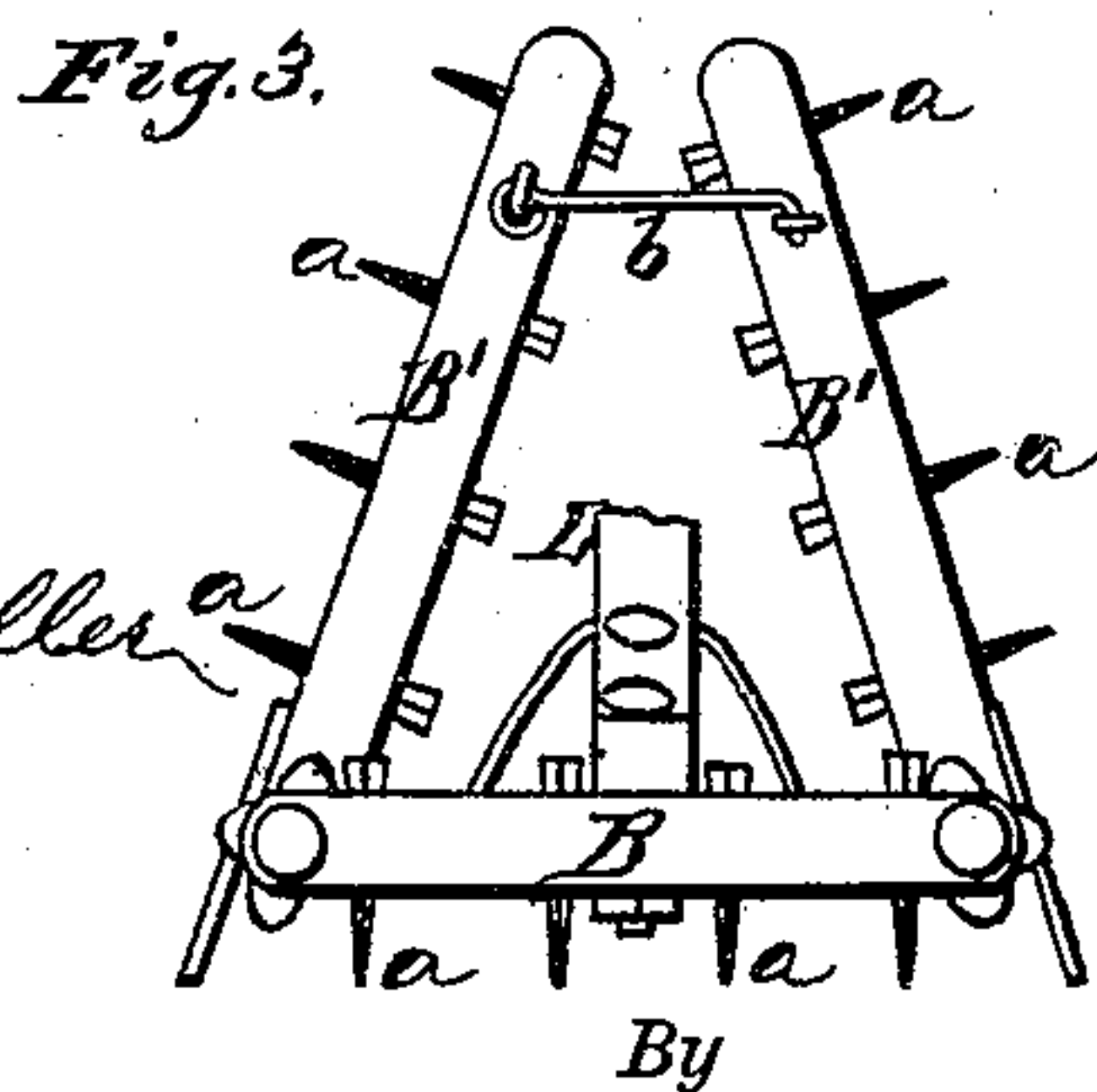
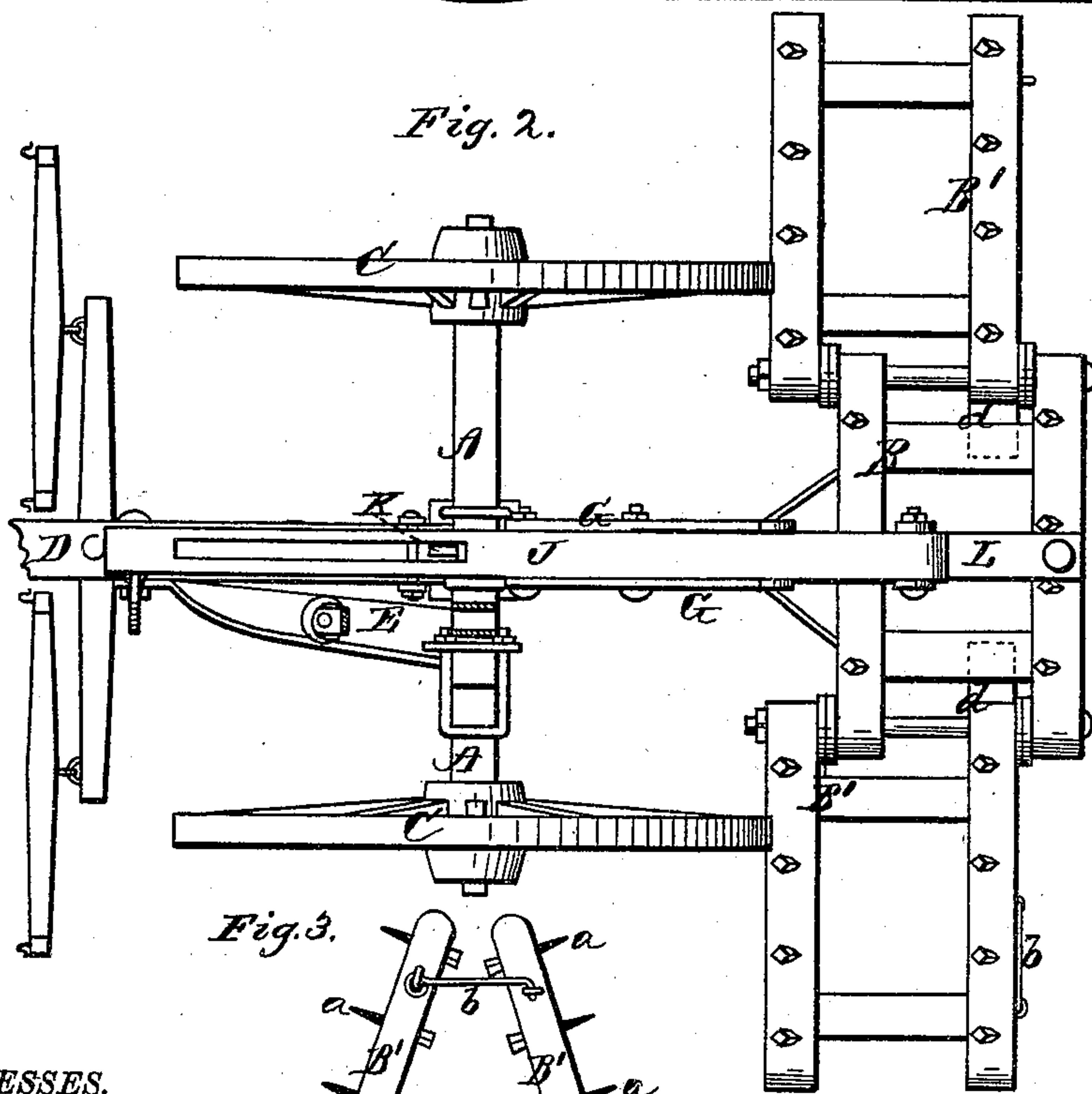
