

No. 773,605.

PATENTED NOV. 1, 1904.

F. E. SUYDAM.
FARM ROLLER.

APPLICATION FILED APR. 8, 1904.

NO MODEL.

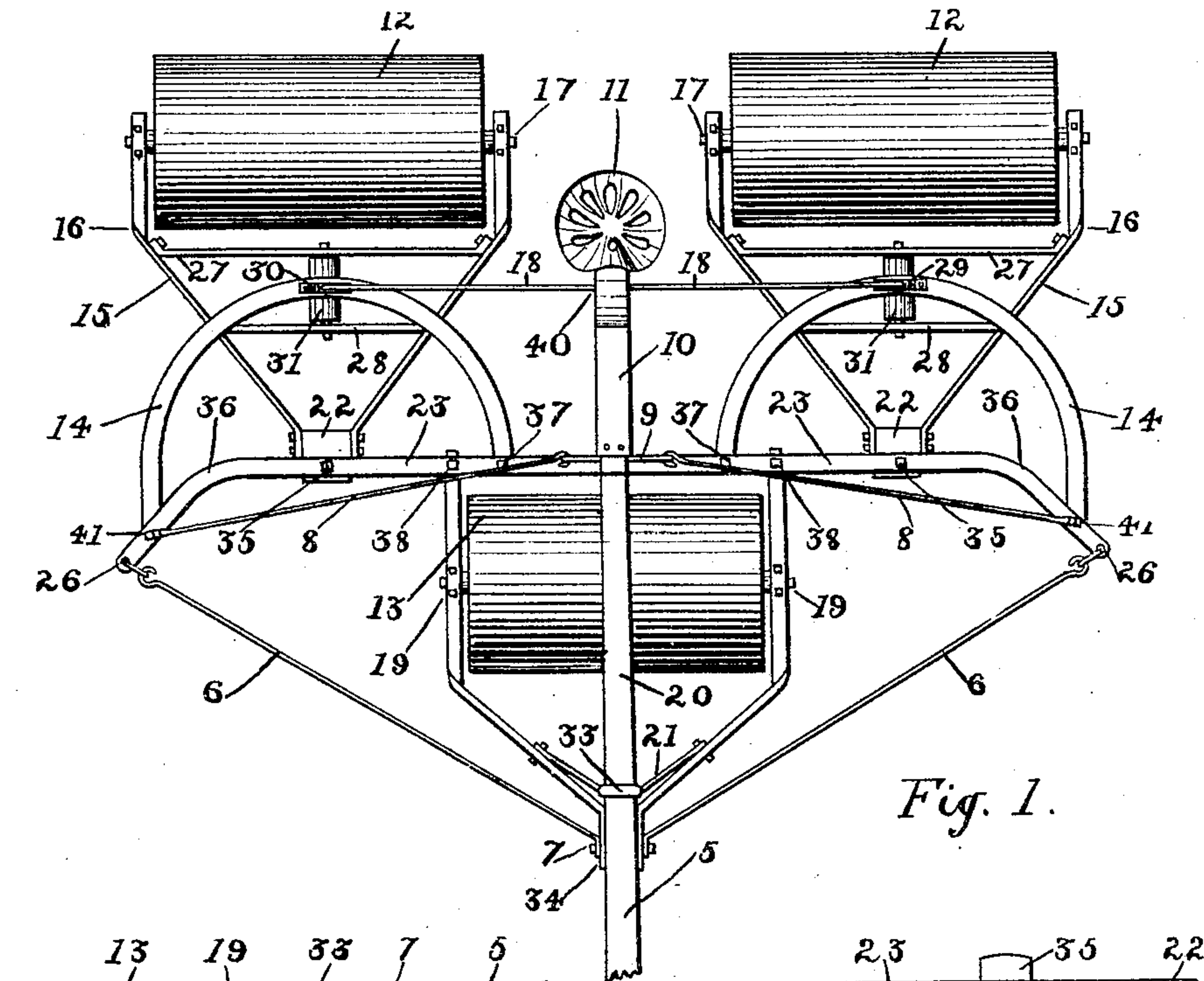


Fig. 1.

