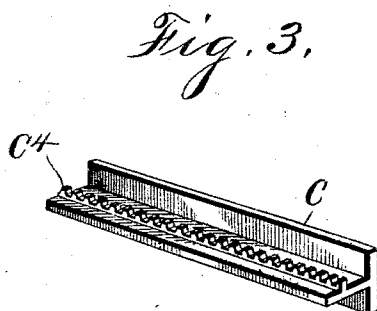
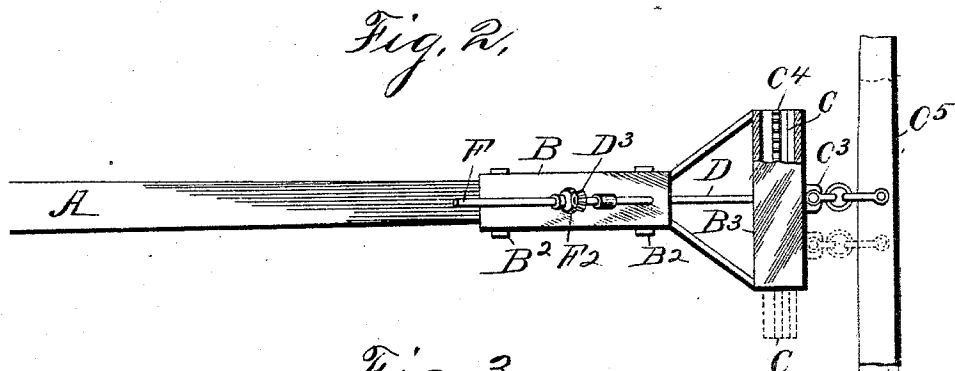
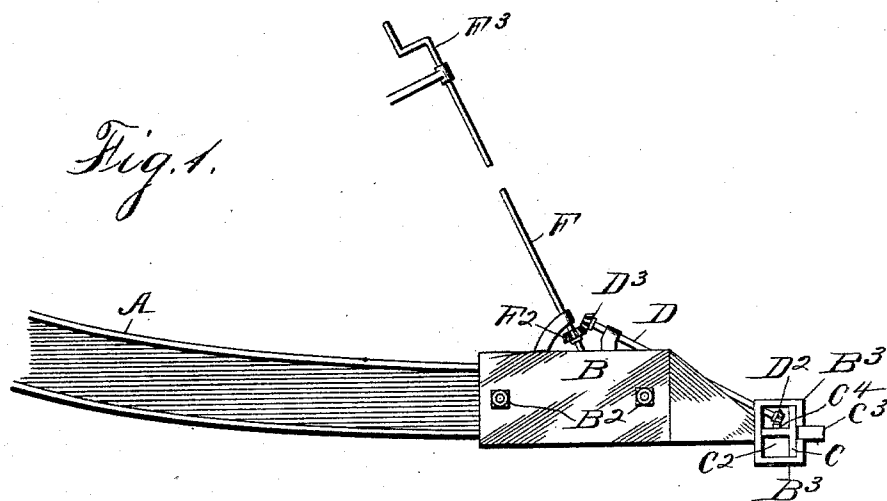


J. S. HOGAN.
PLOW CLEVIS.

No. 565,079.

Patented Aug. 4, 1896.



Witnessed:
W. J. Tankey,
Robert C. Orwig.

Inventor: Joseph S. Hogan,
By Thomas C. Orwig, Atty.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

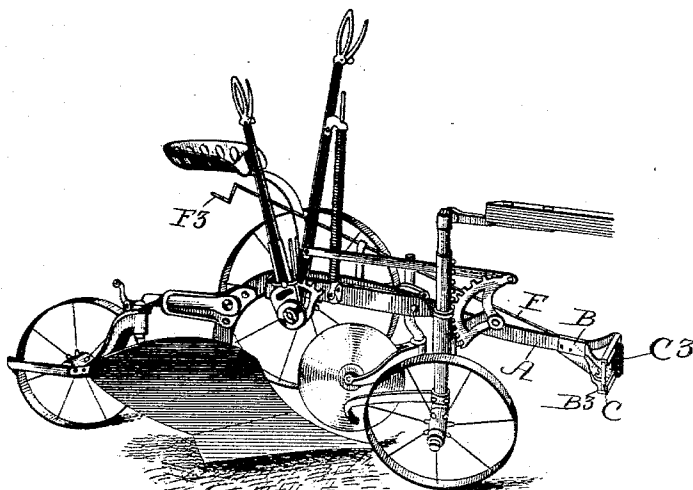
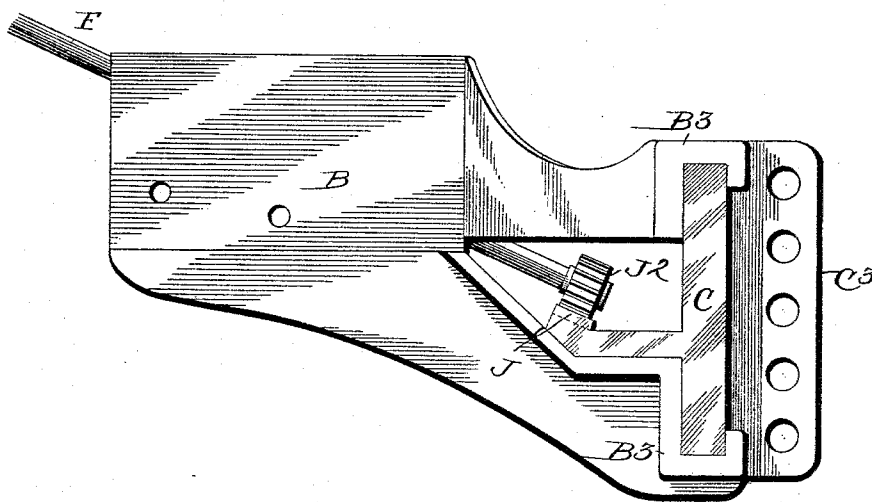


