

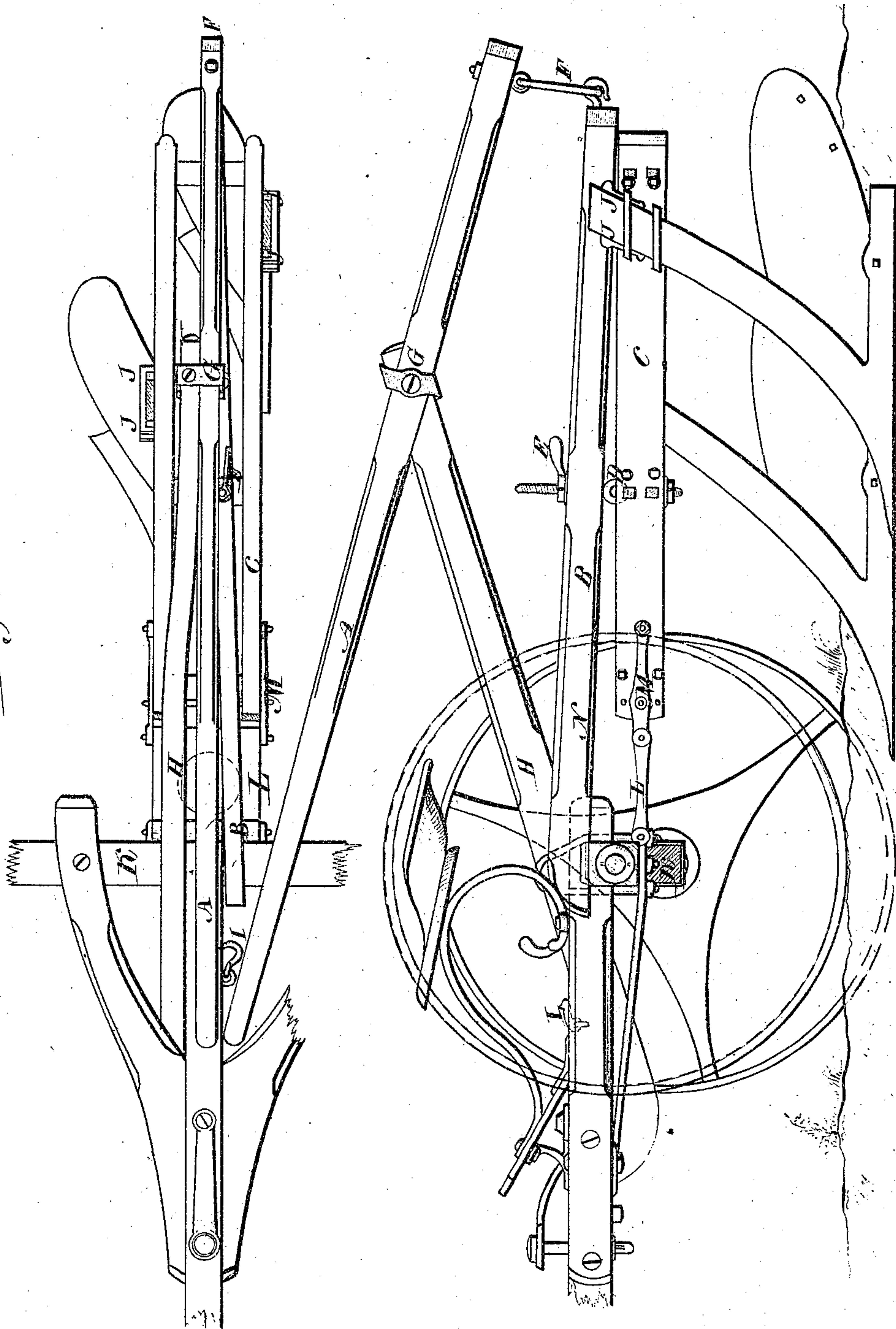
THOMPSON & KENADY.

Gang Plow.

No. 95,539.

Patented Oct. 5, 1869.

*Fig. 1.*



*Witnesses.*

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# UNITED STATES PATENT OFFICE.

J. N. THOMPSON AND WILLIAM KENADY, OF BEMPASSI, ASSIGNOR TO D. W. FRARY, OF PORTLAND, OREGON.

## IMPROVEMENT IN GANG-PLOWS.

Specification forming part of Letters Patent No. 95,539, dated October 5, 1869.

*To all whom it may concern:*

Be it known that we, J. N. THOMPSON and WILLIAM KENADY, of the town of Belpassi, in the county of Marion, in the State of Oregon, have invented a new and Improved Gang-Plow; and we do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings and the letters and figures of reference marked thereon.

The particular purpose of the invention is to cheapen the construction of gang-plows by dispensing with a considerable portion of iron-work commonly used, and providing a tool that any farmer, with the help of a country smith, can construct in short time at his leisure while he may be idle at home, making it as simple and effective as those of more costly construction.

The mechanism is chiefly of wood, and consists of the parts described below, to wit:

Figure 1 is a plan. Fig. 2 is an elevation.

A is a lever by which the plows are thrown out of ground and elevated on the wheels preparatory to leaving work. B is another lever, constructed as follows: Its larger end resting on the axle K in such a way that it can advance forward or backward, as circumstances require, about its middle point a swivel-joint, D, is made, which is firmly fastened to the plow-frame C. The upper part of this swivel is provided with a nut and screw, E, which, by screwing or unscrewing, raises or lowers the depth of furrow. In this it is partly assisted by the clevis M and the adjusting-holes above and below. The ends of the clevis M are secured to the axle by a link, L. The rear end of this lever B is connected with the lever A by a link, F. The lever A

has a fulcrum, G, on a beam, H, at the upper rear end of the same. The fore end of this beam H passes under the "hounds" and over the axle K, to which it is fastened. Besides the clevis M and nut and screw E, the plows have another adjustment by means of keys J, inserted in the upper "staples" on the plow-frame C, elevating or lowering their (plow) points, thereby making them run properly in any depth of furrow that may be desired.

Operation: The driver, sitting in his seat, takes hold of the lever A and presses it down under his feet toward the fastening-hook I. The first result of this motion is to throw the clevis M against the point N in the lever B. This throws the plows out of ground, and by continuing this downward pressure on the lever A (the plows being now out of ground) the plows are raised clear of the ground and are ready to leave the field, as soon as the end of the lever A is fastened down by the hook I.

An ordinary pair of fore wheels of a wagon will answer the purpose for a truck, and the farmer can take two common plows, unstock them and place them on this frame C, and be at no expense other than making the two levers, with their joints and links and the hook I, with the beam H.

We claim—

The levers A and B, the swivel-joint D, nut and screw E, link F, fulcrum G, beam H, and hook I, together with the adjusting-keys J, or their equivalents, substantially as described, and for the purpose set forth.

J. N. THOMPSON.

WILLIAM KENADY.

Witnesses:

L. H. POUJADE,  
J. P. POUJADE.