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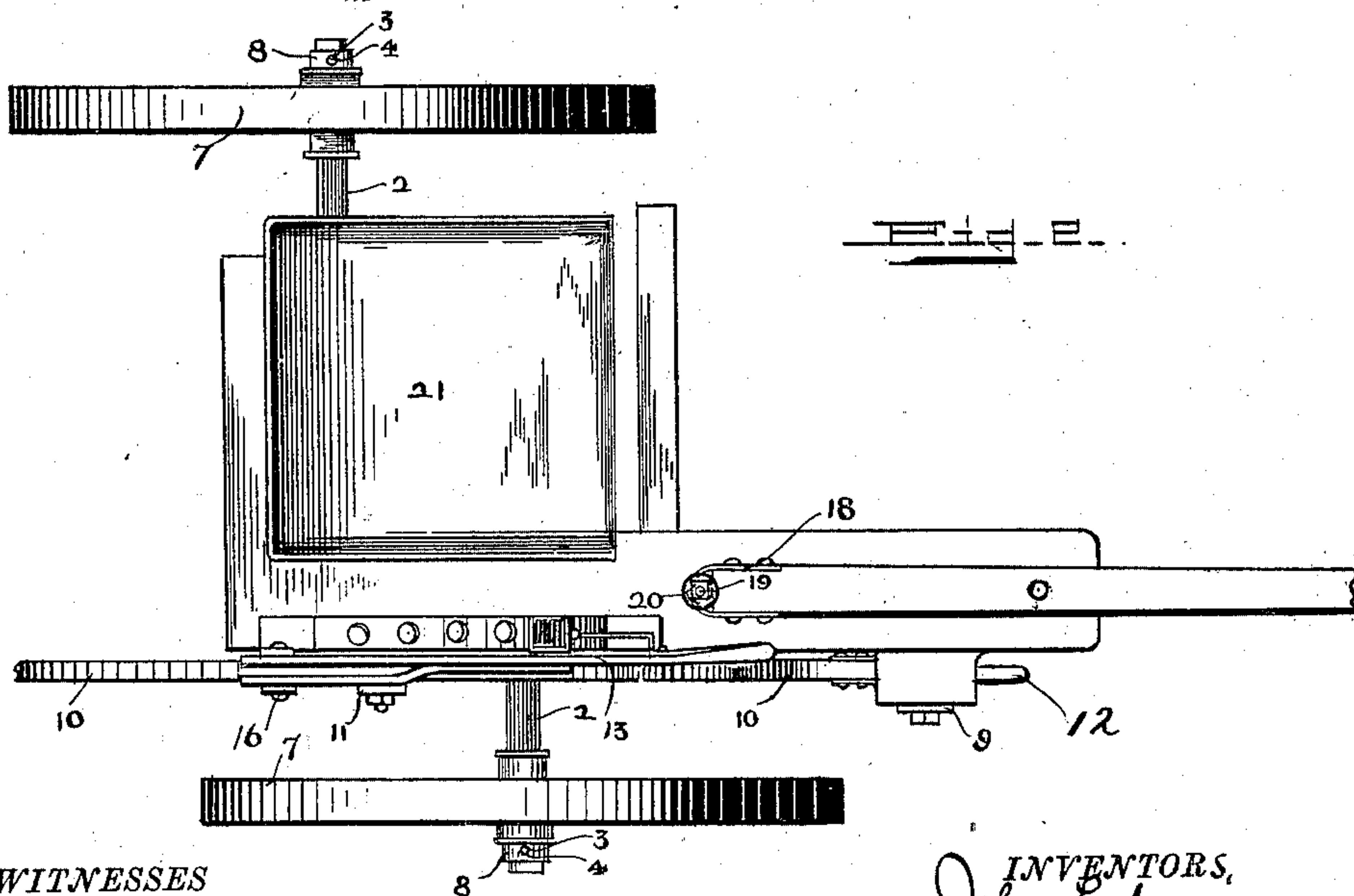
