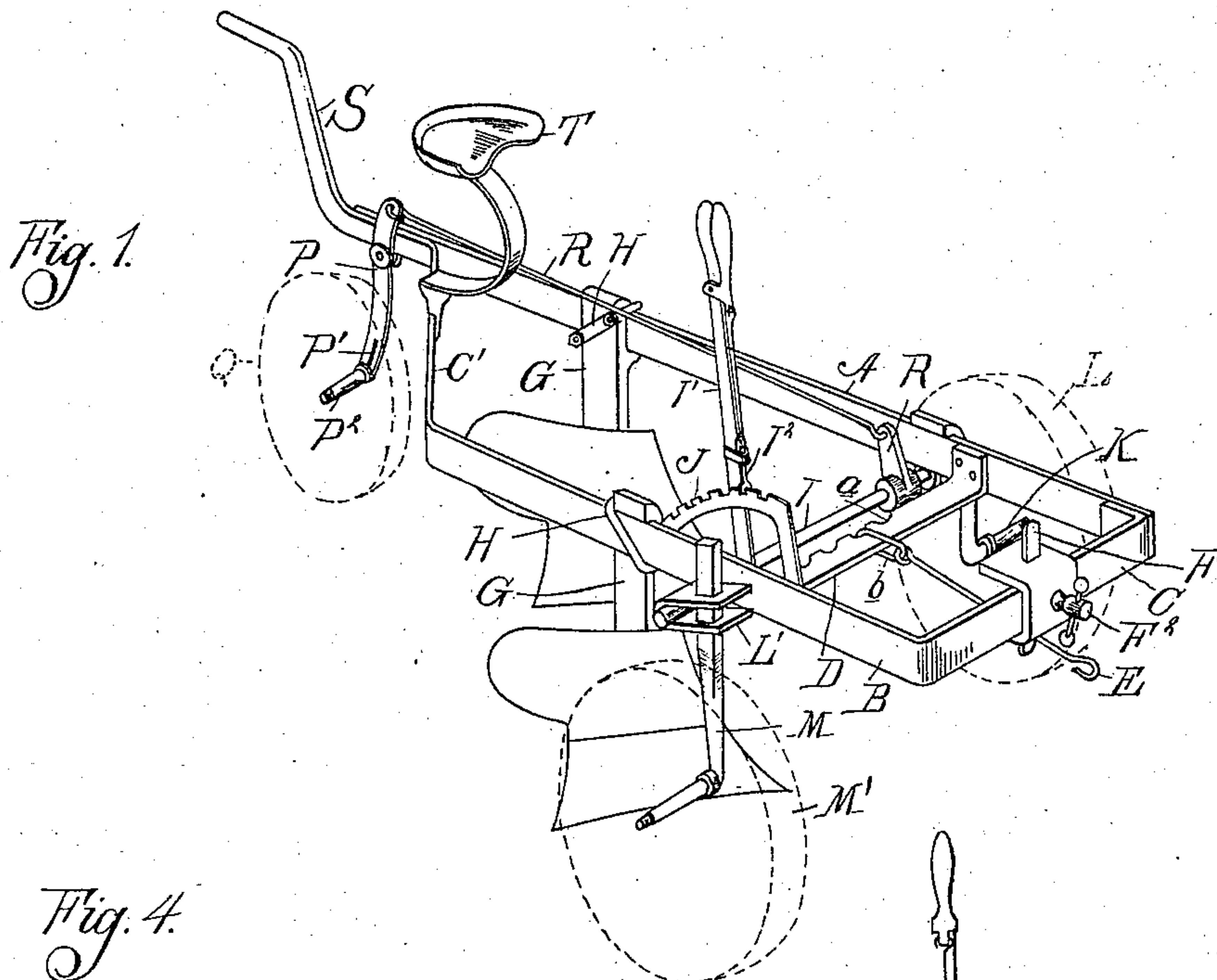


(No Model.)

