

(No Model.)

J. MOSELEY.

SULKY PLOW.

No. 348,231.

Patented Aug. 31, 1886.

Fig. 1.

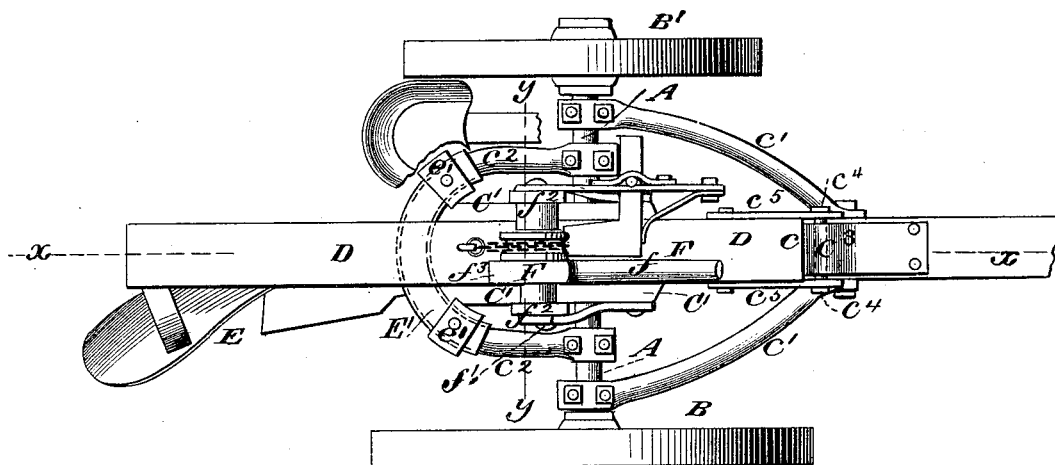


Fig. 2.

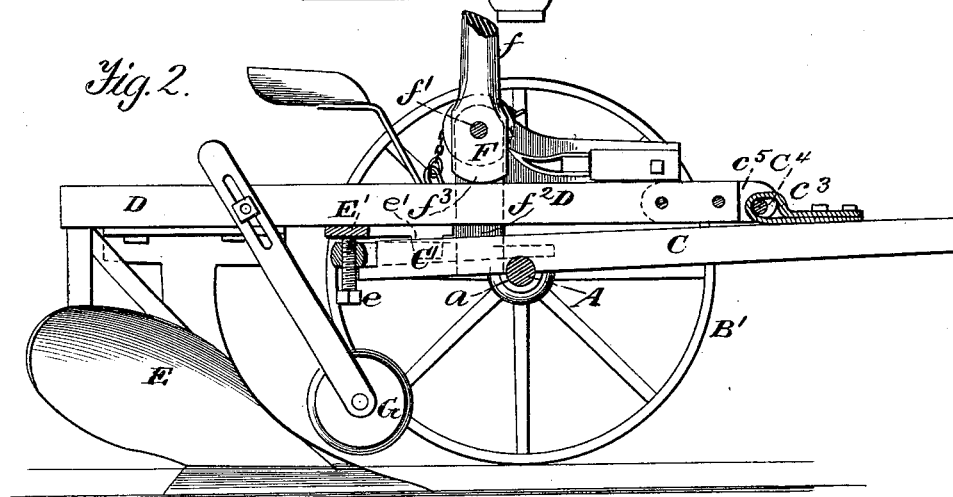
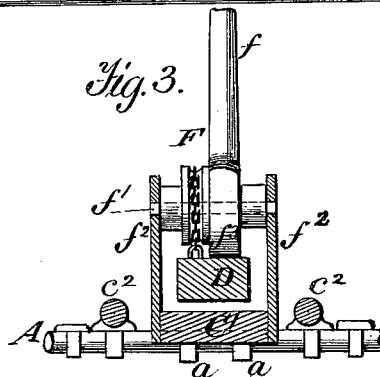


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH MOSELEY, OF MARCY, NEW YORK.

SULKY-PLOW.

SPECIFICATION forming part of Letters Patent No. 348,231, dated August 31, 1886.

Application filed May 24, 1886. Serial No. 203,073. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH MOSELEY, a citizen of the United States, residing at Marcy, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Sulky-Plows; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

The special object of the invention is to make a sulky-plow which will work to advantage in a hilly country and lessen the labors of the team.

Figure 1 of the drawings is a plan view; Fig. 2, a longitudinal section on the line $x x$ of Fig. 1, and Fig. 3 a vertical transverse section on line $y y$ of Fig. 1.

In the drawings, A represents the axle, B B' the wheels, and C the body, of my wheel-plow. The axle A is clamped rigidly at $a a$ to the under side of the body C, while the wheels rotate freely upon the axle-journals. Upon the top of the body and in front of the axle I pivot, at e , the front end of the plow-beam D, carrying under its rear end a turn-plow, E. The furrow-wheel B is made six to eight inches larger in diameter than the land-wheel B', so that when at work the plow will run in a horizontal plane. The body C is braced on each side by the bars e' , which are fastened at one end to the side of tongue and at the other to the axle, while the rear extension, C', back of the axle, is provided with a curved bearing or rest, e'' , for the curved bar E'.

When it is desired not to run the plow at its maximum depth, I raise the curved bar E', which is made fast to the bottom of beam D, so as to lift the beam and plow to the desired degree, and then place under the bar and on the rest e'' a block or support of the desired thickness; or I may effect the same purpose by means of two set-screws, $e e$, which pass up through the extension C' or bearing e'' . On each end of the bar E' is fastened a plate, e' , bent to form a flange, passing down on each side of the curved bar e'' , so as to prevent the plow from wobbling from one side to another.

The hinge-eye e^3 , in which works the pintle e^4 , is made in the form of a transverse opening, longer than the distance between the plates e^5 , so as to allow a lateral motion to the beam D, and thus regulate the width of the furrow-slice. In order to hold the beam to any particular lateral adjustment, I pivot the lever F, having handle f , on a rod, f' , supported on the parallel uprights $f^2 f^2$, which also serve to limit the side motion of the plow-beam. By using wedges or keys on one side of the beam I may hold to any lateral adjustment the plow-beam itself. The lever F is provided with a fast pulley on its side, which is connected by a chain or rope with the beam. By this means I can bear on the lever and raise the plow out of the ground, so as to pass over obstructions. This lever F has a curved or cam head, f^3 , so that when raised into a perpendicular position the plow is prevented from jumping out in stony or hard ground. I may hold the lever in position by means of a hinged or elastic detent operated by the foot and working in notches or teeth on the lever or its pulley; or I may use two iron bolts on the sides near the top, and passing toward each other through the uprights $f^2 f^2$, of which bolts one may be fast and the other adjustable. The pole is fastened under the axle to the bottom of the body-plank C, and also to the front end thereof. I also have a driver's seat on the left of the body C and a small foot-board for the driver's feet.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

1. In sulky-plows, the combination, with the axle A and the plow-beam, of the bar e^2 and the bar E', flanged at $e' e'$, as and for the purpose described.

2. The combination, with a sulky-plow beam pivoted in front and over the axle, of a superposed lever having a short arm or cam, f^3 , which will hold the plow in the ground where the soil is hard or rocky, as set forth.

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

JOSEPH MOSELEY.

Witnesses:

R. DODGE,
J. E. JENKS.