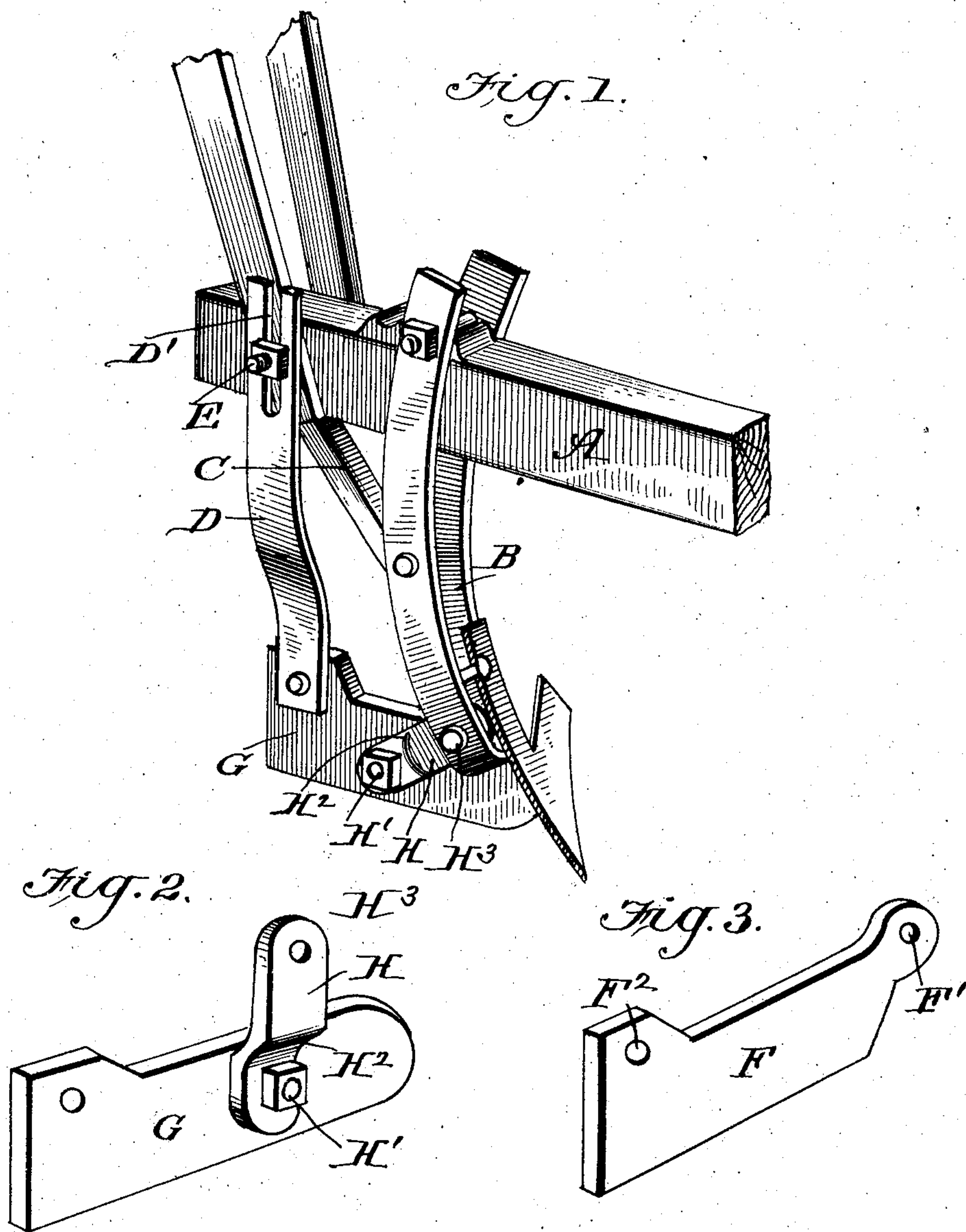


No. 790,161.

PATENTED MAY 16, 1905.

E. M. TOUTCHTONE.
HEEL SLIDE FOR PLOWS.
APPLICATION FILED JULY 21, 1904.



WITNESSES:
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ED MANING TOUTCHTONE, OF VALDOSTA, GEORGIA, ASSIGNOR OF ONE-HALF TO JAMES LITTLETON WILKES, OF VALDOSTA, GEORGIA.

HEEL-SLIDE FOR PLOWS.

SPECIFICATION forming part of Letters Patent No. 790,161, dated May 16, 1905.

Application filed July 21, 1904. Serial No. 217,508.

To all whom it may concern:

Be it known that I, ED MANING TOUTCHTONE, a citizen of the United States, residing at Valdosta, in the county of Lowndes and State of Georgia, have made certain new and useful Improvements in Heel-Slides for Plows, of which the following is a specification.

My invention is an improvement in heel-slides for plows; and it consists in certain novel constructions and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a plow provided with my improvement, portions of the handles and of the beam being broken away. Fig. 2 is a detail perspective view of the heel and its front link; and Fig. 3 shows a somewhat different form of heel, in which the front link is omitted.

By my invention I seek to provide a novel form of heel which can be readily applied to any of the ordinary forms of plows now commonly used—such, for instance, as the "Georgia ratchet," the "Avery," and any other form of plow-stock that works without a heel.

In the construction shown the beam A has connected with it the standard B, braced by the strut C and adapted at its lower end to receive the plow-shovel and the front end of the heel. An upright or brace D connects adjustably at its upper end with the plow-frame, being usually secured by the handle-bolt E, operating in a slot D' in the upper end of the upright D, such upright being adapted at its lower end for connection with the rear end of the heel and being capable of adjustment, so it can be raised and lowered in order to adjust the heel so it can be regulated to run the plow a uniform depth. In Fig. 3 I show a heel F, formed in one piece, bolted at its front end at F' to the standard and at its rear end at F² to the lower end of the upright or brace D. By this construction it will be noticed the rear end of the heel may be adjusted up and down to any desired point to regulate the depth of the run of the plow. In Figs. 1 and 2 I show the heel as composed of a main bar or plate G and a front link H, the latter being pivoted at one

end at H' to the main plate, being offset between its ends at H² and having its front end secured at H³ to the standard, such front end of the link being preferably fitted within the standard or between the side plates thereof and the front end of the main plate running outside of the said standard, as shown in Fig. 1, or, if preferred, the front end of the plate G may be arranged between the side plates of the standard and the front end of the link be secured along the outside of the standard, as will be readily understood from Fig. 1.

The construction is simple, can be easily applied to plows now in use as well as those in course of construction, and in operation on the roughest land will hold the plow steady and make the work easier for both plowman and horse.

It will be noticed that the main plate G is set vertically edgewise and with its lower edge entirely unobstructed, so it may cut into the ground and steady the sweep, so it will cut grass and briars on the wings. It will also be noticed that the plate G is provided at its rear end with an upwardly-projecting lug, to which the brace D is secured, leaving the lower portion of the rear end of the heel-plate unobstructed.

As shown in Figs. 1 and 2, the link H has a lower wing, which is connected with the heel-plate, and an upper wing, which is connected with the standard. These wings lie in parallel planes and are connected by a lateral offset portion. (See Fig. 2.)

What I claim is—

The combination substantially as herein described, of the beam, the standard, the heel-plate, a rear brace connecting the heel-plate with the beam, and a link having upper and lower wings lying in parallel planes, and an intermediate lateral offset portion connecting said wings, said link having its lower wing connected with the heel-plate and its upper wing connected with the standard, all substantially as and for the purposes set forth.

ED MANING TOUTCHTONE.

Witnesses:

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