

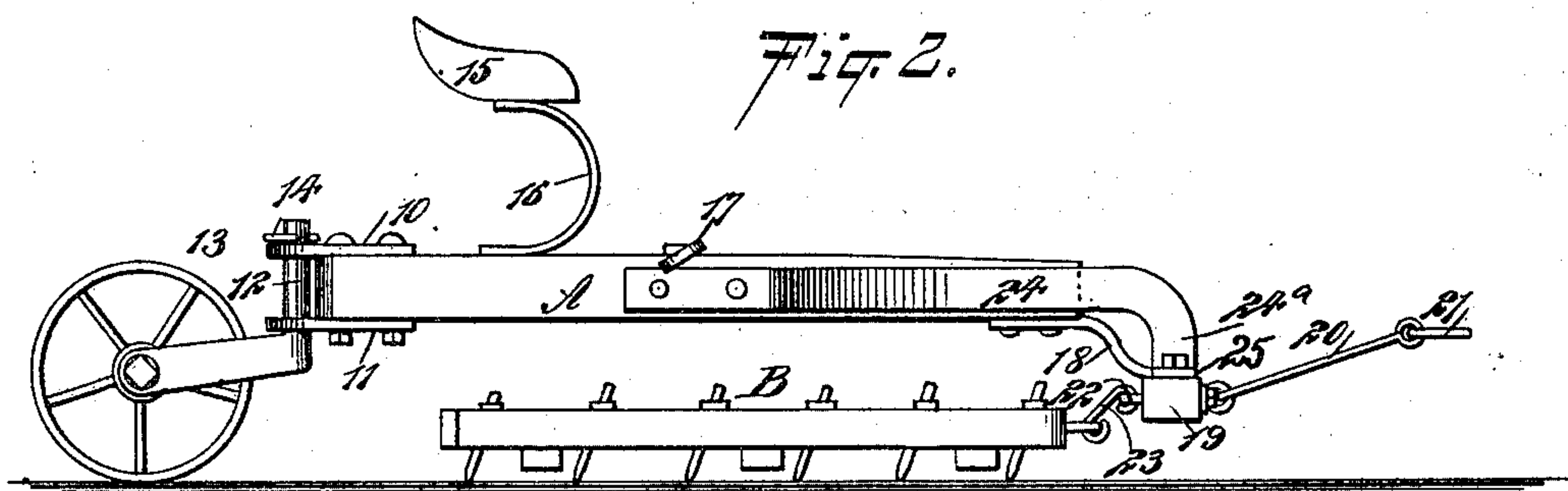
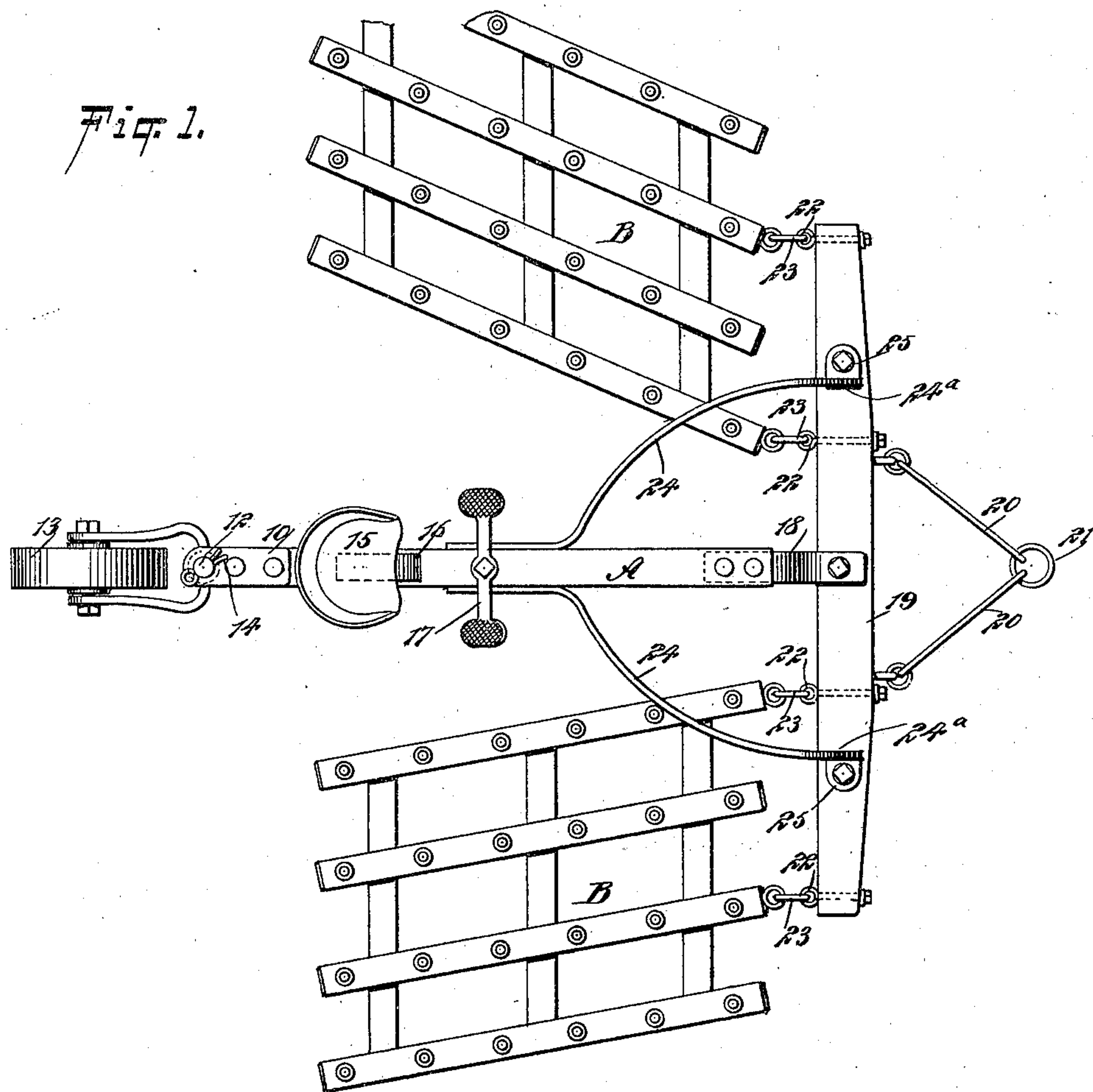
No. 628,785.

