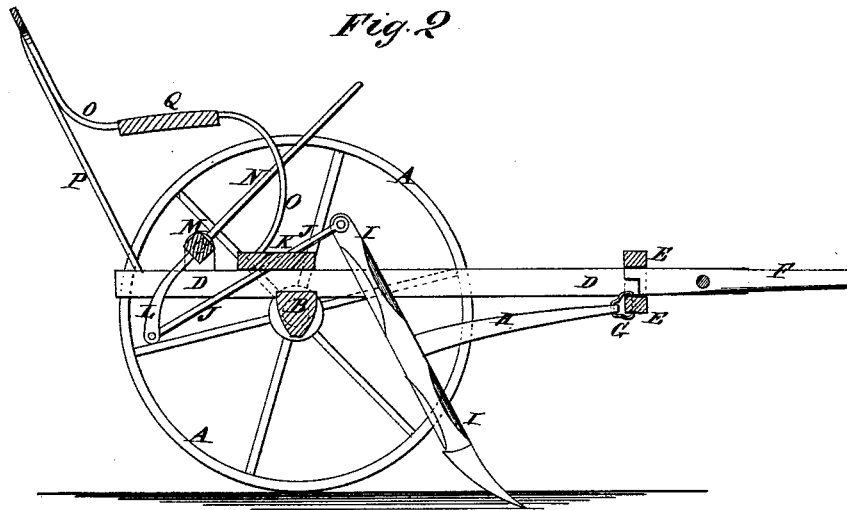
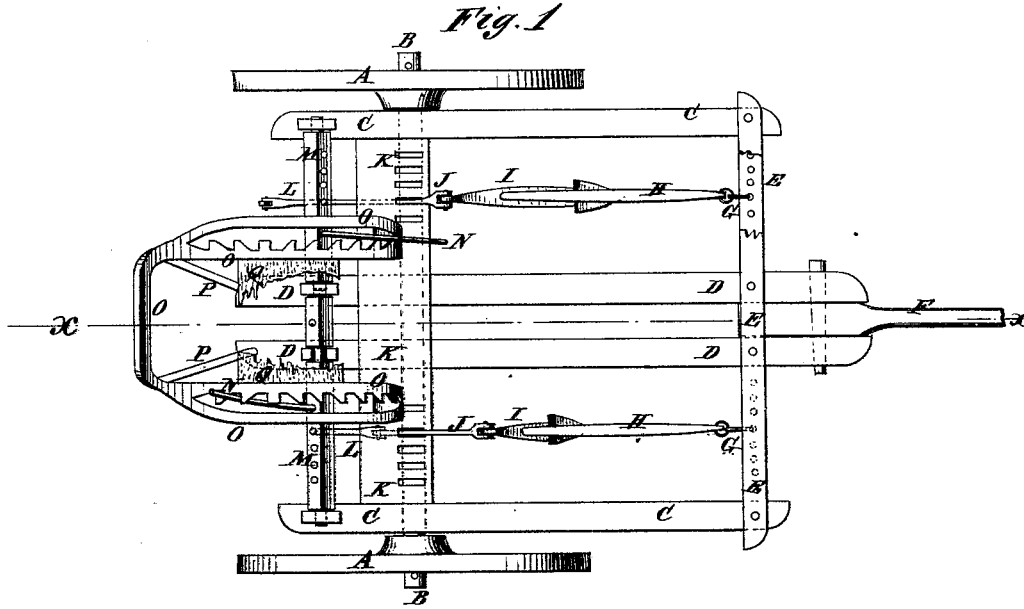


A. HAMILTON.
SULKY PLOW.

No. 181,069.

Patented Aug. 15, 1876.



WITNESSES:
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UNITED STATES PATENT OFFICE.

ALEXANDER HAMILTON, OF HARRISBURG, ARKANSAS.

IMPROVEMENT IN SULKY-PLOWS.

Specification forming part of Letters Patent No. **181,069**, dated August 15, 1876; application filed May 22, 1876.

To all whom it may concern:

Be it known that I, ALEXANDER HAMILTON, of Harrisburg, in the county of Poinsett, and in the State of Arkansas, have invented a new and Improved Sulky-Plow, of which the following is a specification:

Figure 1 is a top view of my improved sulky-plow. Fig. 2 is a vertical longitudinal section of the same, taken through the line x , Fig. 1.

The object of this invention is to furnish an improved sulky-plow, which shall be so constructed that the plows may be readily raised from the ground, drawn back from an obstruction, and adjusted to work at any desired depth in the ground, and which shall be simple in construction and convenient in use.

The invention consists in the combination of the rods, the arms, the shafts, the levers, and the slotted foot-board, with the upper ends of the plow-standards, and with the longitudinal bars of the frame, and in the combination of the slotted and notched curved bars, the braces, and the driver's seat with the levers that control the plows, and with the foot-board and the center bars of the frame, as hereinafter fully described.

A are the wheels, which revolve upon the journals of the axle B. To the axle B, close to the inner ends of the hubs of the wheels A, are attached two bars, C, which form the side bars of the frame, and to the middle part of said axle, and at a little distance from each other, are attached two bars, D, parallel with the side bars C. To the upper and lower sides of the forward ends of the side bars C, and the forward parts of the center bars D, are attached two cross-bars, E. The forward ends of the center bars D project in front of the cross-bars E, and to and between said projecting ends is pivoted the tongue F. The lower cross-bar E has a number of holes formed through it to receive the clevis G, or other coupling for connecting the plow-beams H with said cross-bar, so that the plows may be adjusted wider apart or closer together, as may be desired. To the rear ends of the plow-beams H are at-

tached the standards I, to the lower ends of which are attached the plow-plates. The standards I project above the beams H, and to their upper ends are hinged the forward ends of the rods J. The rods J pass down through transverse slots in the foot-board K, which is firmly attached to the bars C D, and has as many cross-slots formed in it as there are holes in the lower cross-bar E, so that the rods J may be adjusted to correspond with the adjustment of the forward ends of the beams H.

The rear ends of the rods J are pivoted to the downwardly-curved ends of the arms L attached to the short shafts M, which work in bearings attached to the bars C D, and in which are formed as many holes to receive the arms L as there are slots in the foot-board K and holes in the lower cross-bar E, so that the arms L can be adjusted to correspond with the adjustment of the rods J and the forward ends of the beams H. To the shafts M are rigidly attached the lower ends of the levers N, which project through longitudinal slots in the bars O. The lower ends of the bars O are securely attached to the foot-board K, and in them, along the inner sides of their slots, are formed notches or teeth to receive the levers N and hold them in any position into which they may be adjusted.

The bars O curve forward, upward, rearward, and upward, and their upper ends are connected together, or are formed in one piece, and to them are attached the upper ends of the brace-bars P, the lower ends of which are attached to the rearwardly-projecting ends of the center bars D.

Q is the driver's seat, which is attached to the middle parts of the bars O.

If desired, a plow may be arranged between the center bars D, and two or more may be placed in each of the spaces between the bars C D.

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

1. The combination of the rods J, the arms L, the shaft M, the levers N, and the slotted

foot-board K with the upper ends of the plow-standards I, and with the bars C D of the frame, substantially as herein shown and described.

2. The combination of the curved and slotted arms O, having notches or a series of teeth, and connected at their rear ends, by a transverse bar, with the braces P, the seat

Q, the plow-frame, and the plow-raising devices, as and for the purpose set forth.

ALEXANDER HAMILTON.

Witnesses:

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