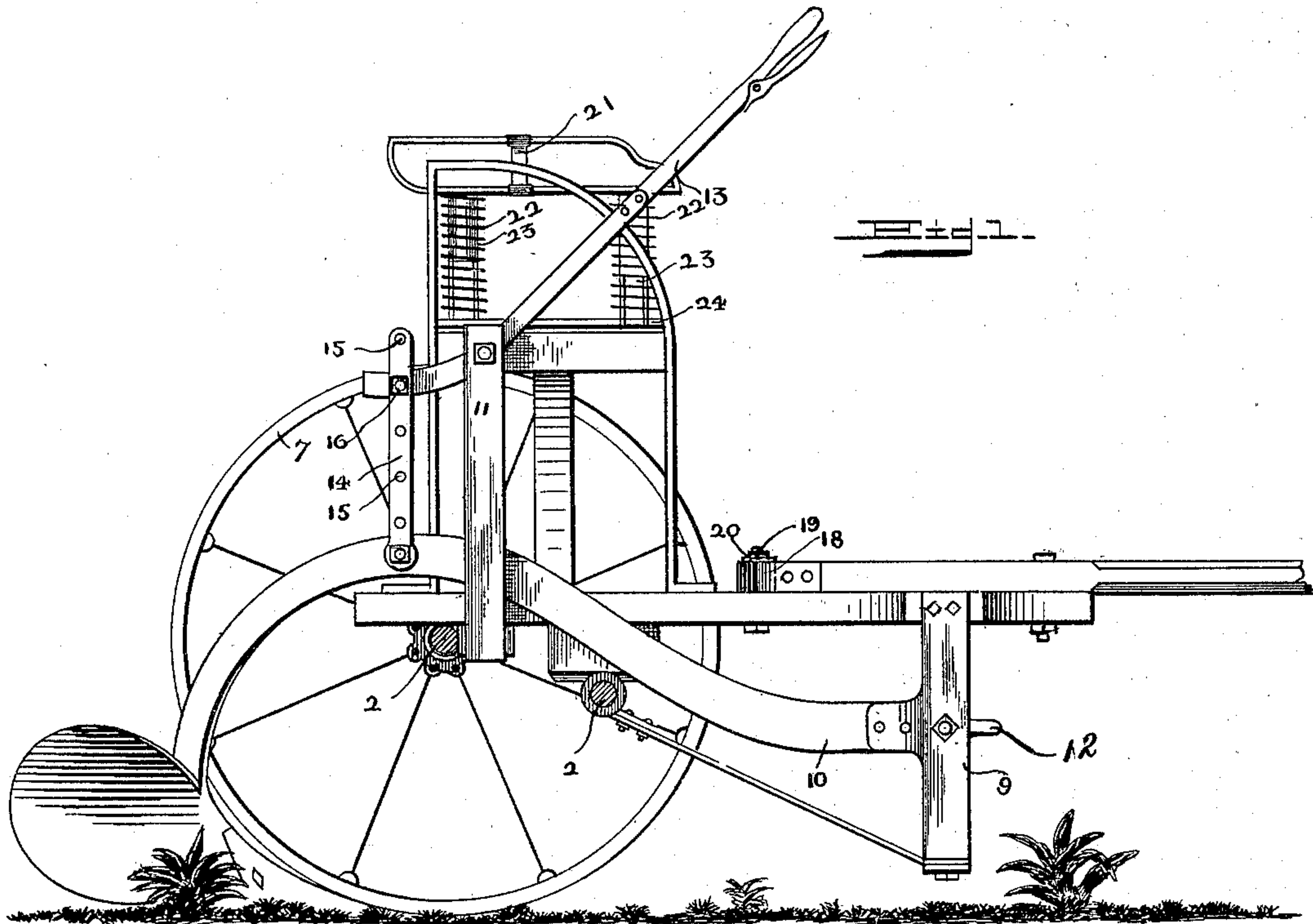
Patented Oct. 18, 1898.