Patented July 11, 1899.

L. I. FOWLE.
HARROW.

(Application filed Sept. 9, 1898.)

(No Model.)



WITNESSES:

William P. Goebel
Frederick

INVENTOR
Leonard J. Fowle
BY *Munroe & Co.*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

LEONARD IRVING FOWLE, OF RUDD, IOWA.

HARROW.

SPECIFICATION forming part of Letters Patent No. 628,785, dated July 11, 1899.

Application filed September 9, 1898. Serial No. 690,583. (No model.)

To all whom it may concern:

Be it known that I, LEONARD IRVING FOWLE, of Rudd; in the county of Floyd and State of Iowa, have invented a new and useful Improvement in Harrows, of which the following is a full, clear, and exact description.

The object of my invention is to provide a riding attachment for harrows of simple, durable, and economic construction and to which any form of drag may be quickly and readily applied and as conveniently and expeditiously detached.

Another object of the invention is to provide a riding attachment for harrows that will not tip over and one that will afford a comfortable support for the driver.

Another object of the invention is to so construct the riding attachment that it will in no manner interfere with the action of the drags, which will be free to move laterally and vertically beneath the attachment whenever occasion may demand.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both figures.

Figure 1 is a plan view of the improved harrow, and Fig. 2 is a side elevation of the same.

A represents a beam which may be of any desired material, and the said beam at its rear or heel end is provided, preferably at the top and at the bottom, with straps, (designated as 10 and 11.) These straps extend out beyond the heel of the beam and are apertured at their rear ends, so that the said straps may constitute bearings for the vertical member 12 of an angular frame for a caster-wheel 13. The member 12 of the caster-wheel frame is prevented from leaving its bearings usually by passing a cotter-pin 14 through the said member above the upper bearing-strap 10.

The driver's seat 15 is attached to the beam A, preferably through the medium of a spring-standard 16, and in front of the driver's seat a foot-rest 17 is located, that extends beyond the sides of the beam, as shown in Fig. 1. At the forward end of the beam an arm 18 is bolted or otherwise secured to the under sur-

face of said beam, which arm is downwardly and forwardly curved and is attached at its forward end to the central portion of a drag-bar 19. The drag-bar 19 is provided with links 20, pivotally attached to its forward edge, one at each side of the center, and these links are connected by a ring 21, the links 20 and ring 21 constituting a draft device; but any other form of draft device may be substituted, if desired. Eyes 22 are attached to the rear surface of the drag-bar 19, and the said eyes are located one near each end and one at each side of the center of the draft-bar. The drags B may be of any suitable or approved form and have a flexible connection at their forward ends with the eyes 22 of the drag-bar. Such a connection may consist, as shown in the drawings, of one or more chain-links 23.

In order that the beam shall not have a tendency to tip sidewise, braces 24 are employed, which braces are secured one at each side of the beam near the center, and the said braces are curved outwardly in opposite directions, extending likewise forwardly beyond the forward end of the beam A, and the forward portions 24^a of the braces are carried downward and made to terminate in feet 25, which are secured by bolts or otherwise to the brake-bar.

When a person occupying the seat places his feet on the foot-rest, a portion of the weight of the person will rest upon the drag-bar in front of the seat and a portion upon the seat, rendering it exceedingly easy riding for the man, since when the team is hitched to the drag-bar when the draft comes on said drag-bar the bar will rise upward as high as the draft may demand. In this manner not only is the driver rendered comfortable, but an easy draft is obtained. It will be observed that as the beam is at an elevation from the ground and the drags are forward of the caster-wheel the drags can play freely vertically and laterally, as required by the character of the ground, and that the drags may move freely beneath the beam.

The attachment is exceedingly simple and durable, and it is economic, as above stated, and will accommodate drags of any description.

It will be obvious from the above descrip-

tion of the invention that the device is susceptible of modifications without material departure from the principles and spirit of the invention, and for this reason I do not wish
5 to be understood as limiting myself to the precise form of the parts herein shown and described, but consider myself entitled to all such modifications as come within the scope of the appended claim.

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

The herein-described improvement in harrows comprising the drag-bar, the beam having at its forward end a depending portion secured rigidly to the drag-bar, the side braces

arranged on opposite sides of the beam and secured at their forward ends rigidly to the drag-bar at points laterally to the point of connection of the beam therewith and converging thence toward the beam and secured at their rear ends rigidly to the beam, the wheel supporting the rear end of the beam and means for connecting drags to the drag-bar whereby such drags may play freely beneath the beam and the side braces substantially as set forth. 20 25

LEONARD IRVING FOWLE.

Witnesses:

R. E. OLCOTT,
P. M. LEISHMAN.