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PATENTED MAR. 20, 1906.

S. R. HILL.

RIDING ATTACHMENT FOR HARROWS.

APPLICATION FILED DEC. 4, 1903. RENEWED AUG. 13, 1904.

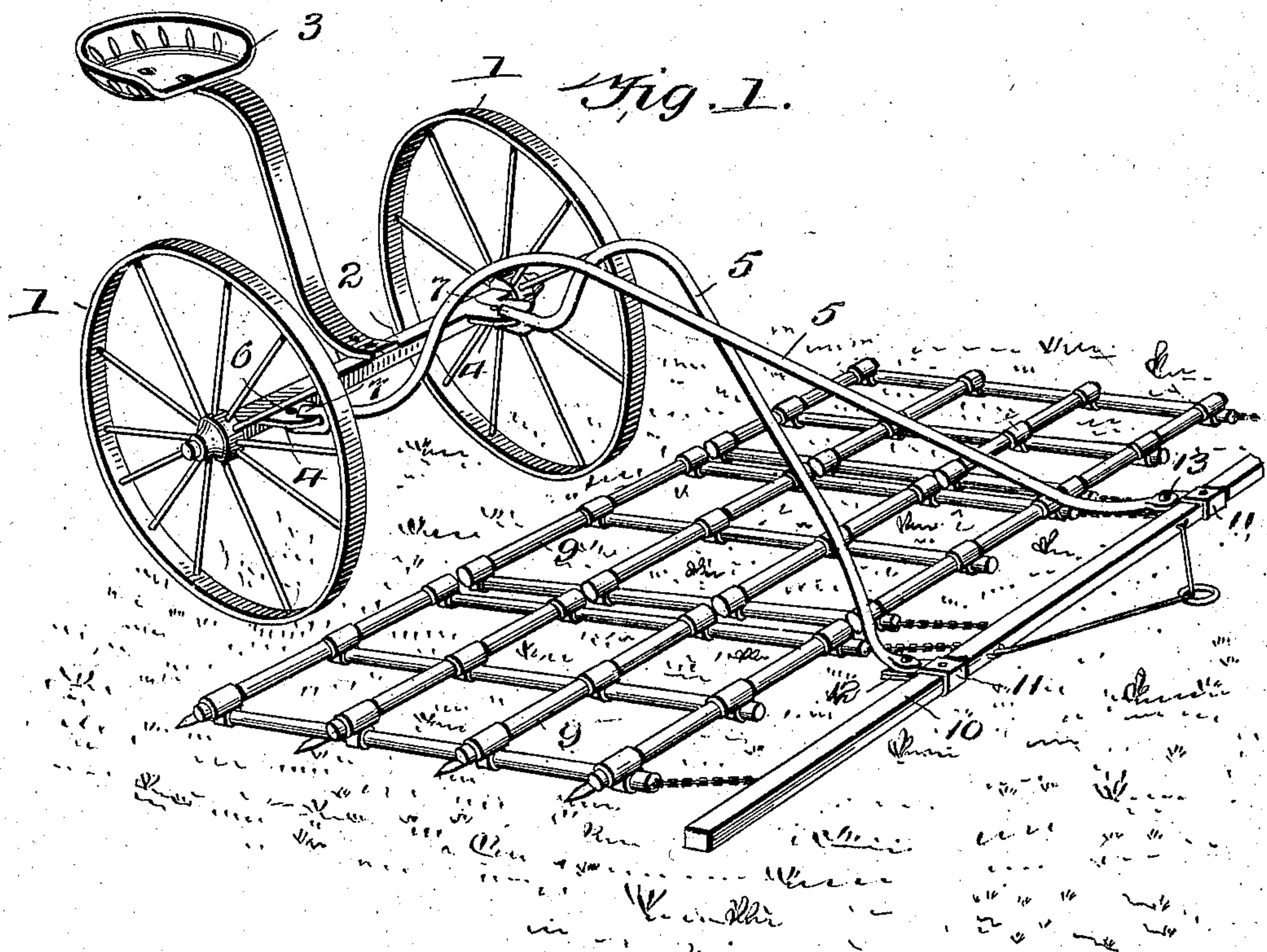


Fig. 2.

