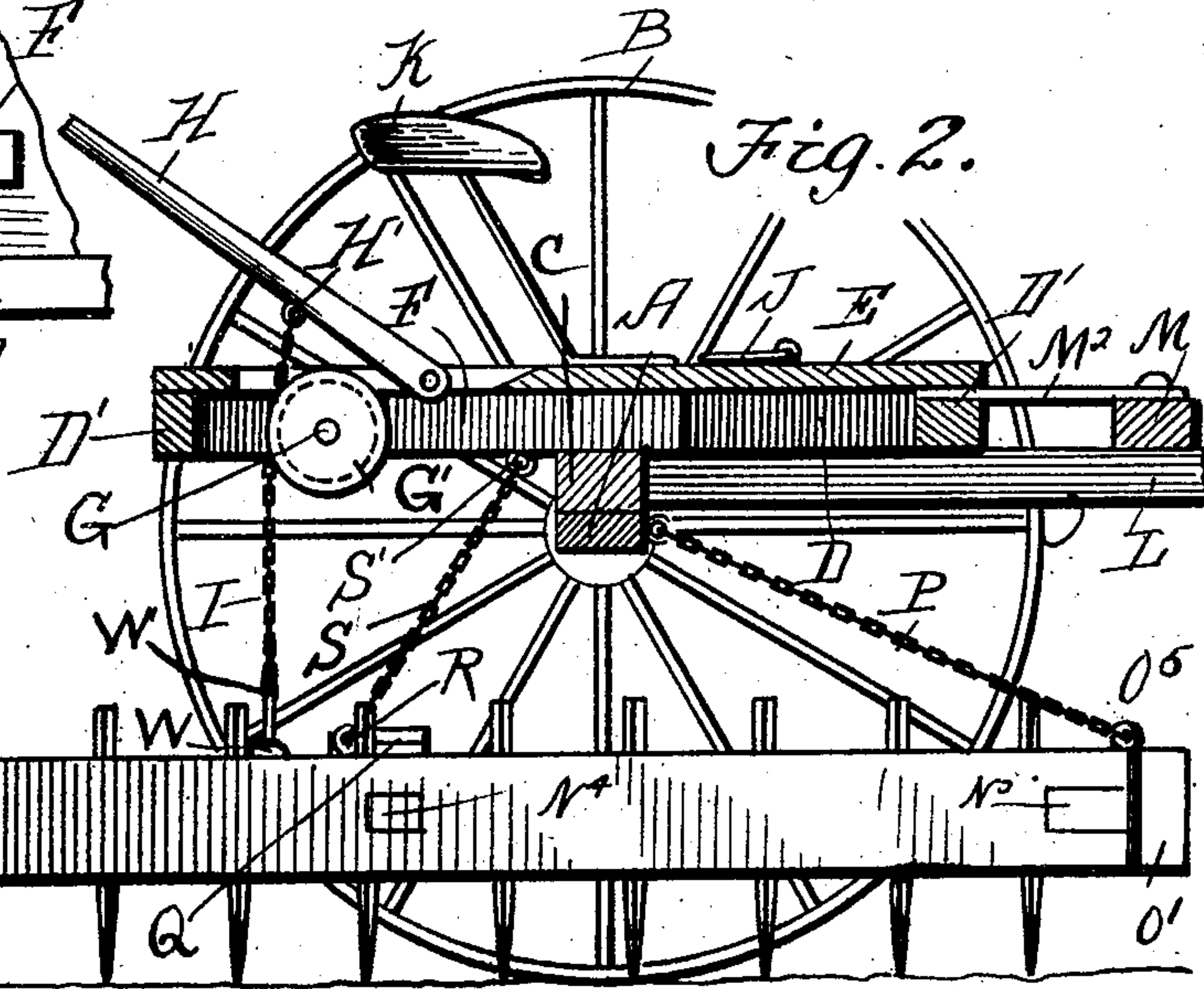