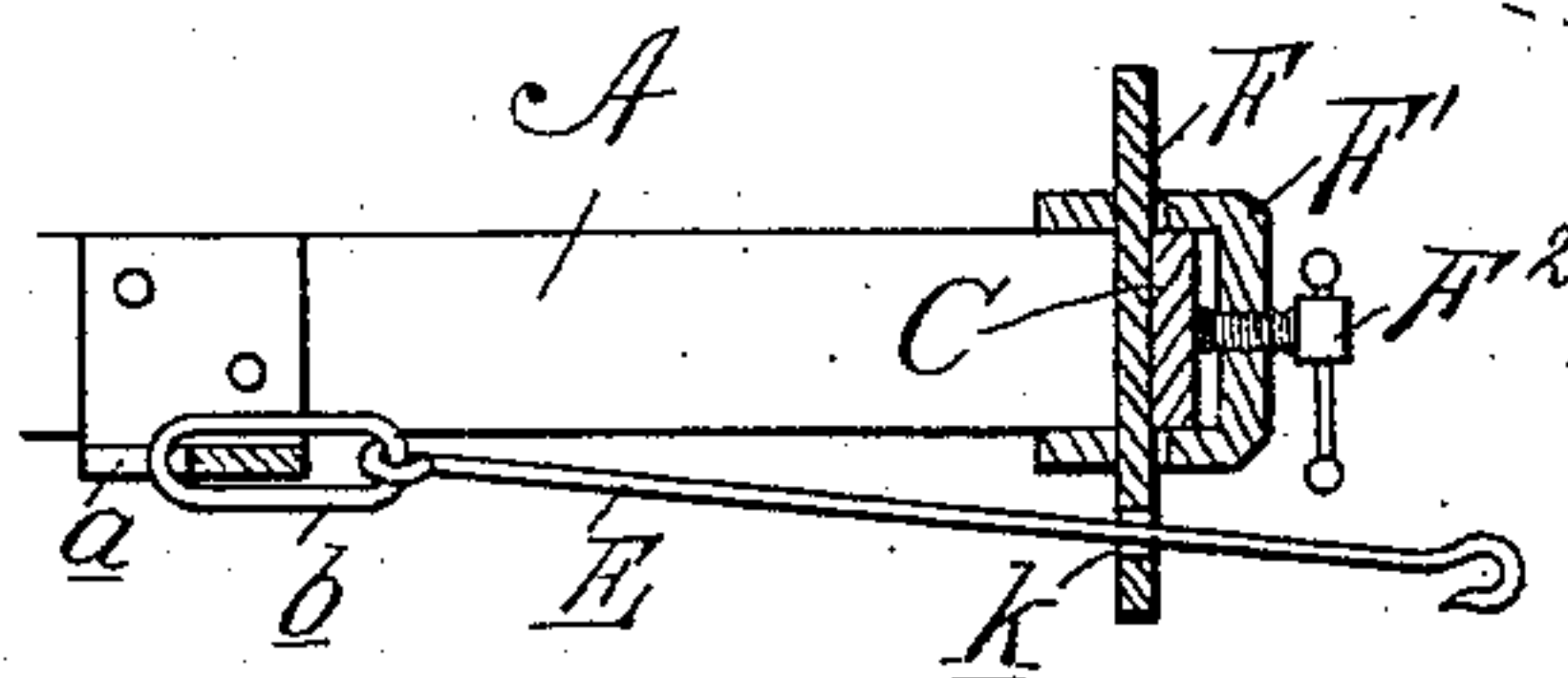
R. E. SUCHOTZ.  
PLOW.

No. 577,082.