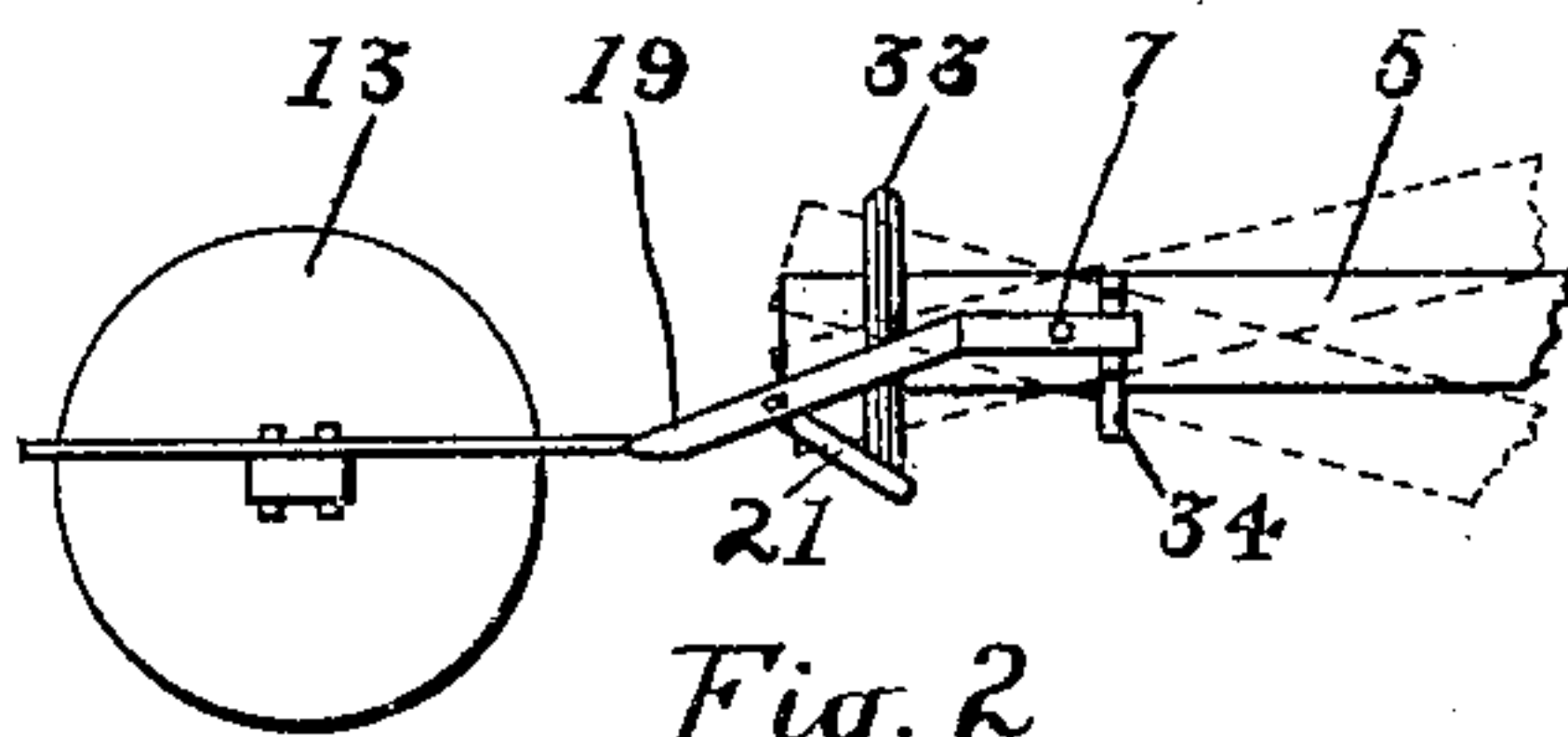


Fig. 2.

