

No. 744,112.

PATENTED NOV. 17, 1903.

J. F. RODGERS.
FIELD DRAG.

APPLICATION FILED APR. 20, 1903.

NO MODEL.

Fig. 1.

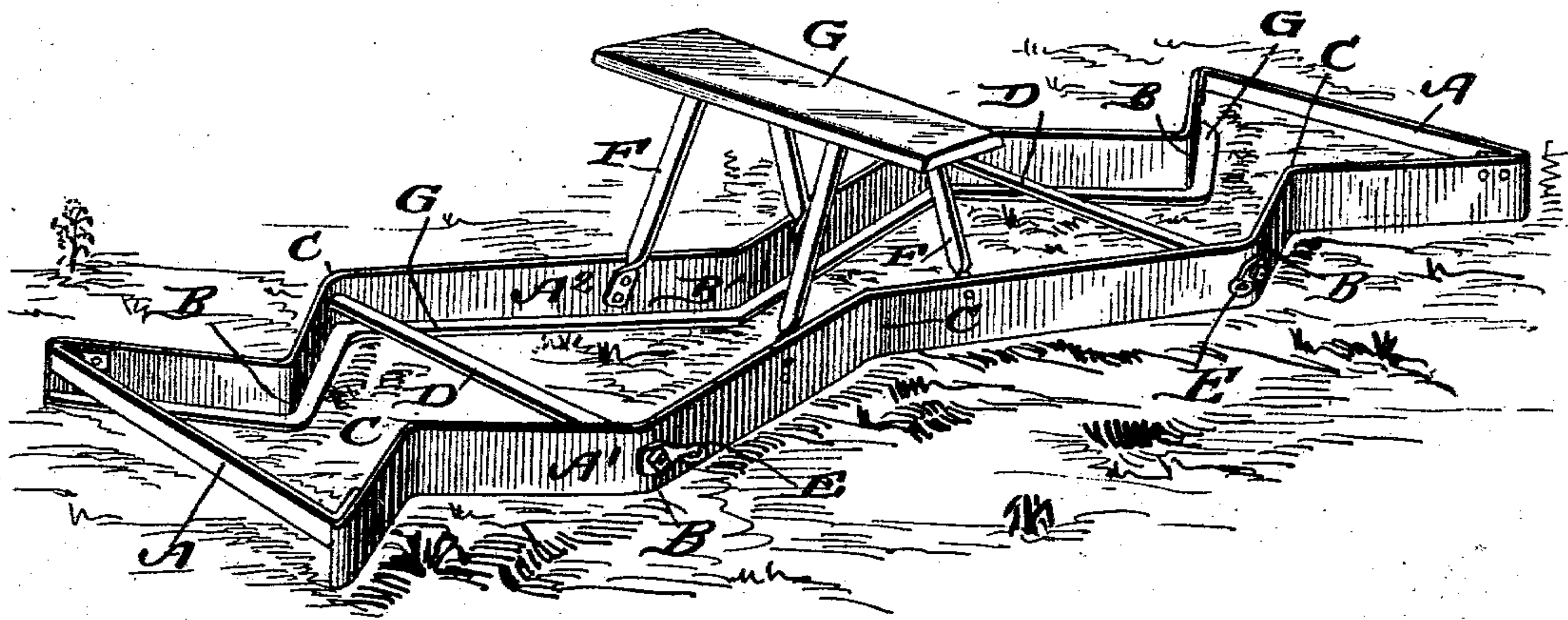


Fig. 2.

