# J. H. Rible.

## Mower.

No. 903
No. 31907

Patented Apr. 2, 1861.

Fig. 2.

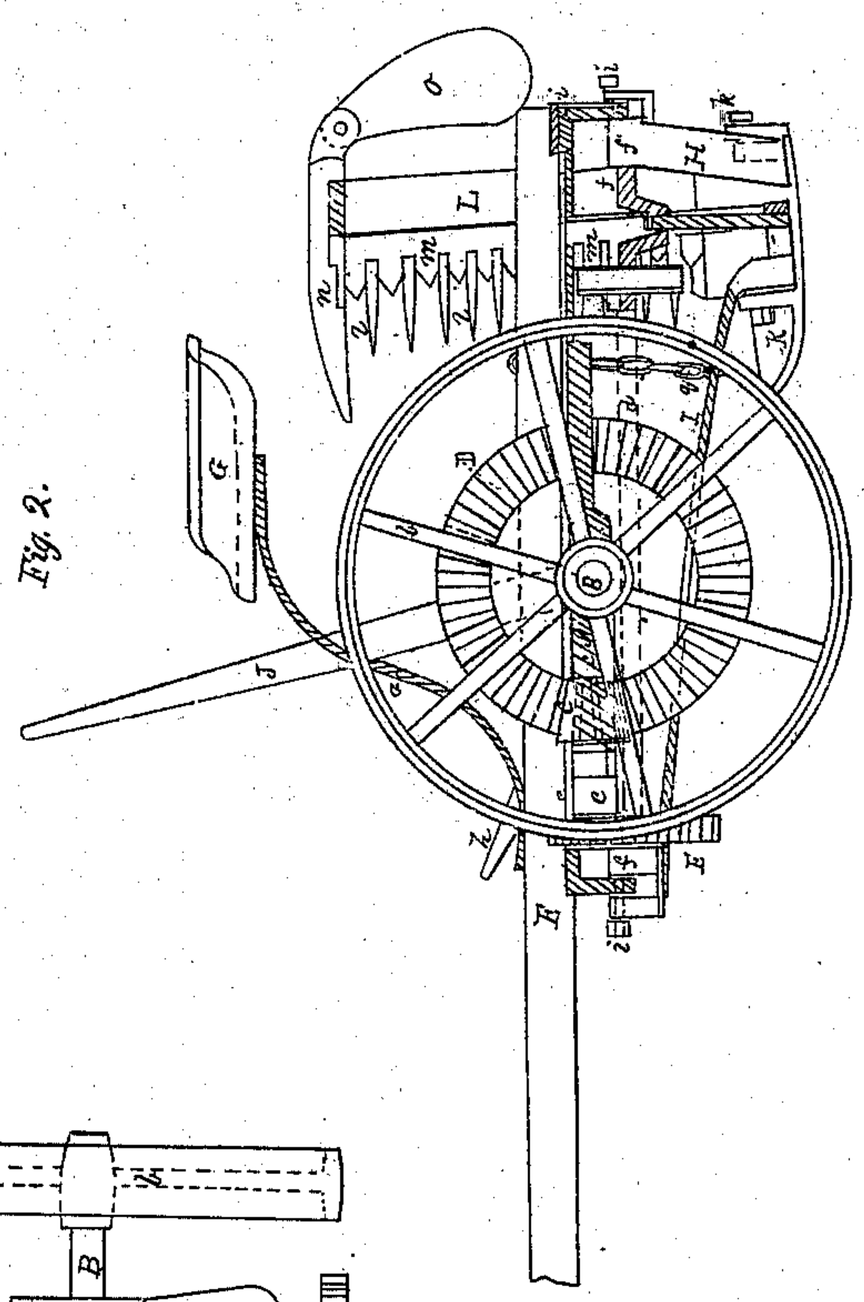

Fig. 1.

