2 Sheets--Sheet 1.

# R. CORETH.

## Plow-Carriage.

No. 163,464. Patented May 18, 1875.

Fig. 1

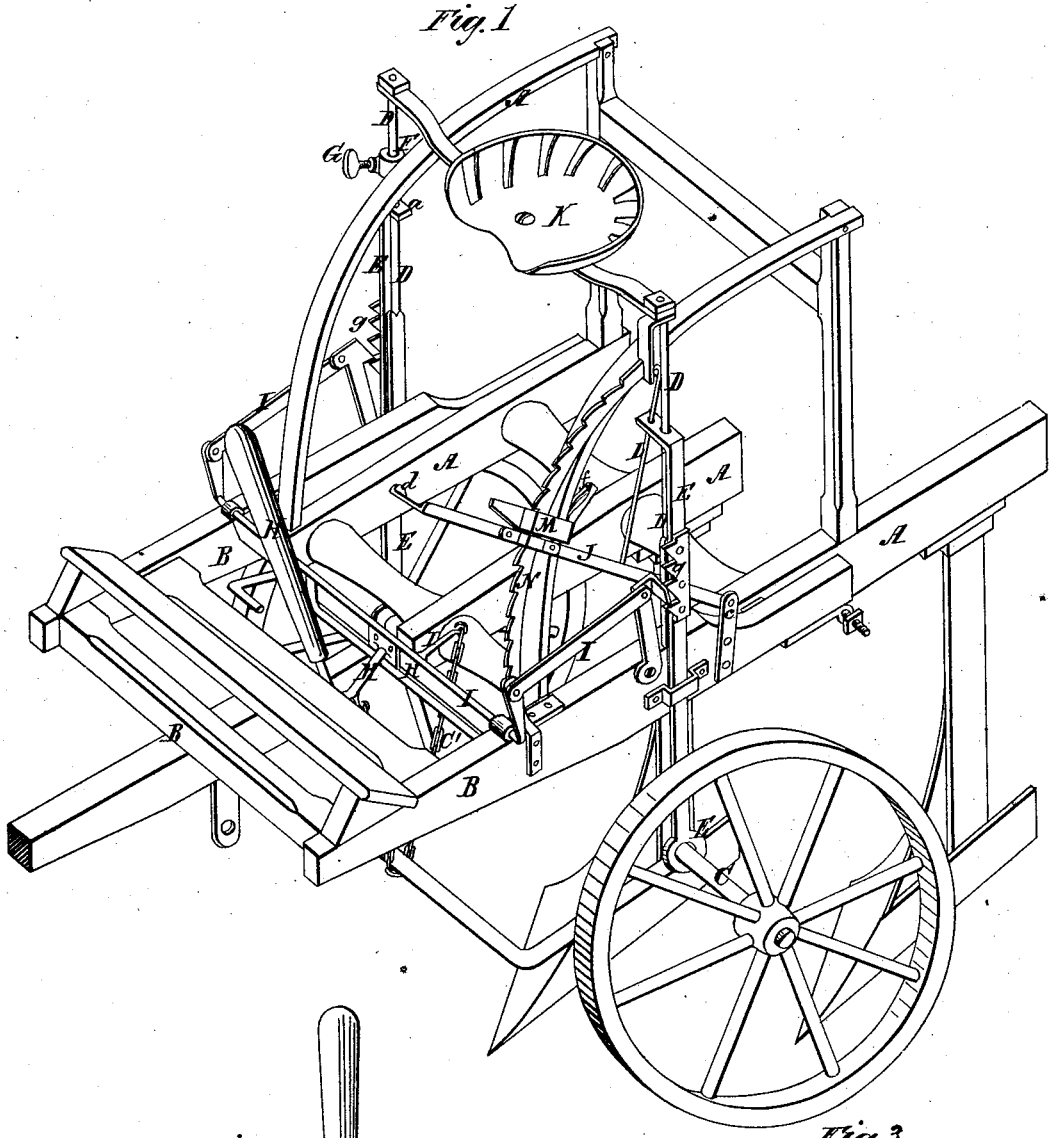



Fig. 2

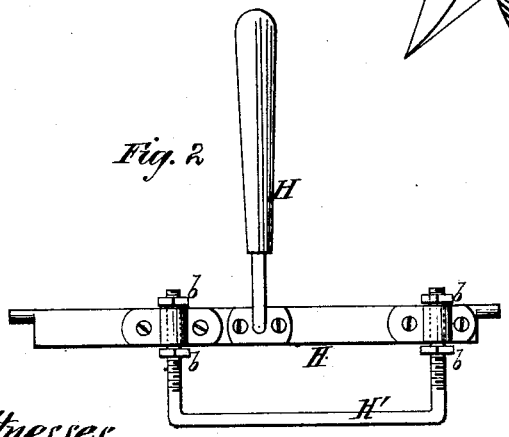
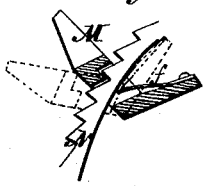