J. & F. LABUS.  
SULKY PLOW.

(Application filed Dec. 11, 1896.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES

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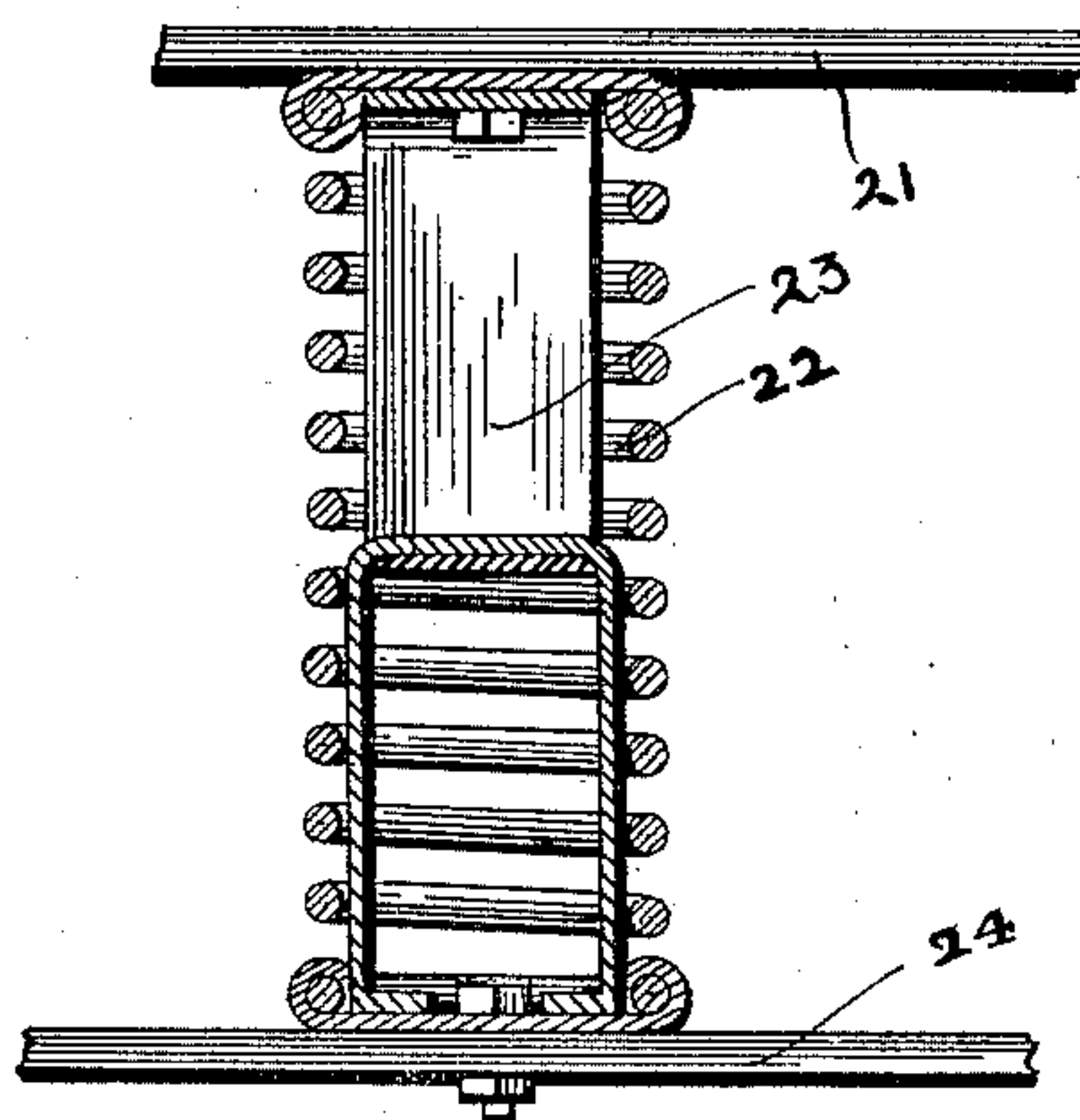