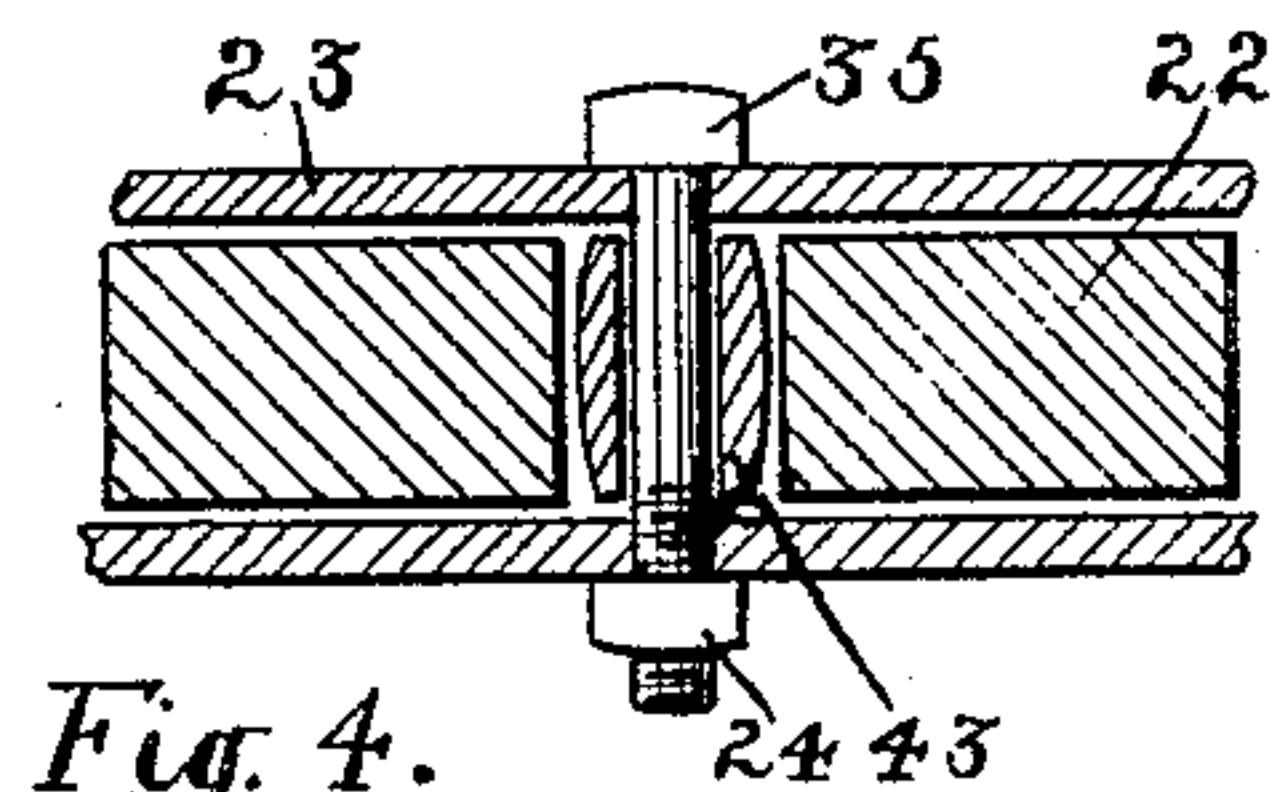


Fig. 4.

