T. A. BLANCHARD.
Plow.

No. 196,184. Patented Oct. 16, 1877.

Fig. 1.

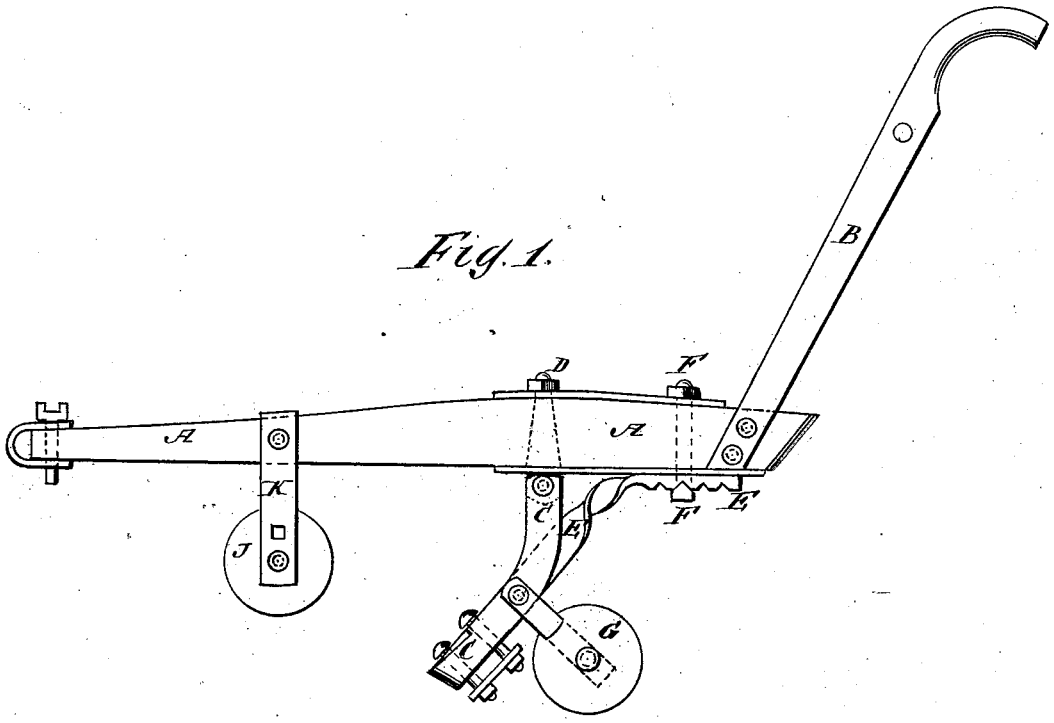


Fig. 2.

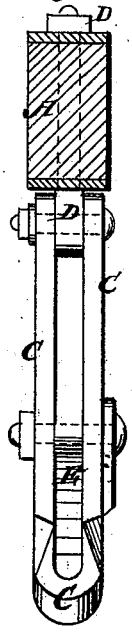


Fig. 3.

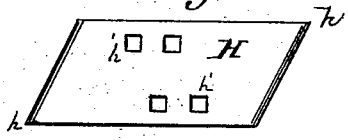
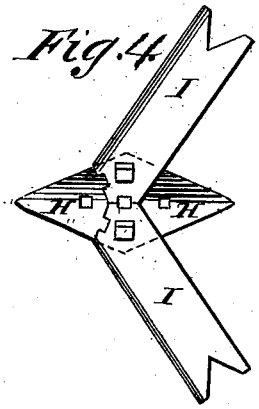


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

THOMAS A. BLANCHARD, OF APPLING, GEORGIA.

IMPROVEMENT IN PLOWS.

Specification forming part of Letters Patent No. **196,184**, dated October 16, 1877; application filed August 18, 1877.