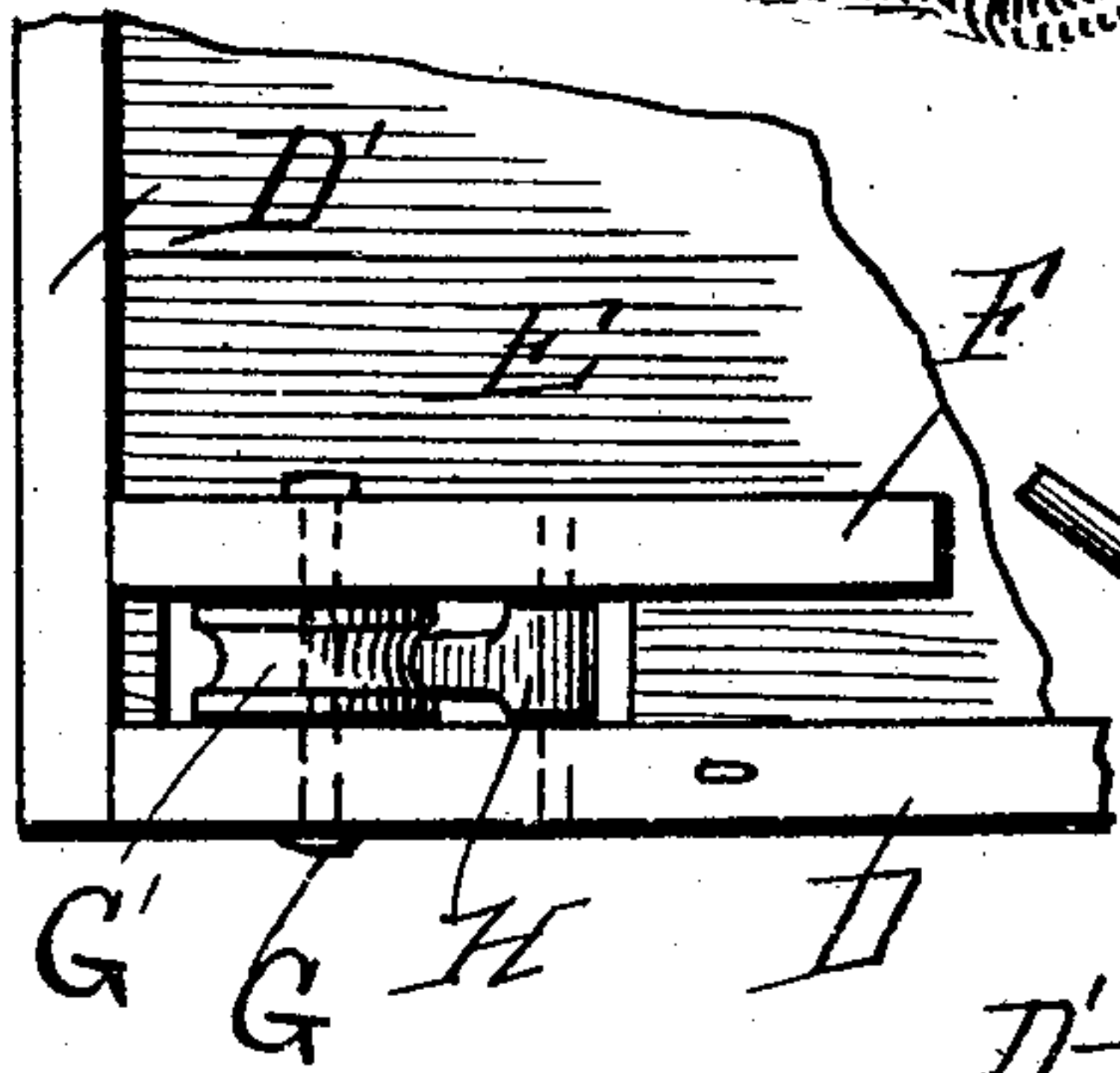