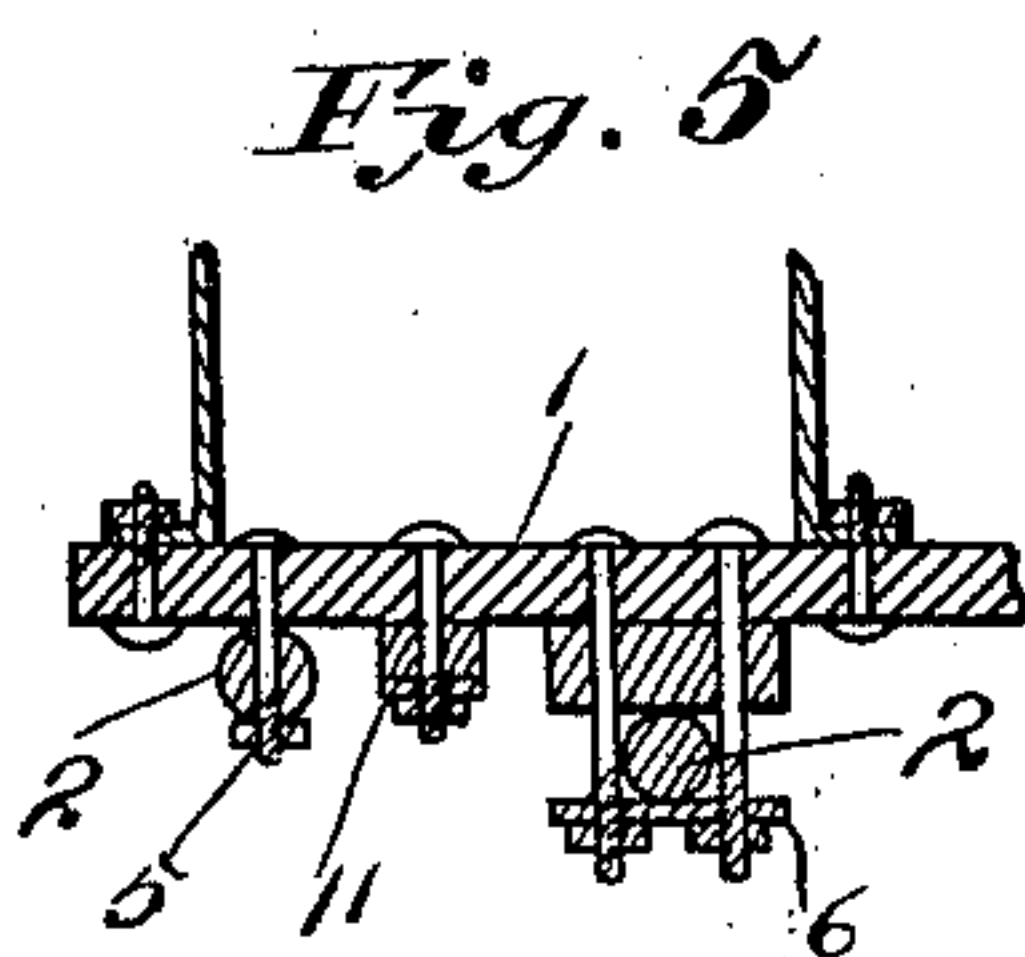
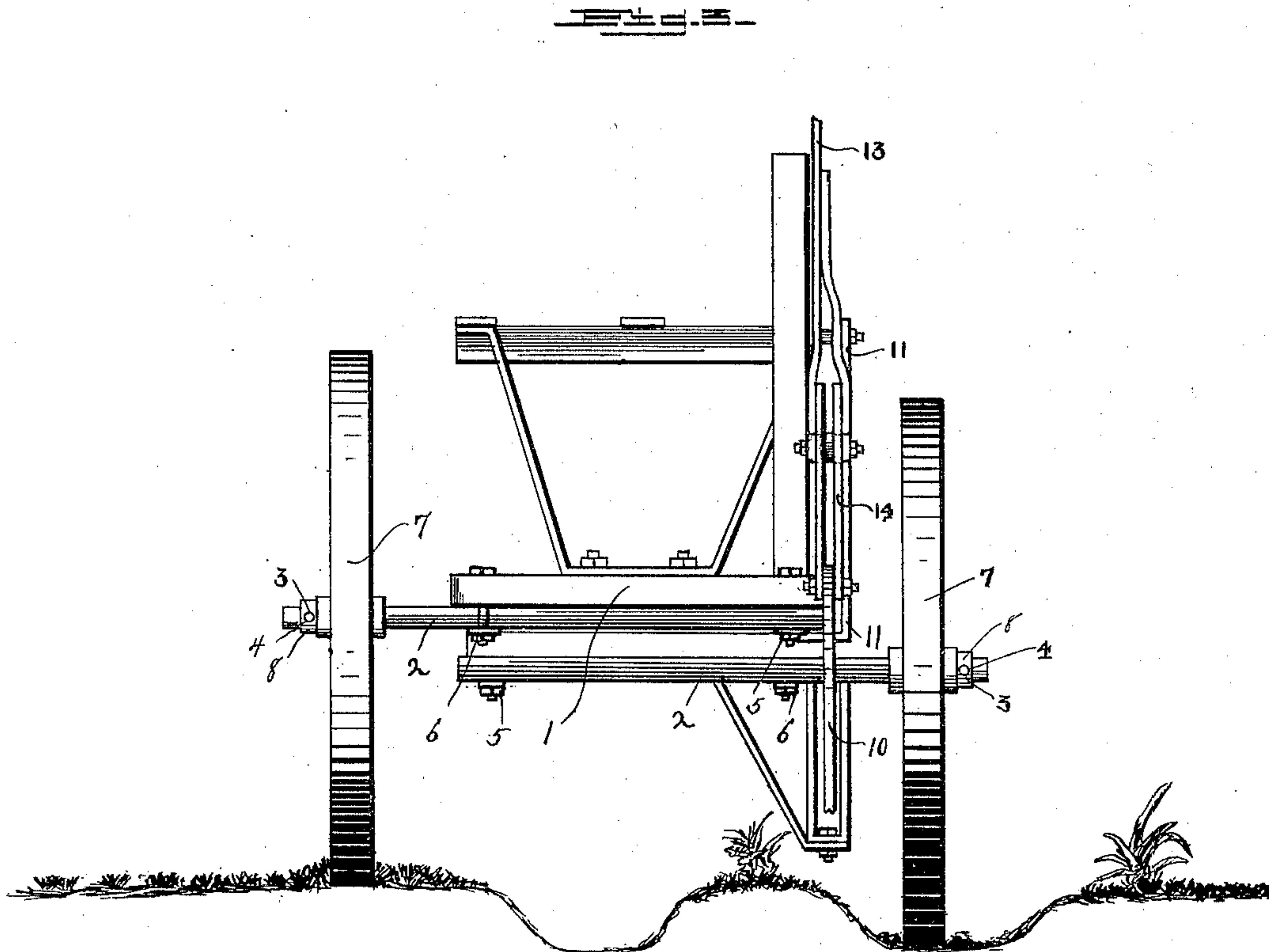
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# UNITED STATES PATENT OFFICE.