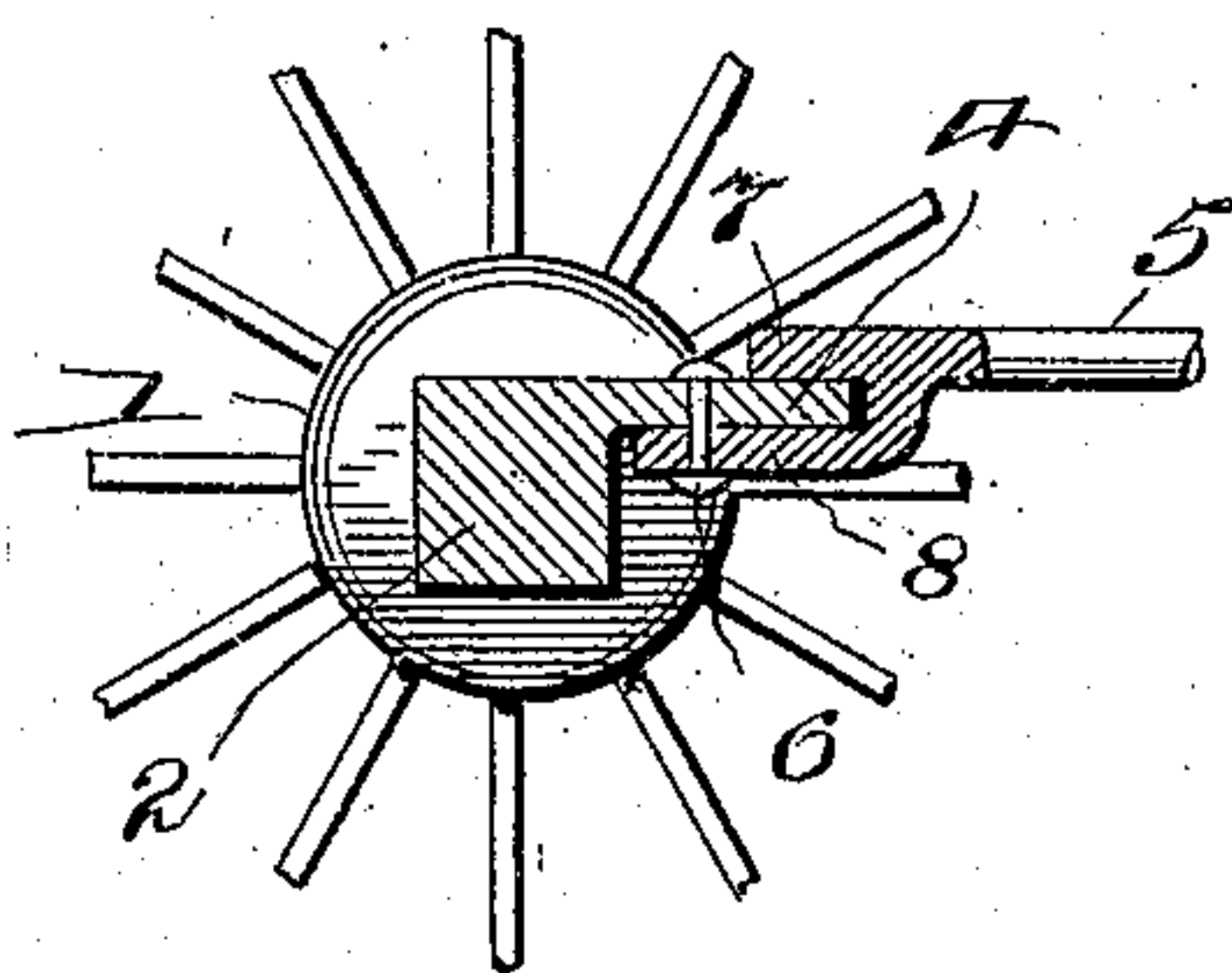


Fig. 3.

