

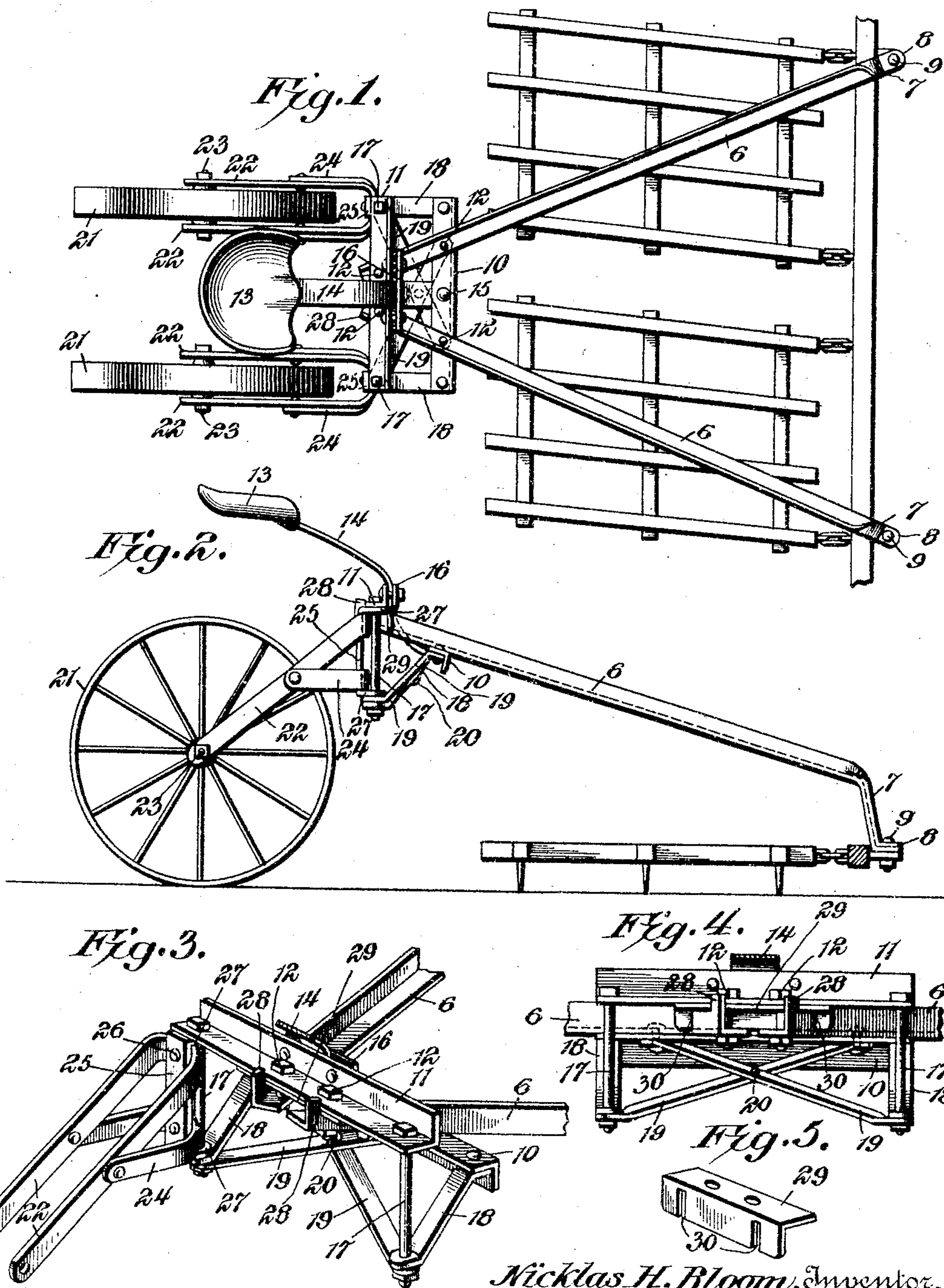
No. 779,519.

PATENTED JAN. 10, 1905.

N. H. BLOOM.

RIDING ATTACHMENT FOR AGRICULTURAL IMPLEMENTS.

APPLICATION FILED DEC. 8, 1903.



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RIDING ATTACHMENT FOR AGRICULTURAL IMPLEMENTS.

SPECIFICATION forming part of Letters Patent No. 779,519, dated January 10, 1905.

Application filed December 8, 1903. Serial No. 184,301.

To all whom it may concern:

Be it known that I, NICKLAS H. BLOOM, a citizen of the United States, residing at Nashua, in the county of Chickasaw and State of Iowa, have invented a new and useful Riding Attachment for Agricultural Implements, of which the following is a specification.