JOHN LABUS AND FRANK LABUS, OF KARNES CITY, TEXAS.

## SULKY-PLOW.

SPECIFICATION forming part of Letters Patent No. 612,738, dated October 18, 1898.

Application filed December 11, 1896. Serial No. 615,382. (No model.)

*To all whom it may concern:*

Be it known that we, JOHN LABUS and FRANK LABUS, citizens of the United States, residing at Karnes City, in the county of Karnes and State of Texas, have invented certain new and useful Improvements in Sulky-Plows; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has reference to a novel construction in a sulky-plow; and it consists in the features of construction hereinafter fully described and specifically claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation of a plow constructed in accordance with this invention. Fig. 2 is a top plan view. Fig. 3 is an end elevation. Fig. 4 is a detail section of the seat-support. Fig. 5 represents a longitudinal section through the axle-bars and a portion of the frame, showing one of the axle-clamps and one of the through-bolts in elevation.

Referring now to said drawings, 1 indicates the frame of a plow, which is provided with the axles 2. These axles do not extend across the frame, but are made in two sections. The end portions of these sections are the same, so that when the end portion of one axle-section is worn it can be removed and reversed to provide a new end section. Each of these axles is provided at its end with an opening 3 to receive the axle-pins 4, and it is also secured to the bottom of the frame 1 by means of a bolt 5. This bolt 5 prevents the axle from turning, while a clamp 6 serves to hold it rigidly in place. The wheel 7 is held upon the axle by a sleeve 8, that fits over the end of the axle and is provided with openings, through which the axle-pin can pass. It will be seen also that this sleeve can be reversed upon the axle when worn.