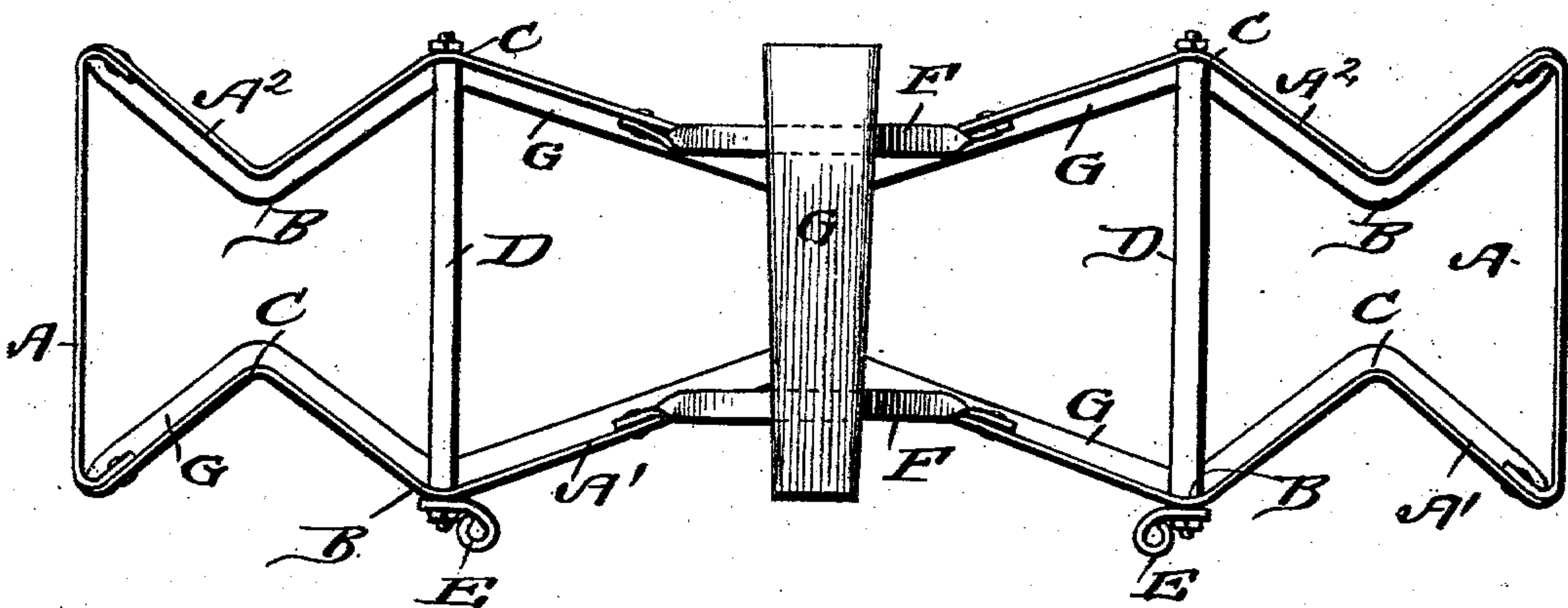
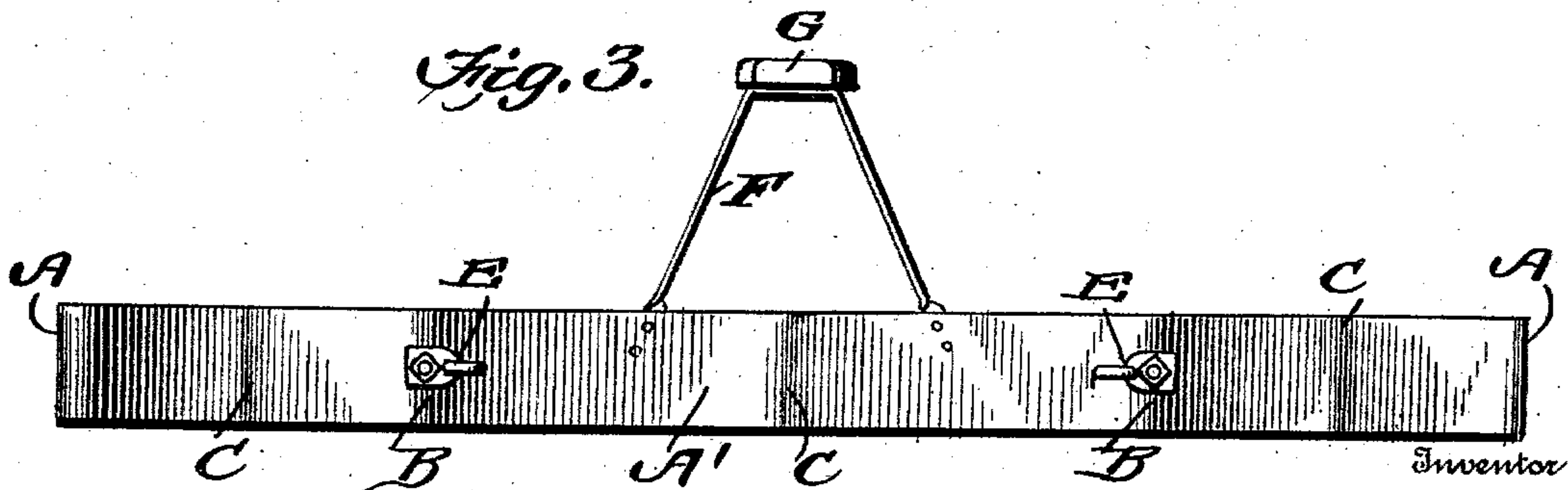