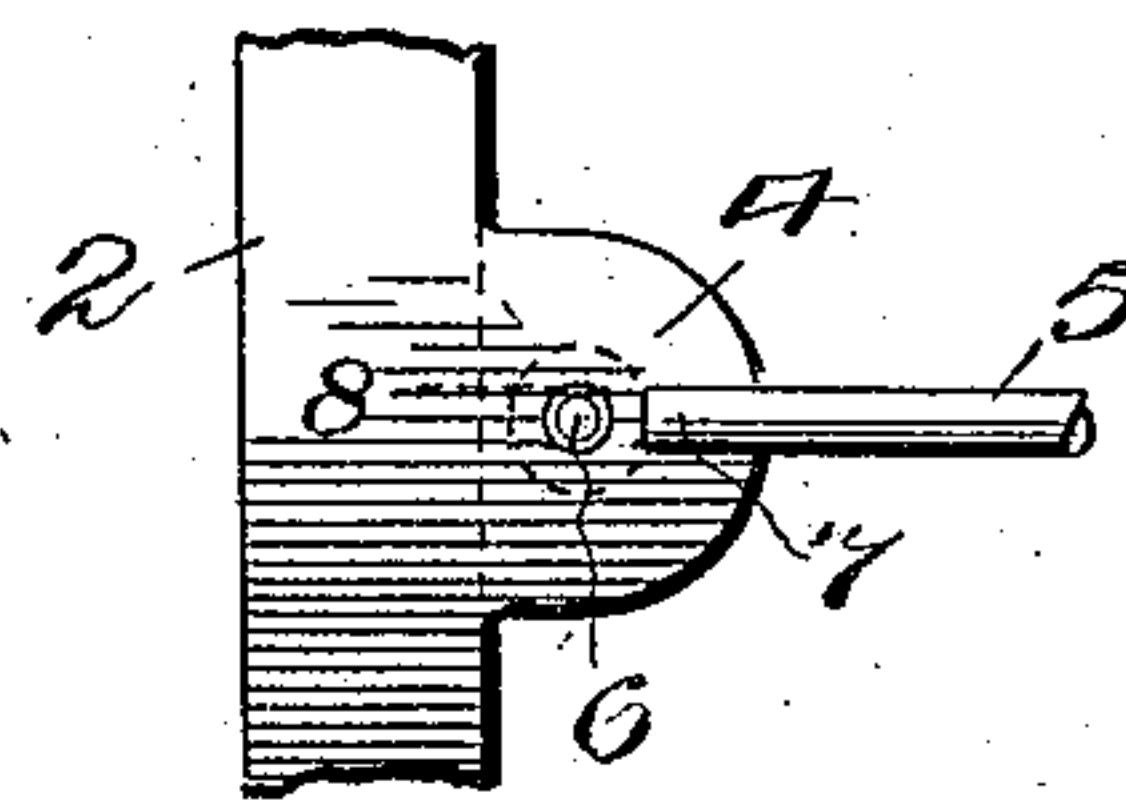
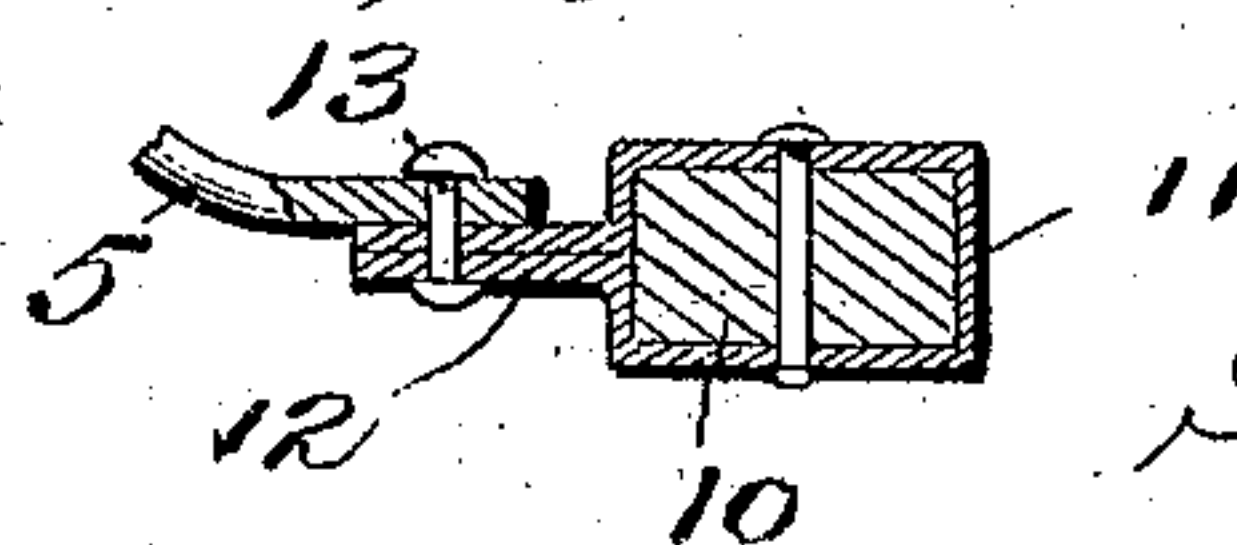


Fig. 4.



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STEPHEN RICHARD HILL, OF BATTLE CREEK, NEBRASKA.

RIDING ATTACHMENT FOR HARROWS.

No. 815,531.

Specification of Letters Patent.

Patented March 20, 1906.