At the forward end of the frame 1 is a depending hanger 9, in which is pivoted the front end of the plow-beam 10. This plow-beam extends rearwardly and over the axle and then through a guide 11. The front end of the plow-beam is provided with a draft-loop 12, by means of which the horses may be attached thereto, and in the rear of said guide

11 is connected with an adjusting-lever 13, pivoted upon the frame of the plow, by means of the links 14. These links are connected with the plow-beam and provided with a plurality of openings 15 to receive a pin 16 upon said lever 13, whereby the connection between the plow-beam and lever is adjustable. The said lever is provided with a hand-operated detent to engage the segmental rack, whereby it can be held in different positions. The tongue of the plow is connected to the forward end of the frame by a vertical pivot and is provided at its rear end, which extends some distance in the rear of its pivot, with a horizontal guide-loop 18, through which a pin 19 extends. This pin 19 is rigidly fastened to the frame of the plow and provided at its screw-threaded upper end with a clamping-nut 20, that engages the face of the tongue and serves when screwed down snugly to prevent the same from turning horizontally upon its pivot. By loosening the clamping-nut 20 it is seen that the tongue can be turned upon its pivot, the extent of its pivotal movement being limited by the guide-loop 18 and the pin 19, after which by tightening the clamping-nut it is again held rigidly in position.

It will be seen from the foregoing description that by means of the lever 13 the elevation of the plow can be controlled to regulate the depth of the furrow, while by means of the swinging tongue the width of the furrow can be regulated.

The seat 21 is provided with a plurality of downwardly-extending springs 22, that are firmly fastened to said seat and to the frame of the plow. To guide the seat while it moves, said seat is provided with a plurality of depending guides 23, situated within the springs 22, and which engage the guides 24 upon the frame. These guides consist of flat pieces of metal bent in the shape of a U and arranged to interlock with each other, as shown. They effectually limit the upward movement of the seat and hold the seat against side play when it is depressed against the action of the springs.

It will be seen from the foregoing description that a sulky-plow constructed in this manner is light, inexpensive, and durable, and, furthermore, that by reason of the construction of the frame and the running-gear



the beam of a walking-plow can be attached to this frame and be as effective as if made for use in connection therewith in the first place. Further, this plow is as light-running  
5 with two horses as other sulky-plows that are made for three horses owing to the center draft and the fact that the sulky only weighs about one hundred and sixty pounds, while  
10 all others to cut the same width of furrow weigh about three hundred pounds and more. By reason of the lightness and simplicity of this sulky-plow a child can handle it as readily as a man.

Having thus described our invention, what  
15 we claim as new, and desire to secure by Letters Patent, is—

1. In a sulky-plow, a frame having a tongue and plow-beam, two axle-sections secured to said frame, one in advance of the other,  
20 each of said axle-sections consisting of a piece that is of the same contour throughout and which is provided near its ends with transverse openings, a bolt passing through the inner transverse opening to hold the axle-section against rotation when secured to the  
25 frame, a clamping-plate and securing-bolts

intermediate the ends of said axle-sections for rigidly securing them to the frame, a wheel upon each of said axle-sections, a sleeve at the outer end of said axle-section for holding  
30 a wheel in place thereon, and a pin passing through an opening in said sleeve and through the opening in the outer end of the axle-section, substantially as described.

2. The combination with the frame of a  
35 sulky-plow provided with a plurality of upwardly-extending inverted-U-shaped guides, of a seat provided with a plurality of corresponding depending U-shaped guides, said guides of the frame and seat interlocking  
40 with each other, and coiled springs secured to the seat and to the frame and surrounding each of said pair of guides.

In testimony whereof we have signed this specification in the presence of two subscrib-  
45 ing witnesses.

JOHN LABUS.  
FRANK LABUS.

Witnesses:

R. A. LITTLE,  
A. D. MCCABE.