Fig. 3

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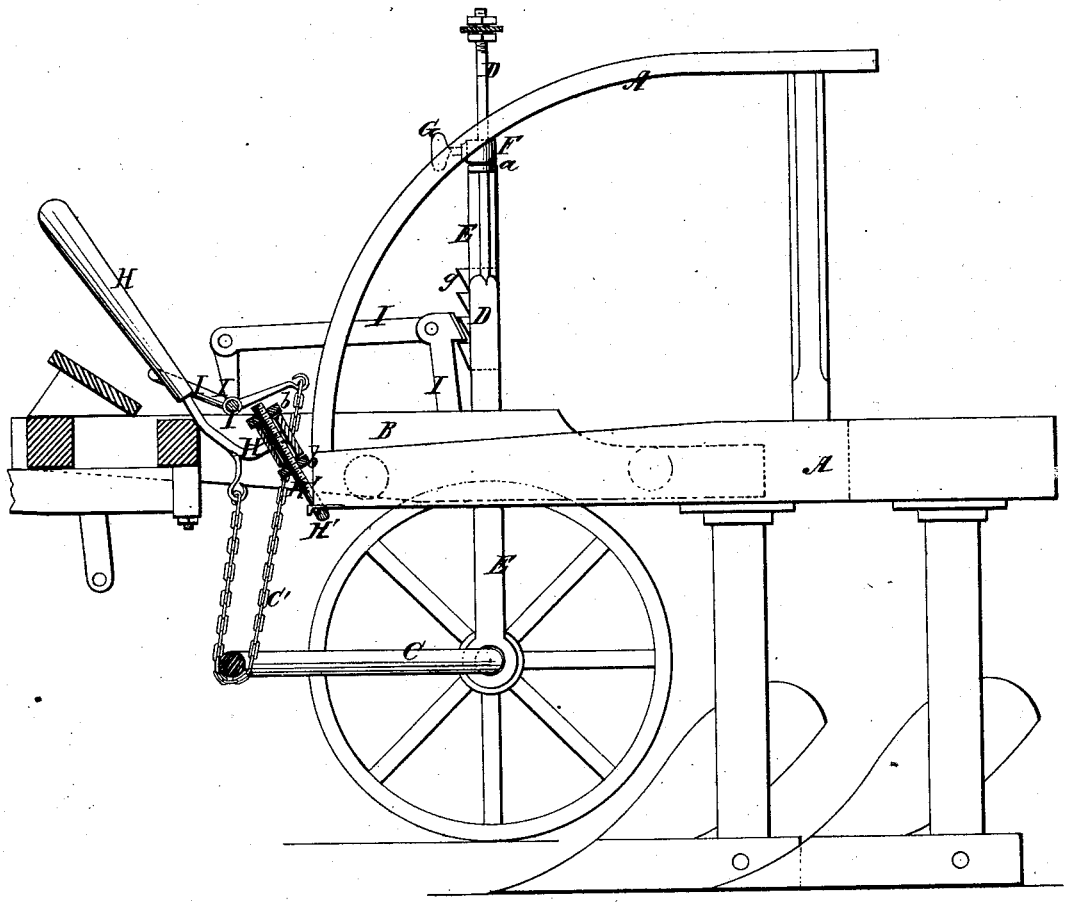
2 Sheets--Sheet 2.

# R. CORETH.

## Plow-Carriage.

No. 163,464. Patented May 18, 1875.

*Fig. 4*

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# UNITED STATES PATENT OFFICE.

RUDOLPH CORETH, OF WEST BELLEVILLE, ILLINOIS.

## IMPROVEMENT IN PLOW-CARRIAGES.

Specification forming part of Letters Patent No. **163,464**, dated May 18, 1875; application filed October 24, 1874.

*To all whom it may concern:*

Be it known that I, RUDOLPH CORETH, of West Belleville, county of St. Clair and State of Illinois, have invented a new and useful Improvement in Wheeled Carriages for Plows; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of my improved wheeled plow-carriage. Figs. 2 and 3 are details of the same; Fig. 4, a longitudinal section.

My present invention is an improvement on wheeled plow-carriages or wheeled plows, patented by me September 5, 1871, and August 26, 1873.