To all whom it may concern:

Be it known that I, THOMAS A. BLANCHARD, of Appling, in the county of Columbia and State of Georgia, have invented a new and useful Improvement in Plows, of which the following is a specification:

Figure 1 is a side view of my improved plow-stock, the plow-plate being removed. Fig. 2 is a front view of the same, the beam being shown in section. Fig. 3 is a detail view of the turn-plow plate. Fig. 4 is a detail view of the sweep.

Similar letters of reference indicate corresponding parts.

The invention will first be described in connection with the drawing, and then pointed out in the claims.

A represents a plow-beam, to the rear end of which the handles B are attached. C is the plow-standard, which is formed of a bar of iron bent into U form, with its arms parallel with each other, and at such a distance apart as to receive the plow-bolts between them. The standard C, at a distance from its upper end equal to one-third of its length, is bent forward, as shown in Fig. 1, which bend, being nearest the upper end, makes the plow less liable to choke. The upper ends of the arms of the standard C are pivoted by a bolt to the eye of an eyebolt, D, that passes up through the beam A, and is secured in place by a nut screwed upon its upper end.

E is a brace the lower part of which is bent at right angles, and is pivoted at its angle to and between the arms of the standard C by a bolt. The upper part of the brace E is bent to the rearward, so as to extend along the under side of the beam A, to which it is secured by a cross-head bolt, F, which passes up through a hole in the beam A, and has a nut screwed upon its upper end. The brace E runs under the ends of the handles B, and prevents them from getting loose.

The bolt F passes through a longitudinal slot in the upper part of the brace E, and has the inner side of the arms of its cross-head made V-shaped to fit into notches in the outer side of the brace E, so that the pitch of the standard C may be adjusted by loosening the cross-head bolt F and moving the brace E. The lower arm of the brace E projects to the rearward, and to its end is pivoted a wheel, G, which rolls along the bottom of the furrow, and acts as a bar to give steadiness of motion and ease of control to the plow, without increasing the friction, but decreases the draft to some extent. The plow-plate H is secured to the lower part of the standard C by two bolts, which pass through holes in said plow-plate, through the slot of the standard C, through holes in a long washer placed upon the rear side of the said standard, and have nuts screwed upon them.

Turn-plows, shovel-plows, scooters, or any other desired kind of plow may be used, as the work to be done may require. The plow-plates H are made with points at each end, so that when one point becomes worn or broken they may be reversed and the other point used.

I are the sweep-wings, the forward ends of which are beveled off upon each corner, and in the middle parts of the bevels are formed notches, which, when the bevels of the two ends are brought together, form a hole to receive one of the bolts by which the sweep is secured to the standard C. The wings I are secured at their inner ends to a plow-plate, H, by screws or bolts. The outer ends of the wings I are cut square across and notched, which allows the wings to run closer to plants, the dirt passing through the notches sufficiently to prevent the plants from being covered. By this construction, the wings I can be readily adjusted upon the plow-plate H, so that the sweep may be reversed as either edge becomes worn.

J is the gage-wheel, which is pivoted to and between the arms of a U-strap, K. The U-strap K is passed over and bolted to the forward part of the plow-beam A. Several holes are formed in the arms of the strap K to receive the pivoting-bolt of the wheel J, so that the said wheel may be adjusted higher or lower to cause the plow to work at the desired depth in the ground.

The handles being attached near the rear end of beam, and converged so as to come nearly together at the lower side of beam, I extend the brace E under their ends, giving them a firm support directly, or by an intervening plate. The strain being thus taken off

the cross-bolts to a very great extent, a very secure fastening is obtained.

What I claim as new is—

1. The combination, with the handles B bolted to and near the end of beam, of the slotted brace E, extended along the bottom of beam and under the ends of handles, as and for the purpose set forth.

2. A reversible sweep, consisting of wings I, beveled and notched in front and attached to the plate H, as shown and described.

3. The reversible wing I of a sweep, notched at the outer end, as shown and described, to allow the end of wing to pass close to the plants without danger of covering them with dirt.

THOMAS A. BLANCHARD.

Witnesses:
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