G. W. WRIGHT.
Sulky-Plow.

No. 205,025. Patented June 18, 1878.

Fig. 1.

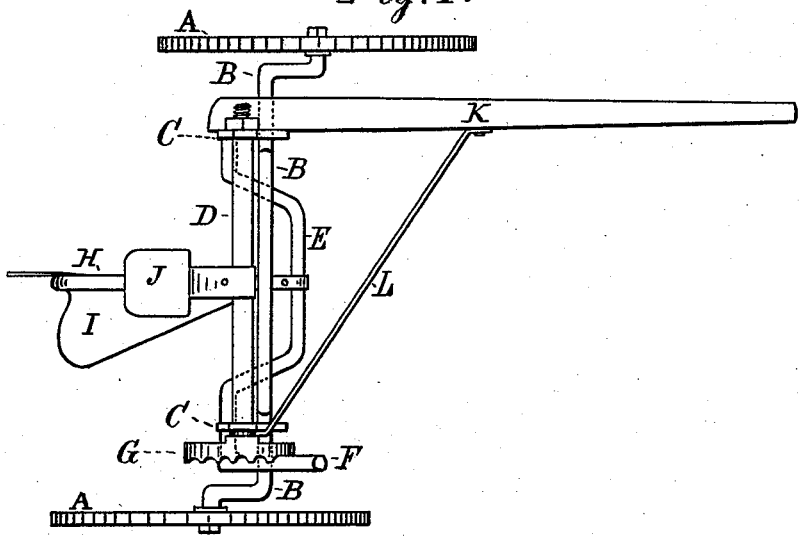
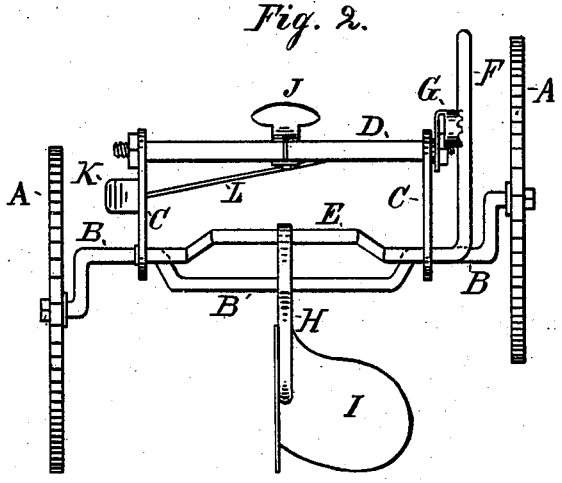


Fig. 2.



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GEORGE W. WRIGHT, OF FISHERSBURG, INDIANA.

IMPROVEMENT IN SULKY-PLOWS.

Specification forming part of Letters Patent No. **205,025**, dated June 18, 1878; application filed April 15, 1878.

To all whom it may concern:

Be it known that I, GEORGE W. WRIGHT, of the town of Fishersburg, county of Madison, and State of Indiana, have invented certain new and useful Improvements in Sulky-Plows, of which the following is a specification, reference being had to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts.

Figure 1 is a top or plan view of a machine embodying my invention. Fig. 2 is a rear view showing one wheel raised higher than the other, as when passing over obstructions or upon the high ground outside of the furrow, as when at work.

The principal object of my invention is to produce a sulky-plow in which the wheels may follow all the irregularities of the ground without in any way disturbing the level of the other parts, or, in other words, to make the plow automatically adjustable. It also consists in an improved mounting for the plow, and in so constructing and bracing the frame-work as to make a very strong machine without superfluous weight. These objects are fully accomplished by the invention contained in the machine hereinafter more fully described.

In the drawings, A A are the wheels, which may be of any suitable construction. B is the axle-tree, which is constructed with certain angles peculiar to itself, by which the object first named is accomplished. C C are uprights, which rest upon the axle, and which form a support for the other frame-work of the machine. D is a cross-bar, connecting the upper ends of the uprights C C, and upon which the driver's seat is placed. E is a bent bar, to which the plow-beam is attached, and by which the depth to which the plow shall enter the earth is regulated. F is a lever, by which the bar E is operated to regulate the plow. G is a rack, with the notches of which the lever F engages, and by which it is held in position. H is the plow-beam. I is the plow. J is the driver's seat. K is the pole or tongue, which serves the usual office of a tongue, and which is attached to some suitable point upon one side of the machine. L is a brace or stay rod, running from the opposite side of the machine to that to which the tongue is attached to a suitable point upon the tongue, which it thus relieves of the heavy sidewise strain to which it would otherwise be subject.

The most peculiarly-distinguishing feature of my invention is the form of the axle B, by which the self-adjustability of the machine, as hereinbefore stated, is secured. To accomplish this result, the axle is constructed with several peculiar bends, which are fully shown by the drawings. Of these bends, the central one, or the arch, is of no significance in this connection, being formed merely to give room for the plow; but it will be noticed that, as soon as the axle passes through its bearings in the upright pieces C C, its ends are turned to right angles with itself for a distance about equal to one-fourth the diameter of the wheels, and then resume their original course for a sufficient distance to form the bearings for the wheels. It will also be noticed that while these turns are both at right angles with the general course of the axle-tree, they are also turned in opposite directions from each other.

This construction, when the weight is evenly balanced, which can easily be done by adjusting the driver's seat, will keep the sulky always level and at about the same height from the ground, as the wheels, in running over obstructions or sinking into depressions, will, instead of tilting the sulky to one side, turn the cranks formed on the axle by the bends hereinbefore described, in such a manner that the height and level of all the other parts will remain undisturbed. The bends in the axle also permit one of the wheels to lag behind the other, which is of great convenience in turning the plow.

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

1. An axle constructed with its wheel-spindles on different sides of and parallel with itself, in combination with a frame-work loosely mounted thereon, so that said frame-work may always retain its level independently of the position of the wheels, substantially as herein shown and specified.

2. In combination with an axle, substantially as described, and a frame-work loosely mounted thereon, a laterally-adjustable driver's seat, by which an accurate balance is maintained, substantially as herein shown and specified.

In witness whereof I have hereunto set my hand and seal at Fishersburg, Indiana, this 11th day of April, A. D. 1878.

GEORGE W. WRIGHT. [L. S.]

In presence of—
DAVID CONRAD,
GEORGE W. MILLER.