

Wheel-Plow.

Patented Sept. 5, 1865.

Fig 1.

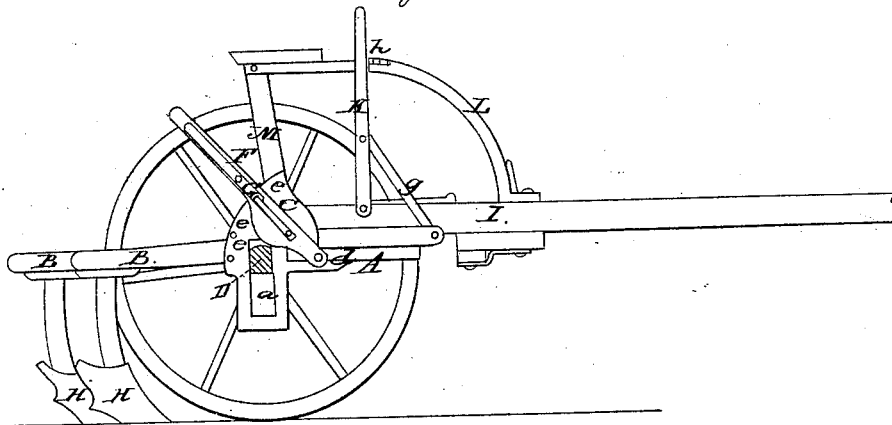


Fig. 3.

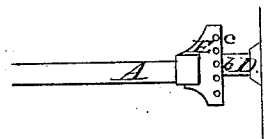
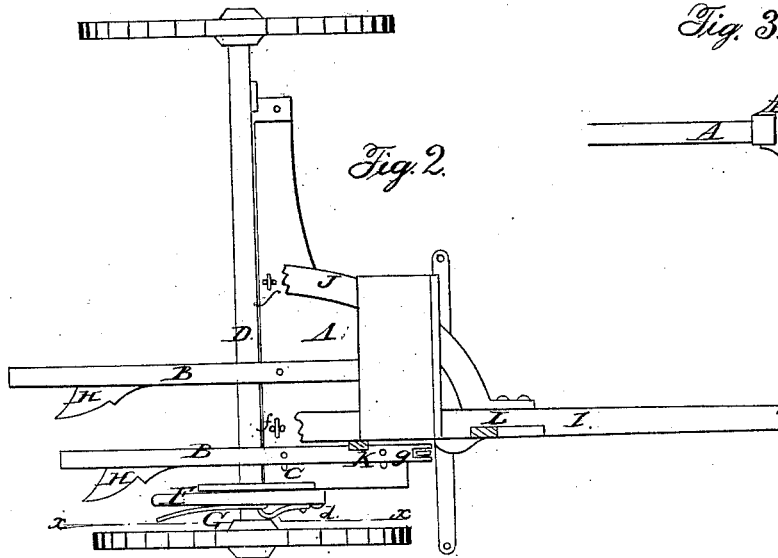


Fig. 2.



Witnesses:
Wm. Creun.
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UNITED STATES PATENT OFFICE.

IRA C. PRATT, OF MORTON, ILLINOIS, ASSIGNOR TO HIMSELF AND L. F. PRATT, OF SAME PLACE.

IMPROVEMENT IN SULKY-PLOWS.

Specification forming part of Letters Patent No. **49,833**, dated September 5, 1865.

To all whom it may concern:

Be it known that I, IRA C. PRATT, of Morton, in the county of Tazewell and State of Illinois, have invented a new and Improved Sulky-Plow; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side sectional view of my invention, taken in the line *xx*, Fig. 2; Fig. 2, a plan or top view of the same; Fig. 3, a rear view of a portion of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new and improved sulky-plow, and is applicable to gang as well as single plows. It has for its object the ready adjustment of the plows, so that they may penetrate the earth at a greater or less depth and be raised entirely out of the ground when necessary, as in turning at the ends of a field or in drawing the device from place to place.

A represents what may be termed the "body" of the device, which is constructed of a thick plank, and has two plow-beams, B, attached, two beams being shown in the drawings, but one or more may be used. These beams may be attached to the plank A in such a manner as to be capable of being adjusted laterally and nearer to or farther from "land," as may be desired. On one end of the plank A there is firmly attached a metal plate, C, which has an oblong vertical slot, *a*, made in it, through which the axle D of the device passes, the opposite end of said axle being attached by a bolt, *b*, to a metal plate, E, at the opposite end of the plank, said plate E having a series of holes, *c*, made in it in a vertical line to admit of the end of the axle being adjusted higher or lower, as required.

F represents a lever, the front end of which is attached to the right-hand side of the plank A by a fulcrum-pin, *d*, and rests upon the axle D. This lever F is provided with a catch, G, to engage with any of a series of holes, *e*, in the plate C. By adjusting this lever F the plank A and consequently the plows H, which are attached to the beams B, may be adjusted

higher or lower, as desired, and furrows made of any required depth. The lever F is used alone for a temporary adjustment of the plows; but for permanent adjustment the bolt *b* of the plate E is adjusted to correspond with the elevation of the plank at the end when the lever F is attached.

I is the draft-pole, the rear end of which is provided with a hound, J. The rear end of this hound, as well as the rear end of the draft-pole, are attached to the plank A by eyebolts *f*, and a lever, K, is attached to the draft-pole and connected to the plank A by an arm, *g*.

By this arrangement the front part of the plank may be turned down so as to elevate the plows out of the ground when necessary, the lever K being held in order to retain the plows in this elevated position by catching under a lip or plate attached to a curved bar, L, secured to the draft-pole and seat-standard M, the plank A being casually prevented from turning downward in consequence of the lever K engaging with notches *h* on bar L.

The whole arrangement is extremely simple and efficient, may be readily manipulated, and is applicable to either single or gang plows.

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

1. The plank A, to which the plow-beams B are secured, connected to the draft-pole I by joints or eyebolts *f*, and operated or adjusted by the driver on his seat through the medium of a lever and arm, or their equivalents, substantially as set forth.

2. The adjusting of the plank A, and consequently the plow-beams and plows, higher or lower with the axle D, in order to regulate the depth of the penetration of the plows by means of the plate E, secured to one end of the plank, and provided with a series of holes, *c*, in a vertical line, through any one of which the bolt *b* passes into the axle at one end, in connection with the slotted plate C, through which the axle passes, and the lever F, attached to the plank and bearing on the axle, substantially as and for the purpose set forth.

IRA C. PRATT.

Witnesses:

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