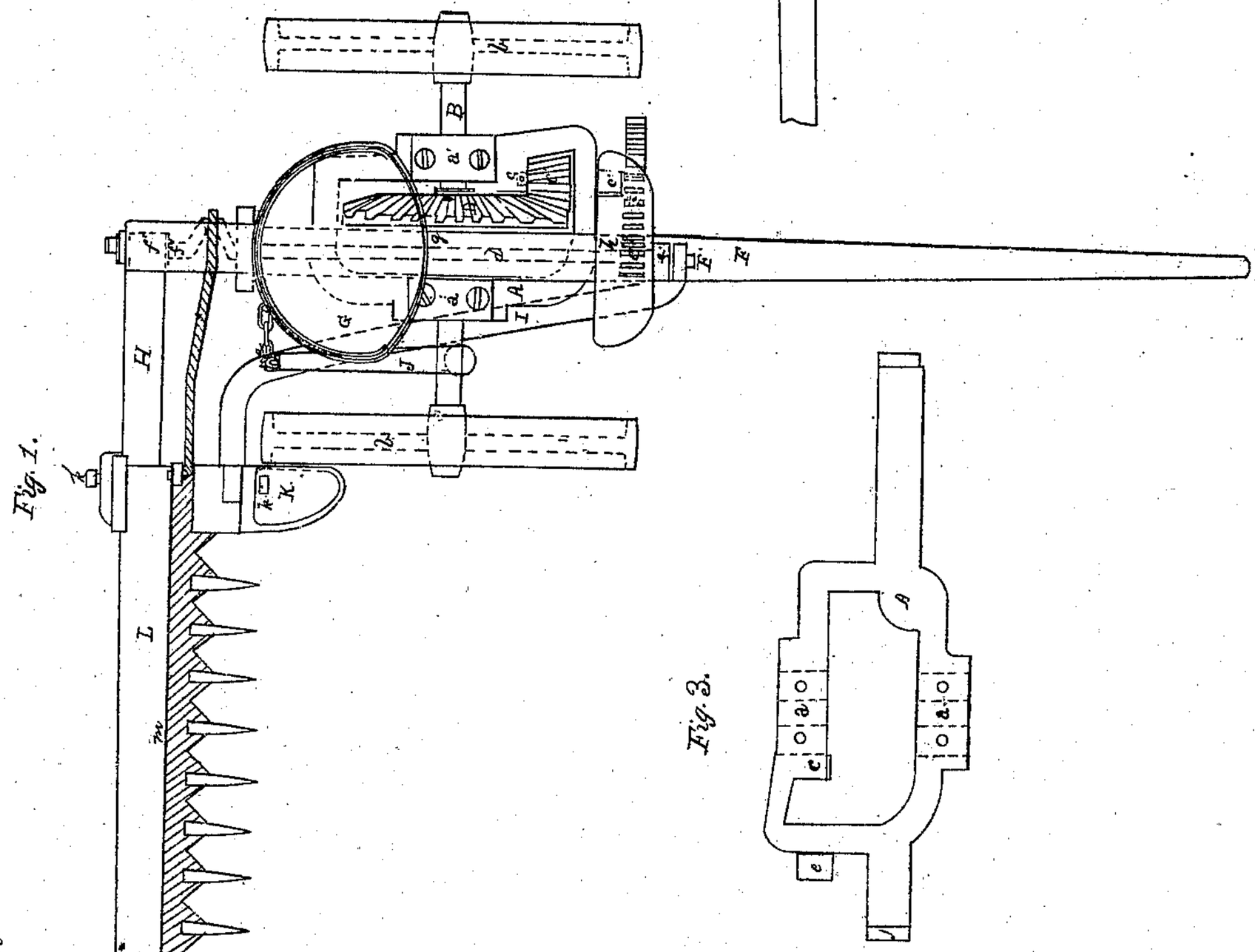

Fig. 3.



Witnesses.
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JOHN H. RIBLE, OF DAYTON, OHIO.

## IMPROVEMENT IN MOWING-MACHINES.

Specification forming part of Letters Patent No. **31,907**, dated April 2, 1861.

