DURANT & BUCKLEY.

Wheel-Plow.

No. 46,550. Patented Feb. 28, 1865

Fig. 1.

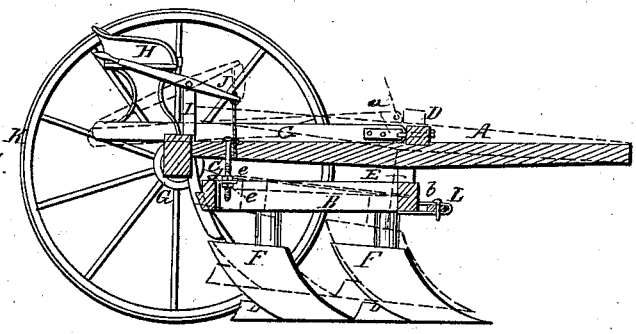
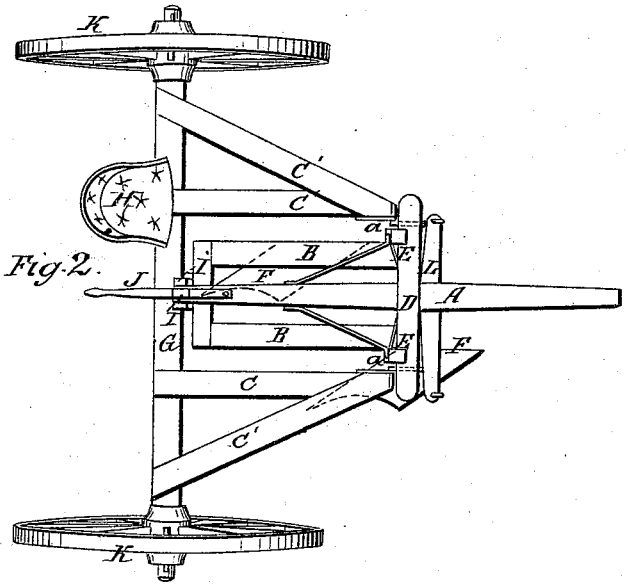


Fig. 2.



Witnesses
Ed Bartlett
N. W. Barlow.

Inventors.
A. P. Durant
Jethro Buckley — By their Atty
Amos Woodbury.

UNITED STATES PATENT OFFICE.

A. P. DURANT AND D. M. BUCKLEY, OF ATLANTA, ILLINOIS.

IMPROVEMENT IN WHEEL-CULTIVATORS.

Specification forming part of Letters Patent No. **46,550**, dated February 28, 1865.

To all whom it may concern:

Be it known that we, A. P. DURANT and D. M. BUCKLEY, of Atlanta, in Logan county, and State of Illinois, have invented certain new and useful Improvements in Wheel-Cultivators; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making part of this specification, in which—

Figure 2 is a top view of our said machine, and Fig. 1 a vertical longitudinal section through the same.

This invention relates to that class of cultivators known as the "wheel" or "sulky" variety; and it consists in a novel method of swinging and adjusting the plows in front of the axle of the machine.

To enable others skilled in the arts to which our invention appertains to make and use the same, we will proceed to describe the nature and extent of our improvement.

Similar letters of reference represent corresponding parts in the different figures of the annexed drawings.

The wheels and axle-tree are of the ordinary construction, and need no special description.

The main frame of the machine, to which the plow-frame is suspended, consists of four pieces of timber, *c c'*, firmly secured to the axle-tree, and arranged to project in front thereof and hinge to a cross-tree, D, firmly secured to the tongue of the machine in the manner shown. To this cross-tree D and to the rear end of the tongue C the plow-frame B B is attached, the rear end by means of an adjusting-screw, *e*, which passes through a bracket, *d*, to which it is secured by means of jam-nuts *e e*, in the manner shown, the top end of said screw being firmly fixed in the tongue. The front end of said plow-frame is secured to a pair of arms, E, which project downward from the ends of the cross-tree, in the manner shown. By these means it will be seen that the rear end of the plow-frame can be adjusted so as to regulate the dip of the plows.

The plows are raised out of the ground and lowered into it again by means of a lever, J, attached to the rear end of the tongue, said lever being arranged at the side of the driver's seat H and fulcrumed in the top of a pair of guide-pieces, I, between which the rear end of the tongue and the rear end of the plow-frame are both guided and held in their proper lateral position, there being a short projection made on the back end of the plow-frame, to fit between said guide-pieces, both of which are firmly fixed to the axle-tree. Now, the front end of the tongue being held in the neck-yoke of the team, when the lever J is pressed down the front end of the frame *c c'* will rise around the axle-tree as a center, and the rear end of the plow-frame B B will rise around the pivots *a a* as a center, thus lifting the two plows F F out of the ground at one time and about the same distance.

The double-tree L, to which the team is applied, is fixed to the front end of the plow-frame, so as to apply the power directly to the plows and relieve the main frame and its attachments to the plow-frame of the stress which would otherwise come upon it in forcing the plows forward through the ground.

Having now described the construction and operation of our invention, what we claim, and desire to secure by Letters Patent, is—

The plow-frame B B, when arranged under the main frame in front of the axle-tree and the power applied directly thereto, and when attached, adjusted, and operated in relation to the main frame substantially as set forth.

A. P. DURANT.
D. M. BUCKLEY.

Witnesses:
J. H. JANUARY,
JOHN FINCH.