The nature of my invention consists, first, in a combination of parts, whereby the depth of the plowing may be changed without stopping the team, this combination being operated by the driver's foot or hand, accordingly as the forward end of the actuating lever may be constructed and arranged with respect to the other parts and the driver's seat. Second, in a self-locking adjustable stop for gaging the depth at which the plows are to be set for plowing, in combination with the aforesaid parts for adjusting the plows. It consists, third, in a link of the lever, attached to the guiding-piece of the hanger of the axle, so as to slip through said piece, whereby the revolution of the plow-frame with plows is permitted, as will be presently set forth.

A is the plow-frame; B, the carriage-frame; C, the crank-axle, held up by the chain C′; and D D the standards of the carriage-frame, to which the crank-axle is loosely connected by sliding hangers or bearings E E—all these parts combined in essentially the same manner as in my last-named patent, except that the hangers are fitted by an eye-piece, *a*, around the standards, and sliding collars F, having a clamp-screw, G, are fitted upon the standards D D, so as to be adjustable thereon, accordingly as the depth is changed. These collars act as stops, and retain the adjustments made. H is the contrivance for preventing the plow-frame revolving, and, when thrown out of action, permitting the plow-frame to revolve. It is similar to the one in my former patent, except that the staple H′ has screw-threaded ends, and on these ends nuts *b b* are applied, for the purpose of giving a nice adjustment to the plows after they have been adjusted for plowing at the proper depth. By these screws and nuts the points of the plows can be set down, or the plows can be set to run level with the ground. I is the contrivance for locking the hangers or bearings of the crank-axle (at any desired height) to the carriage-frame, and when unlocked, permitting the axle to rise or descend from the under side of the carriage-frame. This device is substantially similar to the plan shown in my last-named patent. J is a lever, pivoted to a bracket of the carriage-frame at *c*. This lever is shown extended forward in front of the driver's seat K, and constructed with a foot-stirrup, *d*, to receive the foot of the driver. Instead of this stirrup a curved neck extending up to the driver's seat may be formed on the lever, so that the driver may grasp it with his hand and operate it. L is a sliding link, connected to the lever by an eye, and passed loosely through a hole in the guiding-piece of one of the bearings or hangers of the crank-axle. This link may be a chain or rod. A similar lever and chain may be applied on the other side of the machine, and if two levers are used they might be connected by a foot-board or rod extending across the machine. M is a gaging stop, fitted to slide upon the notched segment N of the carriage-frame. This stop is constructed to slide and to oscillate on the segment, and it is made to hold under the teeth of the segment N, by means of a spring, *f*, when the hand is withdrawn from it, as illustrated in Fig. 3 of the drawings, in full lines, and to cease its hold when adjusted to the position shown in dotted lines.

The lever and stop act as follows: The stop is set at any desired point on the segment, and the plows are supposed to be then working at that depth, and the lever bearing up against the stop. If it is desired to change the depth the driver depresses the lever J to the foot-board of the carriage, and thereby causes the axle to be lowered and the plows to be raised, the beveled teeth *g* of the bearings or hangers slipping past the locking

pawl or catch of the locking contrivance I when the adjustment is being made. And, now, by slipping down the gaging-stop the adjustment made can be retained as long as desired. When it is desired to have the plow-frame revolve, an extreme adjustment is necessary, and hence it is that the link L is made longer than is required for effecting the adjustment made by the lever J, and it is for this reason that the upper end of the link is left free to slide in the eye-piece of the bearing or hanger of the crank-axle. The improvement herein described enables me to make a much more desirable wheeled plow than heretofore, and, at the same time, retain the benefits resulting from having the plow-frame capable of being revolved entirely around by the power of the team, for the purpose of throwing their frame in contact with a support which holds the plows out of contact with the ground until the carriage-frame has been turned around or moved to a new place for plowing.

What I claim as new is—

1. The combination of the lever J, having a link, L, with the carriage-frame B, having the plow-frame A attached to it, and with the bearing or hanger E of the axle C, substantially as and for the purpose set forth.

2. The combination of the adjustable self-fastening gage-stop M, toothed segment N, the lever J, having a link, L, the carriage-frame B, having plow-frame A attached to it, and the bearing-hanger E of the axle, substantially as described.

3. The link L of the lever J, attached to the guiding-piece of the hanger or bearing E of the axle, so as to slip through said piece, and thus give a longer adjustment than is required for the movement of the lever at the time when the plow-frame is revolving, substantially as and for the purpose described.

RUDOLPH CORETH.

Witnesses:

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