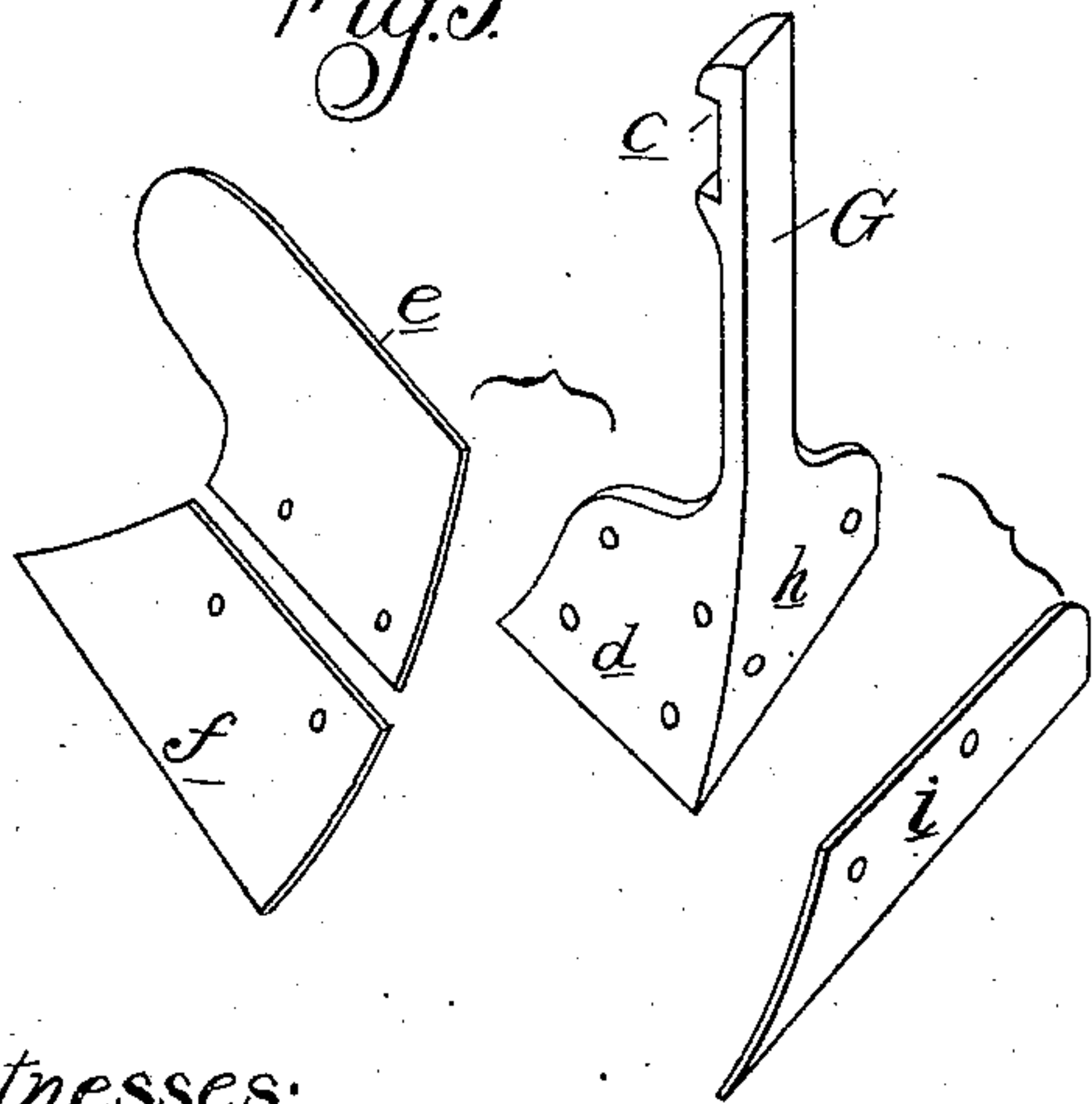
Patented Feb. 16, 1897.