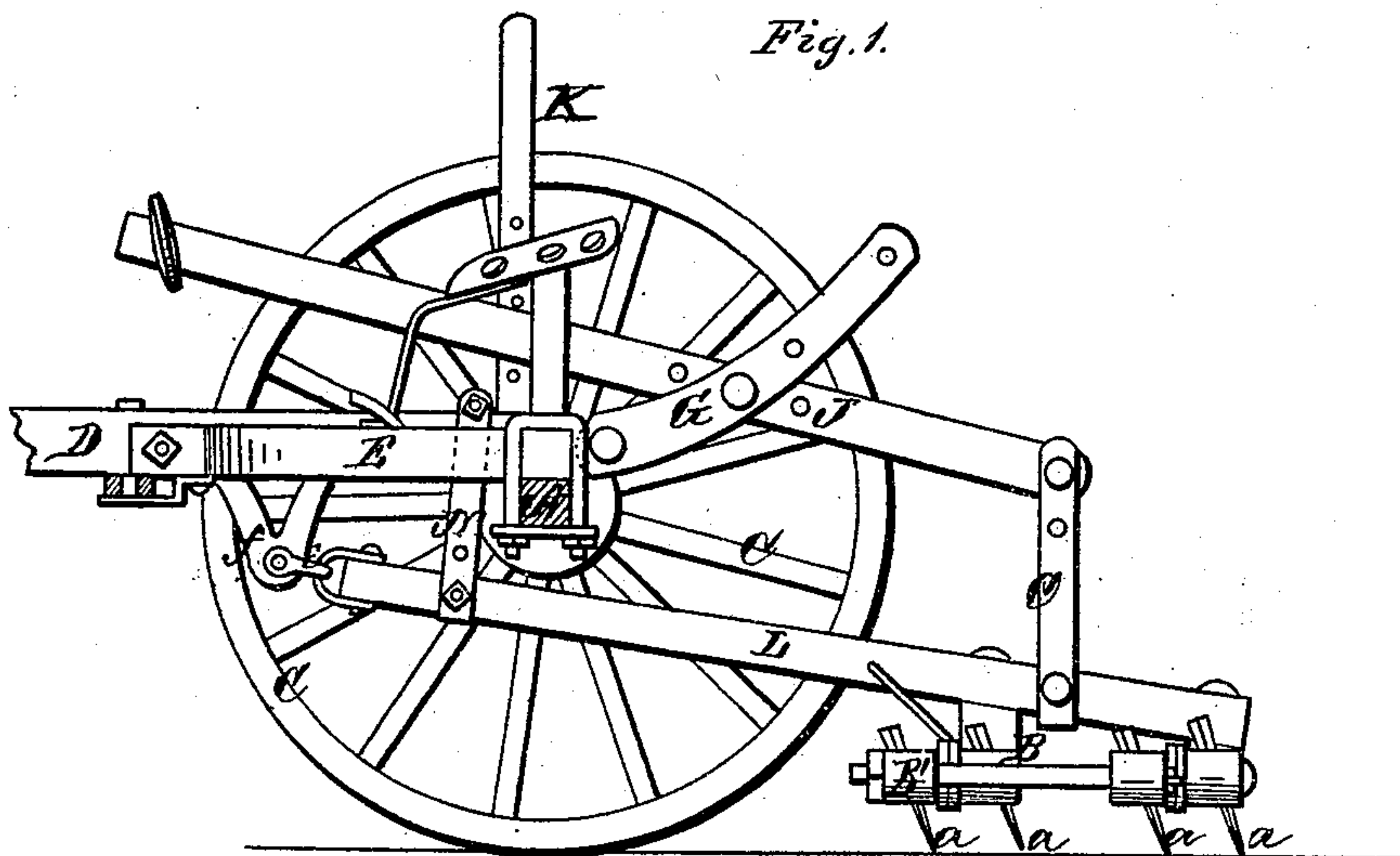