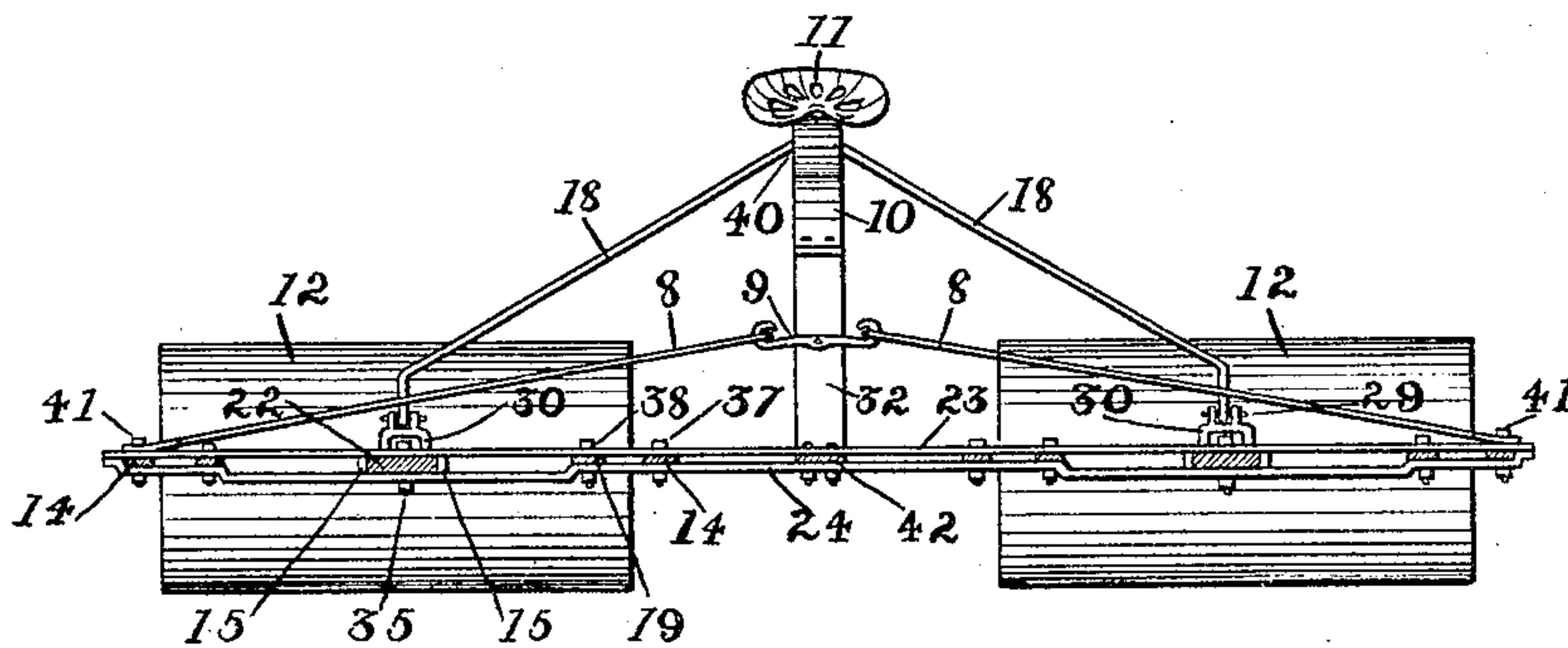


Fig. 3.

Witnesses:
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UNITED STATES PATENT OFFICE.

FRANK E. SUYDAM, OF VICTORIA, ILLINOIS.

FARM-ROLLER.

SPECIFICATION forming part of Letters Patent No. 773,605, dated November 1, 1904.

Application filed April 8, 1904. Serial No. 202,218. (No model.)

To all whom it may concern:

Be it known that I, FRANK E. SUYDAM, a citizen of the United States, residing at Victoria, in the county of Knox and State of Illinois, have invented a new and useful Improvement in Farm-Rollers, of which the following is a specification.

My invention is in the nature of improvements in farm-rollers, and has for its object to provide means whereby the frames of such structures are strengthened, the weight carried by them more evenly distributed on the rollers, the operation rendered easier, and the structure more efficient and durable.

With this object in view the invention consists in the improved construction, arrangement, and combination of parts hereinafter fully described, and afterward specifically pointed out in the claims.