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES F. RODGERS, OF MONROE CITY, MISSOURI.

FIELD-DRAG.

SPECIFICATION forming part of Letters Patent No. 744,112, dated November 17, 1903.

Application filed April 20, 1903. Serial No. 153,516. (No model.)

To all whom it may concern:

Be it known that I, JAMES F. RODGERS, a citizen of the United States, residing at Monroe City, in the county of Monroe and State of Missouri, have invented a new and useful Field-
5 Drag, of which the following is a specification.

My invention is an improvement in field-drags, and has for its object the construction of a drag which will level high places and fill
10 up depressions, and thus bring all parts of the field to be planted to comparatively the same plane, and a further object is to pulverize the soil thoroughly.

My invention comprises a frame having parallel end pieces, the side pieces being bent inward at intervals, the sides of the inner bends
15 being longer than those of the outer bends and a seat supported above the center of the drag.

The details of my invention are described hereinafter, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of my device. Fig. 2 is a
25 plan view of my drag. Fig. 3 is a front elevation of my drag.

In the construction of my drag I employ an iron casting having the parallel end pieces A and the front side pieces A' and rear side
30 piece A². These side pieces are bent alternately inward and outward, the two sides alternately approaching and diverging from each other. The apices of the angles B are especially adapted to level slight elevations,
35 while the apices of the angle C catch the earth and fill in depressions. It will be especially noticed in this connection that the angles B of the rear side of the frame are in alinement with the angles C of the front of the frame,
40 and this opposite disposition forms one of the main features of my device, as will be seen when its operation is described. Transverse cross-braces D connect the two side pieces of the frame preferably at the point of their
45 greatest distance from each other. A suitable hook member E is secured to each point B of the side A', to which a trace-chain may be attached. It will be noted that in the form of construction shown the distance between
50 the angles B B of side A' is greater than the distance from either end piece to the nearest angle B. The same is true of the angles C C of side A². A vertical frame F is secured to each side piece midway the ends, and

supported by said frames is a seat G. This
55 seat is transverse to the drag and is narrower at the front end than at the rear. To form a base or support for the frame and to prevent same from sinking too far into the ground, as it would were it to rest on sharp edges,
60 inwardly-turned flanges G are formed along the lower edges of frames A' and A². The end frames A, bent adjacent to each end, so that they can be readily bolted to the side frames, are narrower than the side frames
65 and have no bottom flange.

Having described the construction of my drag, its operation is as follows: When drawn across a field, the angles B of the front piece
70 A' will level down the higher places, the soil being thrown to each side and caught in the angles C of the front side and will be deposited into the hollow places. The angles B and C of the rear side will act in the same
75 manner, and as these angles are intermediate to the corresponding angles of the front piece all elevations and depressions will be acted on.

I do not desire to limit myself to any special material to be used in the construction of my drag or to the number or exact shape of the
80 angles formed thereon.

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

1. A drag comprising end pieces, and side
85 pieces bent inwardly and outwardly oppositely arranged to each other.

2. A drag comprising an open elongated frame the side pieces being bent to form a
90 plurality of angles, the angles on the forward side piece oppositely arranged to the angles of the rear side piece.

3. A drag comprising a metallic frame having straight end pieces, front and rear side
95 pieces, said side pieces being bent inward adjacent to each end to form an acute angle, and centrally bent inward to form an obtuse angle.

4. A drag comprising an open metallic frame having parallel end pieces and angled side
100 pieces oppositely arranged to each other, vertical frames mounted on said side pieces, and a seat carried by the vertical frames and arranged transverse to the drag.

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Witnesses:

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