The present invention relates to improvements in that class of riding attachments shown, described, and claimed in a prior patent granted to me on October 22, 1901, and numbered 684,783.

The object is to provide an improved riding attachment which has many advantages from a structural standpoint over the prior construction illustrated in the above-mentioned patent, in that it is much stronger and more durable to withstand the rough usage to which these articles are necessarily subjected. Furthermore, the attachment can be manufactured at comparatively small cost and is attachable to any ordinary harrow.

The preferred embodiment of the invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a top plan view of a portion of a harrow, showing the improved attachment connected therewith. Fig. 2 is a side elevation of the same. Fig. 3 is a detail perspective view of a portion of the frame with the seat and wheels removed. Fig. 4 is a rear elevation of said frame. Fig. 5 is a detail perspective view of the holding-bracket.

Similar reference-numerals indicate corresponding parts in all the figures of the drawings.

In the embodiment illustrated a reach is employed comprising angularly-disposed reach-bars 6, each of which is an angle-bar. The flanges at the front ends of these bars are doubled together and downturned, as shown at 7, the terminals being offset at 8 and provided with openings through which suitable fastening-bolts 9 can be passed to permit the attachment of the front ends of the reach-bars to the draft-bar of the harrow. The reach-bars incline rearwardly and upwardly, as shown, and to their rear ends are fastened front and rear cross-bars 10 and 11, the former being located beneath the reach-bars and the lat-

ter upon the same. These cross-bars are also formed of angle-iron, the horizontal flanges of the various bars being riveted together at their points of intersection, as shown at 12.

A seat 13 is supported upon a yielding standard 14, which passes over the upper edge of the rear cross-bar 11 and beneath the front cross-bar 10, this standard being riveted, as shown at 15, to said latter bar. A clip-plate 16, fastened to the upright flange of the rear cross-bar 11, extends across the standard 14 and is suitably secured on opposite sides of the same to the upstanding flange of the rear cross-bar 11, thus fastening the standard securely in place.

A pair of depending journal or king pins 17 are secured at their upper ends to the ends of the rear cross-bar 11, their lower ends being connected with the ends of the front cross-bar 10 by means of upwardly-inclined braces 18. Other diagonally-disposed braces 19 extend from the lower ends of the journal-pins 17 and are secured to intermediate portions of the cross-bar 10, said braces 19 being crossed, as shown, and secured together by a rivet 20 at their points of intersection. Ground-supports in the form of wheels 21 are mounted in frames that are pivotally associated with the journal or king pins 17. The frames consist of side arms or plates 22, formed from a bowed strip, through the ends of which pass the axles 23 of the wheels. Other brace-arms 24, also formed from bowed strips, have their terminals secured to intermediate portions of the arms 22 and disposed in angular relation thereto. Uprights 25 are located within these arms, at the bowed portions thereof, being suitably fastened by rivets or other securing devices 26. These uprights are formed of straps the terminals of which are offset, as shown at 27, to form ears that are journaled upon the pins 17 between the braces and the rear cross-bar.

In order that the reach-bars may be securely held against relative movement with respect to the rear frame, said bars are provided at their rear ends with upstanding lugs 28, which are located against the rear edges of the cross-bar 11. A holding-bracket 29 is secured to the under side of the cross-bar 11

and has slots 30, through which the upright flanges of the reach-bars pass. It will be observed that the bolts 12, which fasten the rear ends of the reach-bars to the cross-bar 11, also
 5 pass through the bracket 29, and thus constitute fastening means therefor.

In use the attachment is secured, as shown, by the front ends of the reach-bars to the draft-bar of a harrow, and the wheel-frame
 10 is consequently located in rear of said harrow and above the same.

The structure operates substantially the same as that shown and described in the prior patent, but has particular advantages there-
 15 over. In the first place it will be observed that the frame is constructed of metal bars, and the arrangement is such that it can be cheaply manufactured, and at the same time the elements coact so as to afford security and
 20 rigidity in the frame. It will be noted that the reach-bars are strongly attached to the cross-bars, and as the standard of the seat is located between the cross-bars and bears against the opposite sides of the same the
 25 weight of the rider serves to press the cross-bars more firmly against the reach-bars and without causing any undue strain upon the bolts and rivets. The crossed braces connect-
 30 ing the lower ends of the journal-pins and secured together further strengthen the frame and serve to more securely hold the pins against derangement. The wheel-frames are likewise braced by the uprights which carry the pivot-ears.