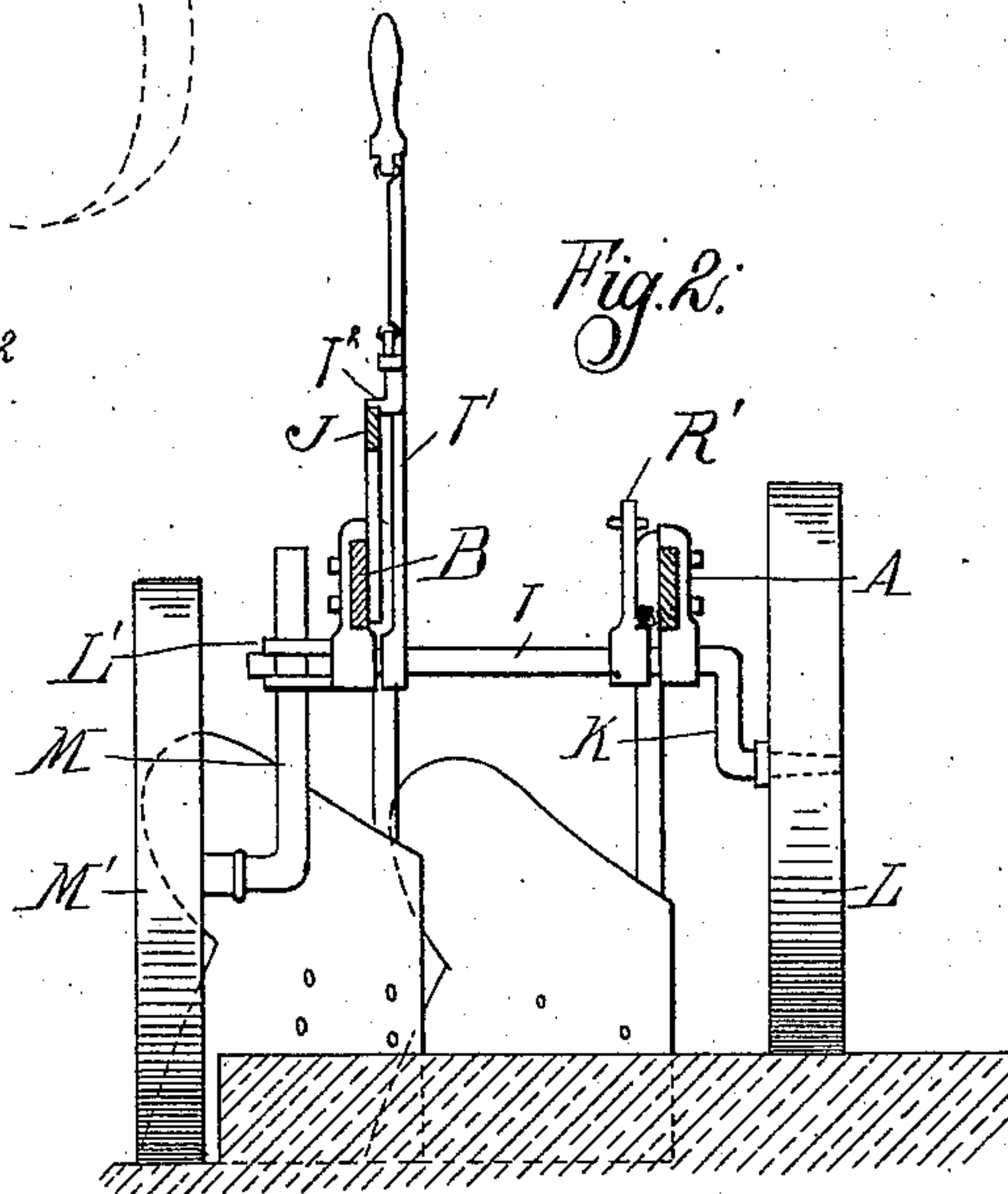
*Fig. 4.*



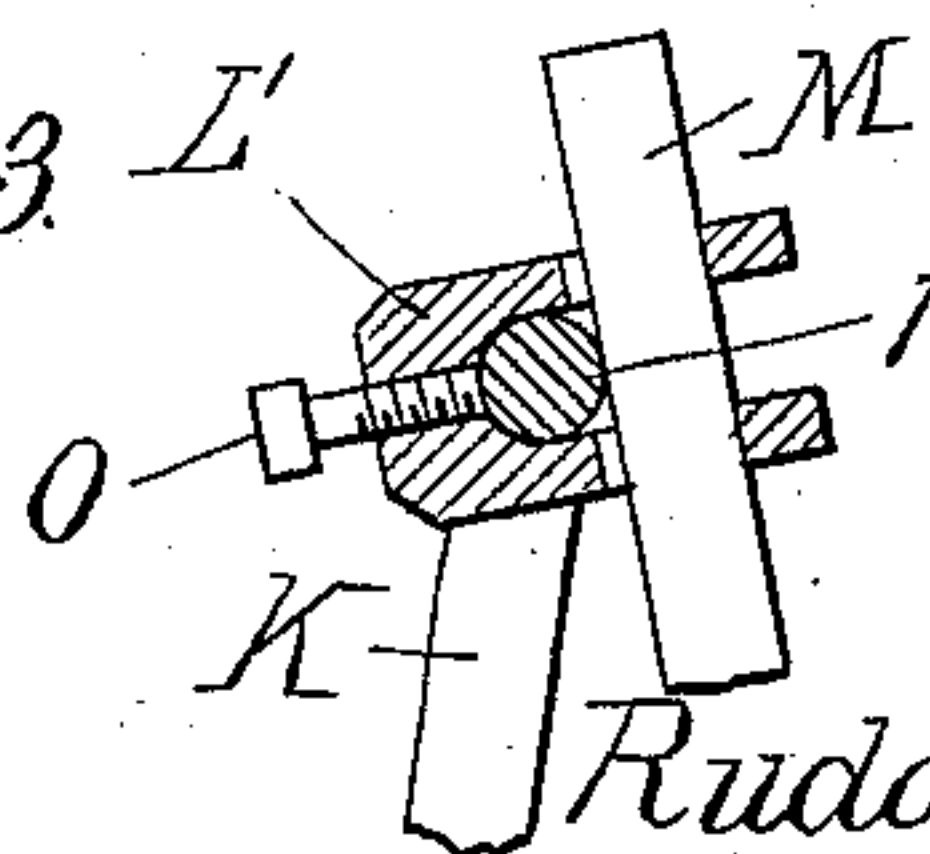
*Fig. 5.*



*Fig. 2.*



*Fig. 3.*



Witnesses:

*Otto F. Bantel*  
*Wm. D. Ogilvie*

Inventor:

*Rudolph E. Suchotz.*

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# UNITED STATES PATENT OFFICE.