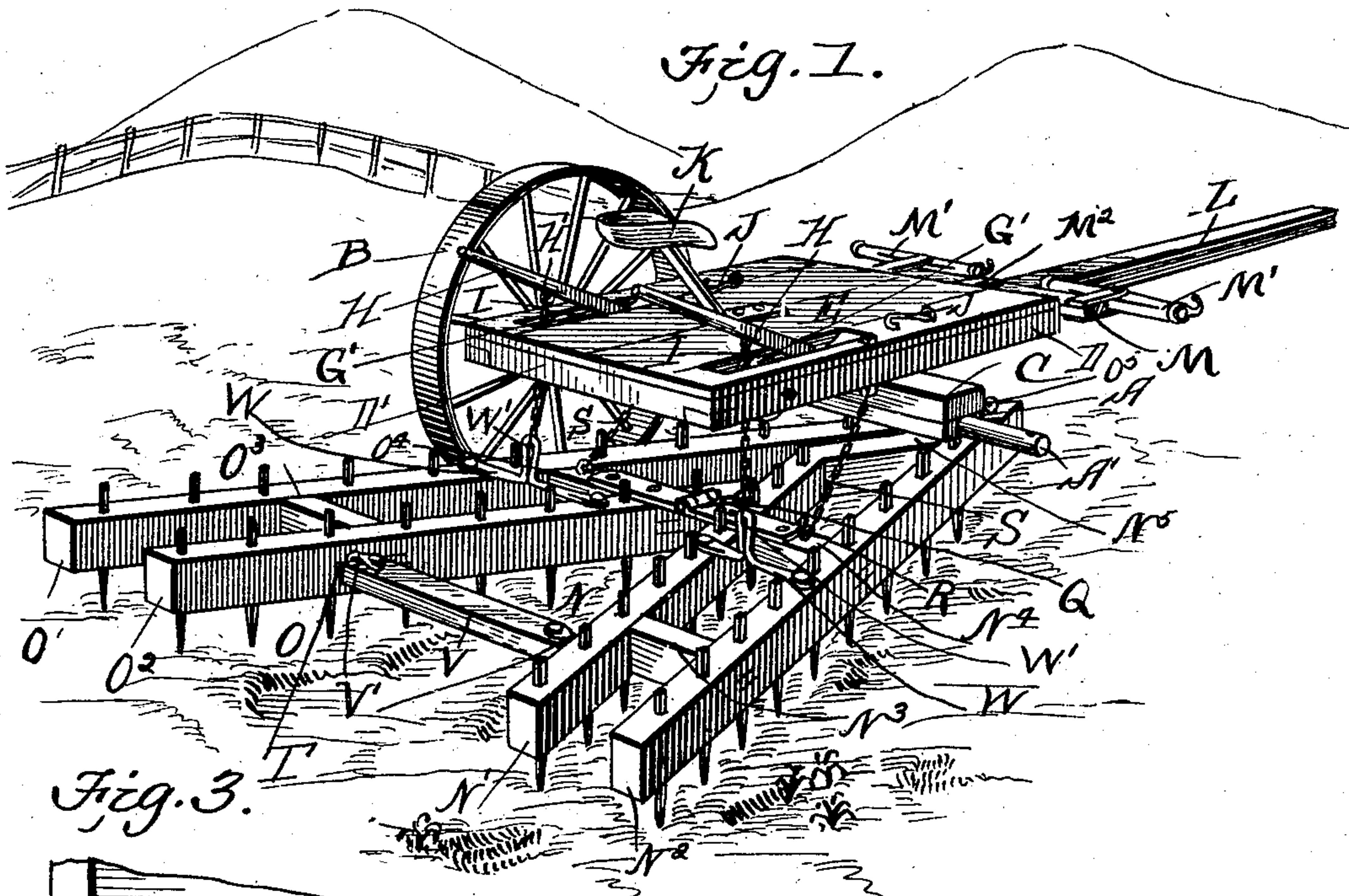