G. C. HAIGHT.
Wheel-Harrows.

No. 148,450.

Patented March 10, 1874.



WITNESSES.

Henry N. Miller
C. L. Everest

By

INVENTOR

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Attorneys.

UNITED STATES PATENT OFFICE.

GEORGE C. HAIGHT, OF NEWARK, WISCONSIN.

IMPROVEMENT IN WHEEL-HARROWS.

Specification forming part of Letters Patent No. 148,450, dated March 10, 1874; application filed September 8, 1873.

To all whom it may concern:

Be it known that I, GEORGE C. HAIGHT, of Newark, in the county of Rock and in the State of Wisconsin, have invented certain new and useful Improvements in Wheeled Land-Drags; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction of a land-drag, and the devices for attaching the same to a truck or carriage, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a longitudinal section of the carriage, showing the drag attached thereto. Fig. 2 is a plan view of the same, and Fig. 3 is a rear view of the drag when closed.

The truck or carriage to which the land-drag is attached is the same as fully described in my application for patent on wheeled plow, and hence I lay no claim to the same in this application.

A is the axle of the truck or carriage; C, the wheels; D, the tongue, with the brace E. G G are the curved bars at the rear end of the tongue D, between which the foot-lever J is pivoted. K is the standard, extending upward from the tongue D through a longitudinal slot in the foot-lever, so that the same may be held rigid when desired. The land-drag is constructed of three distinct and sep-

arate harrows, B and B' B'. Each of these is simply composed of two parallel bars connected by cross-bars, and provided with teeth *a a*, set inclined, as shown in Fig. 1. The harrows B' B' are pivoted one at each end of the middle harrow B, and provided with stops *d d*. Either or both of the side harrows may then rise and fall to suit the inequalities of the ground. In going to and from the field, the side harrows B' B' are to be elevated, as shown in Fig. 3, and held together by a hook, *b*. On top of the middle harrow B, in the center, is secured a tongue or beam, L, inclined upward toward the front, and provided with a clevis or chain, *e*, at the front end. This is attached to an iron or brace, *f*, which extends downward from the tongue D of the carriage. The beam L is further suspended from the tongue by means of a stirrup, N. Another stirrup, O, connects the beam L, above the center harrow B, with the rear end of the foot-lever J. By this means of connection, the drag is always under full control of the driver, who can raise or lower it, as desired.

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

The combination of the center harrow B, hinged or pivoted side harrows B' B', inclined teeth *a a*, and beam L, as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand this 19th day of August, 1873.

GEORGE C. HAIGHT.

Witnesses:

R. TATTERSHALL,
P. JOHNSON.