RUDOLPH E. SUCHOTZ, OF DETROIT, MICHIGAN.

## PLOW.

SPECIFICATION forming part of Letters Patent No. 577,082, dated February 16, 1897.

Application filed September 3, 1895. Serial No. 561,600. (No model.)

*To all whom it may concern:*

Be it known that I, RUDOLPH E. SUCHOTZ, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Plows, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the construction of a plow, and particularly in the following points: first, in the construction of the wheel-support and the adjusting devices therefor for different depths of cut, while maintaining the frame level at all times; second, in the construction of the draft connections, and, third, in the construction, arrangement, and combination of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a perspective view of my improved plow. Fig. 2 is a vertical section looking toward the rear, the section-line being in front of the front wheels. Fig. 3 is a vertical section showing the construction of the attaching device of one of the front-wheel standards. Fig. 4 is a longitudinal section illustrating the construction of the draft devices, and Fig. 5 is a perspective view of the parts of one of the plows detached.

The frame is composed of the two side bars A B and the forward and rear end cross-bars C C', the cross-bars being preferably formed integral with one of the side bars.

D is an intermediate cross-bar in rear of the bar C, to which the draft is applied, and which I will therefore call the "draft-bar." This draft-bar has a series of notches *a* in its rear face, with any one of which the link *b* is adapted to engage, and to which link is secured the draft-rod E, which projects forward of the frame, where it is provided with suitable means for connecting the horses, such as the hook shown.

The draft-bar passes through an aperture *k* in the pin F, which passes through apertures in the clip F', embracing the front bar C.

F<sup>2</sup> is a clamp-screw in the clip impinging against the cross-bar C and acting to clamp the pin F in its adjusted position. By loosening the screw F<sup>2</sup> the pin F may be adjusted vertically to any desired point, and the clip with the pin may be adjusted on the cross-

bar, so as to bring the draft at any desired point on the cross-bar.

G G' are two plow-standards, each having a socket *c* at one side of the top adapted to engage with the side bars of the frame, being held thereon by clips H. At the foot this standard is provided with the moldboard-flange *d*, to which the moldboard is secured, this moldboard being preferably in two parts *e f*. The standard is also provided with the landside-flange *h*, to which the landside *i* is secured. The lower part *f* of the moldboard overlaps the front edge of the landside and acts as the "point."

I is a rock-shaft journaled in bearings on the side bars of the frame near the front end thereof. This is controlled by the lever I', having a spring-latch I<sup>2</sup>, engaging a notched segment J. At one end this shaft is preferably extended to form the crank K, having a spindle at its lower end, on which is journaled the ground-wheel L. At the other end the shaft has engaged over it the clip L', in which is secured the wheel-standard M, having a spindle at its lower end, on which is journaled the ground-wheel M'. This clip L' is substantially U-shaped, the standard M being squared and passing through apertures in the parallel portions. A set-screw O, passing through the bend or connecting portion of the clip, impinges against the shaft and clamps the clip upon the shaft and the wheel-standard in the clip. By this construction the height of the standard M and its angular relation to the shaft may be adjusted quickly by means of the set-screw O.

P is a lever journaled on a rear extension of the frame. In its lower end is a slot P', in which is secured the pin or spindle P<sup>2</sup>, on which is journaled the rear ground-wheel Q. The upper end of the lever P is connected by the rod R to the rock-arm R' on the rock-shaft I, so arranged that after the wheels are adjusted the relation between the ground and the frame may be adjusted by the lever I' to increase or diminish the depth of cut of the plows or for other purposes, while maintaining the frame level at all times.

S is a handle projecting in the rear of the frame.

T is the seat.

It will be observed from this description

that with an exceedingly simple construction I obtain all the adjustments required for such work with a single lever and from a single rock-shaft.

- 5 In order to get the same rise and fall for both sides of the frame, with the standard M adjusted to different heights, I employ the rotary adjustment of the standard, and as the standard is adjusted rearwardly or forwardly  
10 changes its angle to the ground.

What I claim as my invention is—

The combination with the frame, substan-

tially as described, of the plow-standards and means for securing the standards to the frame, the flanges *d h* at the bottom of the standard, 15 the moldboard-sections *e f* secured to one flange and the landside *i* secured to the other flange, substantially as described.

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

RUDOLPH E. SUCHOTZ.

Witnesses:

JAMES WHITTEMORE,

O. F. BARTHEL.