In order to enable others skilled in the art to which my invention most nearly appertains to make and use the same, I will now proceed to describe its combination and operation, reference being had to the accompanying drawings, forming part thereof, in which—

Figure 1 is a top plan view of the whole roller. Fig. 2 is a vertical longitudinal view of the front roller and tongue, also attachments of the same. Fig. 3 is a sectional front view of hind rollers and frame. Fig. 4 is a detail showing in section the couplings and construction of the same, as is shown in Fig. 1, where bolt 35 passes through frame parts 23 and 24.

Like numerals of reference mark the same parts wherever they occur in the various figures of the drawings.

Referring to the drawings by numerals, 12 and 12 indicate the hind rollers, which are alike in construction. 13 indicates the front roller, which is of the same construction as the hind rollers. The rollers 12 and 12 are journaled in frame parts 15 by means of boxings 17. These frame parts 15 are bolted to a block 22, Fig. 1.

27 and 28 are brace-bars and supporting-frame for roller 31, which is journaled in said frame. (See Fig. 1.)

35 is a bolt passing through frame part 23, spool 43, and frame part 24. (See Fig. 4.)

43 is an iron spool whose outer surface is convex, fitting loosely in a wooden block 22, (see Fig. 4,) by this means giving the coupling a vertical oscillation when the roller is passing over obstructions or uneven ground and a horizontal pivotal movement which is used in turning.

14 indicates a circular track supported by antifriction-roller 31, (see Fig. 1,) said track being connected to frame parts 23 and 24 by bolts 37 and 41, the ends of said track fitting loosely between frame parts 23 and 24, bolts 37 and 41 passing loosely through slotted holes in the ends of said circular track, thus giving the track a vertical oscillation, by this means allowing each or both hind rollers 12 and 12 ample play in passing over uneven ground or obstructions.

Upon the circular track 14 is bolted an iron casting 30, having two uprights with a bolt 29 passing through them and spring-steel support-legs 18, which support the rear end of seat-frame 10, and are firmly bolted to said frame by bolts 40. To seat-frame 10 an ordinary spring-seat 11 is attached.

32 is an upright support of the seat-frame 10, said upright resting on frame parts 23, being firmly bolted to the same by bolts 42.

9 is a brace-support bolted to 32, having at each end a hook, and into these hooks are fastened brace-rods 8, which are bolted to the frame by bolts 41, thus bracing the frame vertically. (See Fig. 3.)

19 and 19 are the frame parts to front roller 13, being firmly bolted between frame parts 23 and 24 by bolts 38. (See Fig. 1.)

Roller 13 is attached to frame the same as has been described in the attachment of rear rollers 12 and 12.

33 is a rectangular guide-frame attached to frame parts 19 and 19 by an iron brace 21. Through this rectangular guide-frame 33 the end of tongue 5 passes. 7 is a bolt which passes through tongue and frame parts 19. (See Fig. 2.)

34 is a guide-iron for the tongue 5 when raised and lowered, as shown in Fig. 2, which renders the connection more secure and prevents wobbling of the tongue.

Brace-rods 6 and 6 connect with a clasp

which is attached to frame by bolt 26 and is bolted at the other end by bolt 7.

While I have described what I consider the best means now known to me for carrying out my invention, I do not wish to be understood as restricting myself to the exact forms and constructions shown, as many slight changes therein or variations therefrom might suggest themselves to the ordinary mechanic, all of which would be clearly included within the limit and scope of my invention.

I am aware that prior to my invention farm-rollers have been made with three ground-rollers and seat attached. I therefore do not claim such a combination broadly; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. In a farm-roller comprising three rollers arranged to traverse the ground the combina-

tion with rear roller-frames supporting anti-friction-rollers 31, of circular tracks 14 resting upon said antifriction-rollers, said tracks being attached to frame parts 23 and 24 and supporting support-legs 18 which in turn support rear end of seat-frame 10, substantially as described.

2. The combination in the coupling of the rear rollers of a spool 43 having a convex outer surface with block 22, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK E. SUYDAM.

Witnesses:

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J. H. ENGLAND.