No. 361,441.

PATENTED JULY 30, 1907.

G. W. DEMENT.
RIDING HARROW.

APPLICATION FILED JULY 19, 1908.



WITNESSES

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UNITED STATES PATENT OFFICE.

GEORGE W. DEMENT, OF CALDWELL, IDAHO.

RIDING-HARROW.

No. 861,441.

Specification of Letters Patent.

Patented July 30, 1907.

Application filed July 19, 1906. Serial No. 326,879.

To all whom it may concern:

Be it known that I, GEORGE W. DEMENT, a citizen of the United States, residing at Caldwell, in the county of Canyon and State of Idaho, have invented a new and useful Improvement in a Riding-Harrow, of which the following is a specification.

This invention relates to certain new and useful improvements in harrows, and more particularly to wheel harrows, the object being to provide a harrow which can be raised so as to clean its teeth when they become clogged and one which can be raised so that it can be driven from place to place, without dragging.

Another object of my invention is to provide a very novel harrow so connected that either section can move independently of each other.

With these objects in view, the invention consists in the novel features of construction hereinafter fully described and pointed out in the claims.

In the drawings forming a part of this specification:—
Figure 1 is a perspective view of my improved harrow. Fig. 2 is a side elevational view partly in section of my improved harrow. Fig. 3 is an inverted plan view of a portion of the platform.

In the drawing A indicates an axle having reduced ends A' on which are mounted wheels B. A bar C is secured on the axle A, between the wheels on which is mounted a frame, formed of side bars D and end bars D', having a platform E secured thereon, provided with openings adjacent each side bar D. Bars F are secured along the inner sides of the openings having its ends resting on the bar C and between the bars adjacent the rear of the opening are secured shafts G, on which are mounted grooved pulleys G'. Levers H are mounted between the side bars D and bars F, adjacent the forward ends of the openings provided with eyes H', carrying chains I. Hooks J are secured to the platform adjacent the sides adapted to hold the levers down on the platform. A seat K is arranged on the platform between the levers so that the driver can operate the levers from the seat. Secured to the underside of the front end bar D', and bar C, is a pole L provided with a double-tree M, carrying swingle-trees M' connected to the end bar by a plate M².

The harrow is formed of two sections N and O. The section N is formed of parallel tooth-bars N', N², connected together by bars N³, N⁴ and at their forward

ends by a bar N⁵. The section O is formed of parallel tooth-bars O', O², connected together by bars O³, O⁴, the end of the bar O', extending forwardly parallel with the bar N⁵ and is provided with an eye O⁵, at its end to which a chain P carried by an eye A' on the axle A is connected. The bars N⁴, O⁴ are connected together by a hinge Q and are provided with eyes R to which the ends of the chains S carried by the eyes S', on the side bars of the frame are connected. Eyes T are secured to the inside of the bars N², O², to which the clevis V' of a bar V are connected forming two approximately V-shaped harrows so that the sections can move independently of each other.

Rods W are secured between the bars of the sections, bent upwardly centrally to form loops W' to which the ends of the chains I carried by the levers are connected.

From the foregoing description it will be readily seen that I have provided very novel means for raising either side of the harrow independently of each other or both at the same time.

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

1. The combination with a platform mounted on wheels, provided with openings adjacent one end, of pulleys mounted in said openings and adjacent one end of said openings, levers mounted in said openings adjacent their other ends, chains carried by said levers passing over said pulleys, a double-harrow composed of sections hinged together adjacent their forward ends, supported under said platform by chains, eyes carried by said sections, a clevis mounted in said eyes carried by a bar, loops carried by the sections, connected to chains carried by the levers, and hooks mounted on said platform adapted to engage said levers for the purpose described.

2. In a wheel harrow, the combination with a platform mounted on wheels, provided with openings adjacent each end, of pulleys mounted in said openings, levers mounted in said openings provided with chains passing over said pulleys, a double V-shaped harrow composed of sections, hinged together adjacent one end supported under said platform, eyes secured to said sections, a bar provided with a clevis at its ends, secured in said eyes, rods secured to said sections provided with loops connected to the chains and hooks arranged on the platform adapted to engage said levers, for the purpose described.

GEORGE W. DEMENT.

Witnesses:

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