*To all whom it may concern:*

Be it known that I, JOHN H. RIBLE, of the town of Dayton, in the county of Montgomery, State of Ohio, have invented new and useful Improvements in Mowing-Machines; and the following is a clear and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 shows a top view of the machine, with such parts of the mechanism as would be obstructed from view by the seat and pole, shown in dotted lines. Fig. 2 represents a side elevation and view of the machine with the cutting mechanism turned up and resting on the rear end of the pole. Fig. 3 shows the metal frame detached.

My invention consists in the arrangement of the journal-boxes which support the crank-shaft, in combination with the draft-pole and the brace-bars which support the cutting mechanism, in the manner herein fully set forth, so that by raising the cutter-bar to a given height the pinion is disconnected from the gear-wheels, thereby dispensing with all other fixtures for stopping the motion of the cutters.

To enable others skilled in the art to make and use my invention, I will proceed to describe it more fully, referring to the drawings and the letters marked thereon.

My mowing-machine is constructed in the most simple manner by a metal frame, A, so shaped as to form the boxes *a a'*, for the driving-shaft B, which supports the machine on two wheels, *b b'*. At right angle with the boxes *a a'* are bosses *c c'*, into which is fitted a pinion, C, working into a bevel-gear wheel, D, secured to the axle-shaft B, by which motion is communicated to the long crank-shaft *d* by the intervention of the spur-gear wheel E and pinion *e*.

The crank-shaft *d* has its support and bearings at each end in boxes *f* and *f'*, to which the brace-bars H and I are fastened. The journal-boxes *f* and *f'* are hinged on bolts or screws *i i* to the angle-pieces *j j*, on the extreme ends of the frame A, and are placed enough out of the line of the center with the shaft *d* to allow the pinion *e* to be released from contact with the gear-wheel E when the cutter-bar is elevated to a certain point, and will always be thrown into and held in gear when the cutter-bar rests on the ground.

The back brace-bar, H, is secured to the box *f'*, and connects at the bottom with the shoe K at its rear end. The front brace-bar, I, is also secured to about the center of the shoe K, and is so bent edgewise as to extend away forward under the axle B, and connects with the journal-box *f* under the driver's foot-piece *h*, which is placed on the tongue or pole F. The brace I greatly strengthens the cutting mechanism, and the side draft is equalized by it being extended forward of the line of the periphery of the driving-wheels.

The pole or tongue F is secured to the top of the metal frame A, and extends back so as to about balance on the axle-shaft B. On it is placed the driver's seat G, mounted on a spring-bar, *g*.

The cutting mechanism is arranged to follow in the rear of the driving-wheels, and consists of the shoe K, to which the guard-finger bar L is hinged by screw-pivots *k k'*, so as to allow the whole to turn up and over and rest on the rear end of the pole when not in use. The guard-fingers *l l l*, the scallop cutters *m m*, the dividing-finger *n*, and track-clearer *o* differ not in construction from those in common use.

Attached to the axle-shaft B is a crooked hand-lever, J, connected to the brace I by a link or chain, *q*, for the purpose of elevating the cutting mechanism and controlling it to pass over stones and other irregularities, as also to throw the pinion out of gear and stop its motion. This arrangement is found to be simple and efficient for the purpose of connecting and disconnecting the gear to operate the cutters, and is sure to be in its place when the bar is resting on the ground for mowing.

The great desideratum in all labor-saving machinery is to have it as much simplified as possible—*i. e.*, to have as few pieces to effect the purpose as can be made to answer, and the fewer the number of bolts and screws to put work together the better, and none more so than agricultural implements, which are subject to strain and jarring in passing over the irregular surface of the soil, and, moreover, are generally in the hands of men who have but little practical knowledge and experience in mechanics. Thus it will be seen

that the peculiar simplicity of my machine cannot fail to be comprehended in all its parts, so that any further explanation is deemed unnecessary.

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

The arrangement of the eccentric journal-boxes, in which the ends of the crank-shaft have their bearings, in combination with the draft pole or tongue of the machine, and with the braces H and I, which support the cutting mechanism, substantially in the manner and for the purposes herein set forth.

J. H. RIBLE.

Witnesses:

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