Fig. 5.



Witnesses: { Inventor: Joseph S. Hogan,
W. J. Dankey, {
R. S. Orwig. { By Thomas C. Orwig, J. Ralph Orwig,
Attorneys.

UNITED STATES PATENT OFFICE.

JOSEPH S. HOGAN, OF MENLO, IOWA.

PLOW-CLEVIS.

SPECIFICATION forming part of Letters Patent No. 565,079, dated August 4, 1896.

Application filed April 13, 1895. Serial No. 545,661. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH S. HOGAN, a citizen of the United States of America, residing at Menlo, in the county of Guthrie and State of Iowa, have invented an Improved Sulky-Plow, of which the following is a specification.

Heretofore sulky-plows have proven objectionable on hilly ground, due to the fact that on a hillside the furrows would be made narrower than on the level, and thus irregular furrows would be formed.

My object is to provide means whereby the plow may be governed while in motion by a person riding on the plow, so that the plow will run more to land as it approaches a hillside, and thus equalizing the width of the furrows, and, further, when the first furrow has been started crooked the succeeding furrows may be straightened by adjusting the clevis when the plow is being advanced over the field.

My invention consists in the arrangement and combination of parts as hereinafter set forth, pointed out in my claim, and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a plow-beam with clevis-adjusting mechanism attached thereto. Fig. 2 is a top or plan view of the same. Fig. 3 is a detail perspective view of the part to which the whiffletree is attached. Fig. 4 is a perspective view of the complete sulky-plow. Fig. 5 is a side elevation of a slightly-modified form of the part adapted to be fixed to and supported by the front end of the plow-beam.

Referring to the accompanying drawings, the reference-letter A is used to indicate a plow-beam.

B indicates a cast-metal socket designed to be fitted to the end of the beam and secured thereto by bolts B¹. On the forward end is an angular formation B³, extending at right angles to the beam and having a horizontal slot in its front edge.

C indicates the clevis proper, composed of a T-iron designed to be placed within the angular opening C² and capable of sliding longitudinally therein. C² indicates a perforated lug on its front surface, adapted to extend through the slot in the front of the part B³, and C⁴ indicates a rack formed on the top of the horizontal part of the iron C. C⁵ in-

dicates a whiffletree connected with the perforated lug C³.

D indicates a short shaft-section having bearings in the socket A and provided with a bevel gear-wheel D² on its lower end to mesh with the rack C⁴, and also a bevel gear-wheel D³ on its upper end.

F indicates a shaft mounted in suitable bearings supported by the plow-beam and having a bevel-gear F² on its lower end to mesh with the wheel D³ and a crank F³ on its rear end located in convenient proximity to the driver's or operator's seat.

In the modified form shown in Figs. 4 and 5 a rack J is provided and inclined upwardly and rearwardly, and a pinion J² fixed to the end of the shaft D to take the place of the bevel-gear D². Furthermore, the projection in the front of the sliding member C is elongated vertically and provided with a series of perforations whereby the line of draft may be adjusted vertically.

It is obvious that by a rotation of said crank the part C, together with the whiffletree, is moved laterally relative to the plow-beam, and may be moved readily in either direction by a person on the seat above the rear end of the same beam. The width of a furrow may be regulated accurately and changed to different widths by turning the crank on the end of the shaft that terminates in proximity to the seat and within reach of the operator on the seat.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent of the United States therefor, is—

An improved clevis for plows, comprising a suitable socket designed to be placed on a plow-beam and having a tubular formation on its front end at right angles to the beam, a T-iron therein having a rack on its rear extension, means for attaching a whiffletree to its forward surface, a shaft having bearings in the socket, a gear-wheel on each end of the said shaft and a shaft having a gear-wheel thereon to apply power to the aforesaid shaft, substantially as and for the purposes stated.

JOSEPH S. HOGAN.

Witnesses:

W. H. HOGAN,
F. C. FRITZ.