35 From the foregoing it is thought that the construction, operation, and many advantages of the herein-described invention will be apparent to those skilled in the art without further description, and it will be understood that
 40 various changes in the size, shape, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the inven-
 45 tion.

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

1. In a riding attachment for harrows, the combination with a reach comprising spaced
 50 angle-bars, the rear ends of which are provided with offset lugs, of a cross-bar connecting and secured to the rear ends of the reach-bars at one side of the lugs, said bar bearing against the lugs, and a seat secured to the
 55 cross-bar.

2. In a riding attachment for harrows, the combination with a reach comprising spaced angle-bars having upstanding flanges, the up-
 60 standing flanges being provided at their rear ends with upstanding lugs, of a cross-bar connecting the rear ends of the reach-bars and abutting against the lugs, and a seat having a standard bearing against the side of the cross-bar that is opposite the lugs.

65 3. In a riding attachment of the class de-

scribed, the combination with a reach, of spaced cross-bars carried by the reach, a ground-support for the reach, a seat having a standard extending over one of the cross-bars and beneath the other, and a holding-
 70 clip extending across the standard and secured to the cross-bar over which the standard extends on opposite sides of said standard.

4. In a riding attachment of the class de-
 75 scribed, the combination with a reach comprising spaced reach-bars, of front and rear cross-bars connecting the rear portions of the reach-bars, the front cross-bars being located beneath the reach-bars and the rear bars be-
 80 ing arranged upon said reach-bars, a support for the rear end of the reach, a seat having a standard, the lower end of which is located between the rear ends of the reach-bars above the rear cross-bar and beneath the front cross-
 85 bar, and a clip bolted to the front face of the rear cross-bar on opposite sides of the stand-
 ard, said clip extending across said standard and fastening the same to the said rear cross-bar.

5. In a riding attachment of the class de-
 90 scribed, the combination with a frame, of upright journals connected therewith, a ground-support pivotally associated with the journals, and crossed braces attached to the journals and to the frame.
 95

6. In a riding attachment of the class de-
 100 scribed, the combination with a frame, of a seat carried thereby, upright journals connected with the frame, wheel-frames pivotally associated with the journals, and crossed braces at-
 105 tached to the lower ends of the journals and to the frame, said braces being secured together at the points of intersection.

7. In a riding attachment of the class de-
 110 scribed, the combination with a reach comprising spaced reach-bars, of spaced cross-bars attached to the rear ends of the reach-bars, upright journal-pins located beneath and connected at their upper ends with one
 115 of the cross-bars, wheel-frames pivoted upon the journal-pins, and crossed braces connected respectively at their rear ends to the lower ends of the journal-pins and having their front ends secured to the other cross-bar beneath the reach-bars, said braces being secured to-
 120 gether at their points of intersection.

8. In a riding attachment of the class de-
 125 scribed, the combination with a reach, of a frame attached thereto, an upright journal carried by the frame, and a wheel-frame including arms and an upright connected to the arms and having offset ears that are pivoted on the journal.

9. In a riding attachment of the class de-
 130 scribed, the combination with a reach, of a frame attached thereto, a seat carried by the frame, an upright journal mounted on the frame, and a wheel-frame including angularly-disposed arms and an upright connecting the spaced ends of the frame, said upright
 135

having its ends offset to constitute ears that are pivoted on the journals.

5 10. In a riding attachment of the class described, the combination with a supporting-frame, of a seat supported on the frame, an upright journal-pin depending from the frame, braces connecting the lower ends of the journal-pin and the frame, a wheel-frame comprising angularly-disposed arms formed of
10 doubled straps, an upright strap located within and secured to the arms, said strap having offset terminals that are pivoted upon the journal-pin, and a wheel mounted in the wheel-frame.

15 11. In a riding attachment of the class described, the combination with a reach, comprising angularly-disposed reach-bars, of a cross-bar attached to the reach-bars, upright lugs carried by the rear ends of the reach-bars
20 and located in rear of the cross-bar, a seat at-

tached to the cross-bar, and wheels for supporting the rear end of the reach and seat.

12. In a riding attachment of the class described, the combination with angularly-disposed reach-bars consisting of angle-iron, and
25 rear cross-bars located respectively beneath and above and secured to the rear ends of the reach-bars, a reinforcing-bracket secured to the rear cross-bar and embracing the rear ends of the reach-bars, wheel-frames pivotally as-
30 sociated with the rear cross-bar, and a seat having a standard attached to the cross-bars.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

NICKLAS H. BLOOM.

Witnesses:

H. M. WALLESER,

A. E. QUAIFFE.