

A. W. TUCKER.
Plow.

No. 220,446.

Patented Oct. 7, 1879.

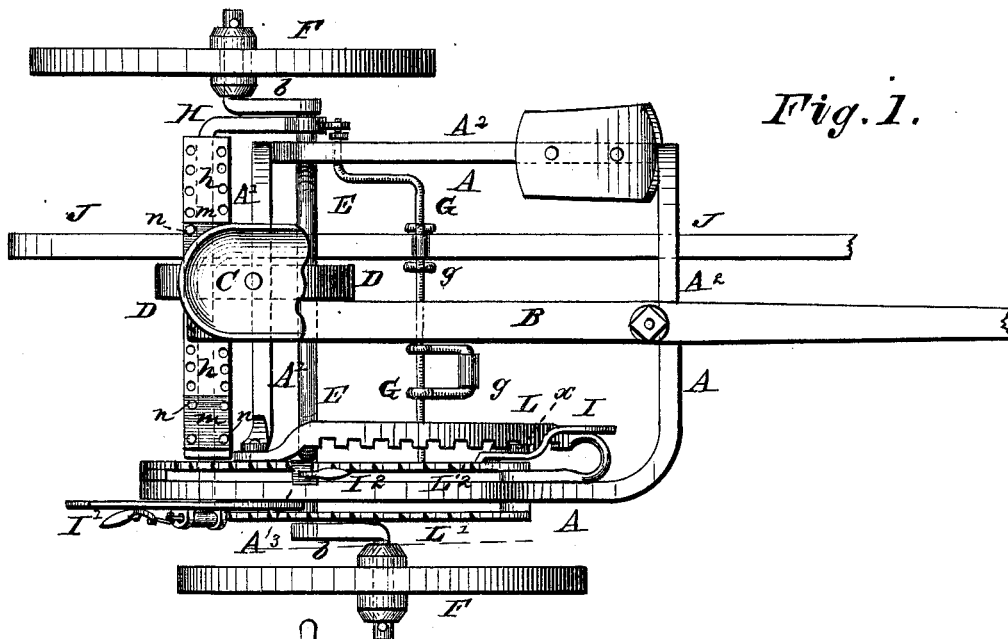


Fig. 1.

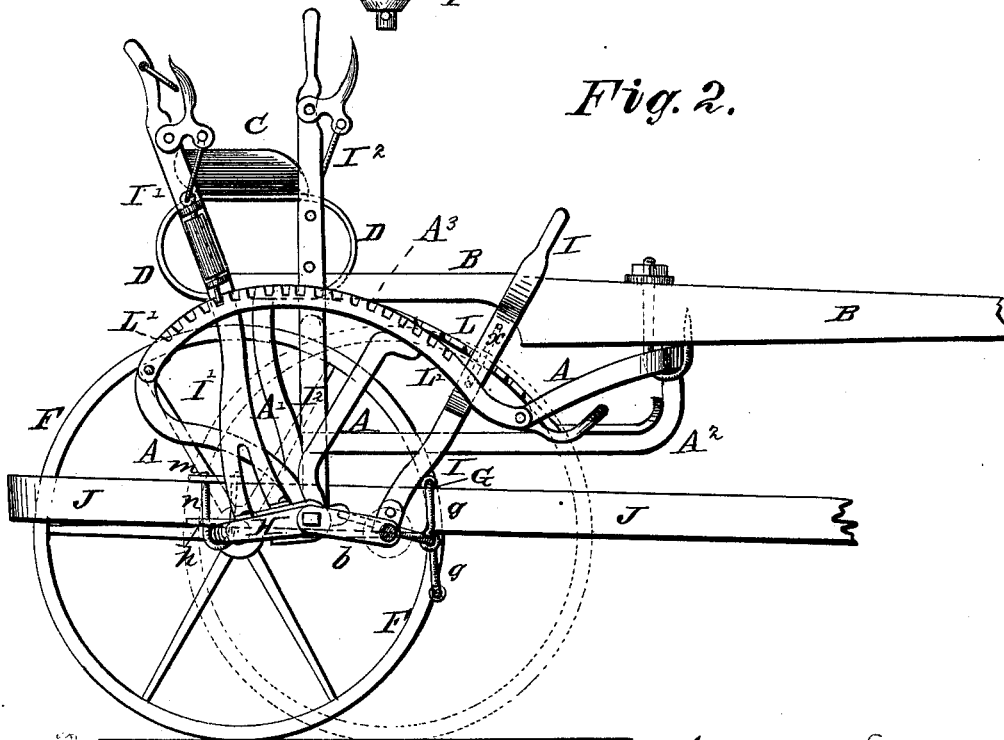


Fig. 2.

Witnesses:

P. L. Dietrich
Jno. A. Blockman.

Argyle W. Tucker.
Per *C. H. Watson & Co.* Attorneys.

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Fig. 3.