Application filed December 4, 1903. Renewed August 13, 1904. Serial No. 220,628.

To all whom it may concern:

Be it known that I, STEPHEN RICHARD HILL, a citizen of the United States, residing at Battle Creek, in the county of Madison and State of Nebraska, have invented certain new and useful Improvements in Riding Attachments for Harrows and the Like; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to harrows, cultivators, and the like, and more particularly to riding attachments designed primarily for harrows and similar implements; and it consists of certain novel features of combination and construction of parts, as will be hereinafter clearly set forth, and pointed out in the claim.

The object of my invention, among others, is to provide a simple form of riding attachment which can be readily used in connection with harrows and, in fact, all similar farm implements where a light supporting vehicle riding attachment will be found desirable and useful in carrying the driver at the expense of a minimum amount of labor being placed upon the draft-animal.

Other objects and advantages will be hereinafter set forth, reference being had to the accompanying drawings, which are made a part of this application, and in which—

Figure 1 shows a perspective view of my invention as applied to an ordinary harrow. Fig. 2 is a transverse section of the axle, taken on line with the integral clip to which the guiding tongues or shafts are secured. Fig. 3 is a top plan view of a part of the axle and a contiguous part of the shaft or tongue connected thereto. Fig. 4 is a transverse section of the doubletree at a point where the forward end of the tongue or shaft is pivotally connected.

The various details of my invention and cooperating features will be designated by numerals, a similar numeral applying to a corresponding part throughout the several views, and, referring to the numerals on the drawings, 1 indicates the carrying-wheels of any preferred pattern, while 2 designates the supporting-axle for the seat 3. The supporting-axle 2 is provided upon its forward side near each end with the forwardly-projecting integral clip or ear 4, to which the guiding tongue or shaft 5 is pivotally connected, as by means of the bolt 6.

It will be observed by reference to Fig. 2 that the rear end of the tongue or shaft-bar 5 is bifurcated, whereby the two branches 7 and 8 are formed, the former being adapted to rest upon the upper side of the clip or ear 4, while the latter is properly shaped and provided with an aperture to receive the bolt 6, which also passes through a hole in said ear, whereby pivotal union between said parts is attained. The object of the finger or extension 7, it will be observed, is to prevent the axle 2 from turning, and thereby holding the seat 3 in proper position to support a driver. It therefore follows that the shafts or tongue members 5 are pivotally connected with the axle 2 and at the same time prevent said axle from rotating, thereby rendering it unnecessary to provide a third supporting or carrying wheel, which would otherwise be necessary. The tongue or shaft members 5 are properly bent or curved upward, as shown in Fig. 1, and are of sufficient length to extend entirely over the harrow-frame 9 into pivotal engagement with the doubletree or evener 10, being pivotally connected thereto by means of the clip or clevis-like member 11, as more clearly shown in Figs. 1 and 4, it being understood that the said member 11 is preferably formed of a single piece of sheet metal properly bent to encircle the evener and having its extreme ends brought together in close contact, as indicated by the numeral 12 in Fig. 4, said parallel terminals 12 being provided with an aperture to receive the bolt 13, which also passes through a hole in the forward ends of the shaft or tongue members 5.

The tongue or shaft members 5 are crossed, as shown in Fig. 1, the object of crossing said members being to facilitate the turning of the carrying-wheels.

The object in curving the middle portion of the members 5 upward is to dispose them entirely out of the way of the operating-levers sometimes used upon harrows for effecting a proper adjustment of the teeth. My riding attachment will therefore be found useful in connection with any variety of harrow, whether the simplest variety now employed or a more elaborately-constructed harrow employing adjusting-levers, &c.

It will thus be seen that I have provided a simple form of riding attachment which will be found useful upon harrows, rollers, and other soil-working implements, and while I have described the preferred combination

and construction of parts deemed necessary in carrying out my invention I wish to comprehend in this application all substantial equivalents and substitutes that may be considered as fairly falling within the scope of my invention.

Believing that the advantages and manner of constructing my invention have thus been made clearly apparent, further description is deemed unnecessary.

What I claim as new, and desire to secure by Letters Patent, is—

The herein-described riding attachment for harrows, comprising suitable carrying-wheels and axle therefor; forwardly-projecting ears carried by each end of said axle, in

combination with suitable tongue-sections curved upward at their middle portions and having upon their rear ends apertured extensions pivotally connected to said ears and also having fingers lying upon the upper side of said ears whereby the carrying-axle will be held against rotation and thereby support a seat in proper position.

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

STEPHEN RICHARD HILL.

Witnesses:

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WILL STAFFORD.