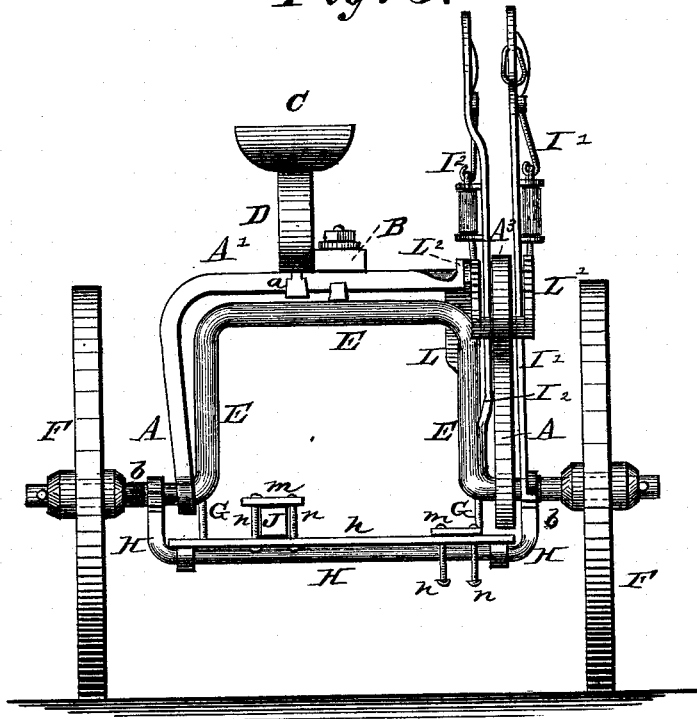
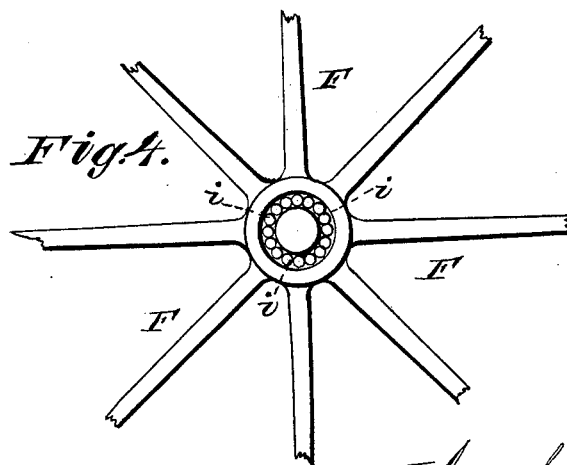


Fig. 4.



Witnesses:
P. C. Dieterich
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UNITED STATES PATENT OFFICE.

ARGYLE W. TUCKER, OF WAXAHACHIE, ASSIGNOR TO GEORGE F. ALFORD,
OF DALLAS, TEXAS.

IMPROVEMENT IN PLOWS.

Specification forming part of Letters Patent No. **220,446**, dated October 7, 1879; application filed
July 18, 1879.

To all whom it may concern:

Be it known that I, ARGYLE W. TUCKER, of Waxahachie, in the county of Ellis and State of Texas, have invented certain new and useful Improvements in Plows; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to sulky-plows; and it consists in certain peculiarities of construction, as will be hereinafter more fully set forth, and pointed out in the claims.

In the annexed drawings, Figure 1 is a plan view, and Fig. 2 a side elevation, of a sulky-plow embodying my improvements. Fig. 3 is a rear elevation, and Fig. 4 a detail view, of my invention.

A represents the frame of the sulky, constructed substantially as shown, or in any other suitable manner that will make the same strong and durable, and at the same time light. B is the tongue, adjustably secured to the frame by suitable fastening devices. C is the driver's seat, attached to a circle-spring, D, which is fastened by a clip, *a*, to the frame above the axle, and is adjustable on the frame to either side of sulky, so that it can be moved close to the levers if wanted. E is the arched axle, which is made sufficiently wide in the bow to receive one or more plows under it, as may be required.

On each end of the axle E is a crank, *b*, for receiving the wheel F. These cranks are reversible, so that one may extend forward and the other back, or both forward or both back, as required.

In the hub of each wheel F are a number of anti-friction rollers, *i i*, surrounding the spindle, to make the machine run easy and light.

On the ends of the axle E are hinged the ends of two bails or clevises, G and H, one extending forward and the other back, and

each bail or clevis provided with a lever for operating the same, the said levers being marked, respectively, I and I¹.

On the front clevis, G, are clips *d*, for receiving the front ends of the plow-beams J, and for holding the same securely in position. On the rear clevis, H, is attached a perforated bar, *h*, and the plow-beam J is held thereto by a top plate, *m*, (over each beam,) and bolts or rods *n*, whereby the plow-beam may be adjusted laterally as well as set at any desired inclination.

The plow-beam is thus supported upon two bails or clevises, which work separately or independently of each other, so that either end of the plow can be raised or lowered, as required.

I² is the lever attached to the axle for throwing the same up or down for raising and lowering the wheels. The levers I¹ I² work on opposite sides of one side bar of the frame, between the same and their respective rack-bars L¹ L², which are secured to the frame. These levers have spring-pawls *p*, to take into the notches of the rack-bars and hold the levers stationary. The lever I has a side projection, *x*, which takes into a side rack, L, for holding the same.

In the construction of the frame A, I prefer to make the same in two pieces, one part, A¹, being in the form of an L, and constituting the top and one side of the frame. The other part, A², is bolted to the lower end of the part A¹, and extends forward a suitable distance, when it is turned upward and across to the opposite side, where it turns backward again, and is curved, as shown at A³, and the extreme end curved downward and forming the bearing for that end of the axle. The upper end of the part A¹ is bolted to the rack L², the two racks L² L¹ being fastened on opposite sides to the curved parts A³ of the frame.

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

1. The combination of the arched axle E with opposite crank-spindles *b*, reversely adjusted by lever I², and wheels F, with rollers

i in their hubs, substantially as and for the purposes herein set forth.

2. The combination of the arched axle E, rocked by the lever I², the two independent bails or clevises G H, levers I I¹, and rack-bars L L¹, all constructed and arranged substantially as and for the purposes herein set forth.

3. The combination, with a sulky-frame, of one or more plow-beams, J, front clevis, G, with clips *g*, rear clevis, H, with plates *h m* and

bolts *n*, and the operating-levers I I¹ I², substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

ARGYLE W. TUCKER.

Witnesses:

W. B. SORLEY,
W. A. BAXTER,