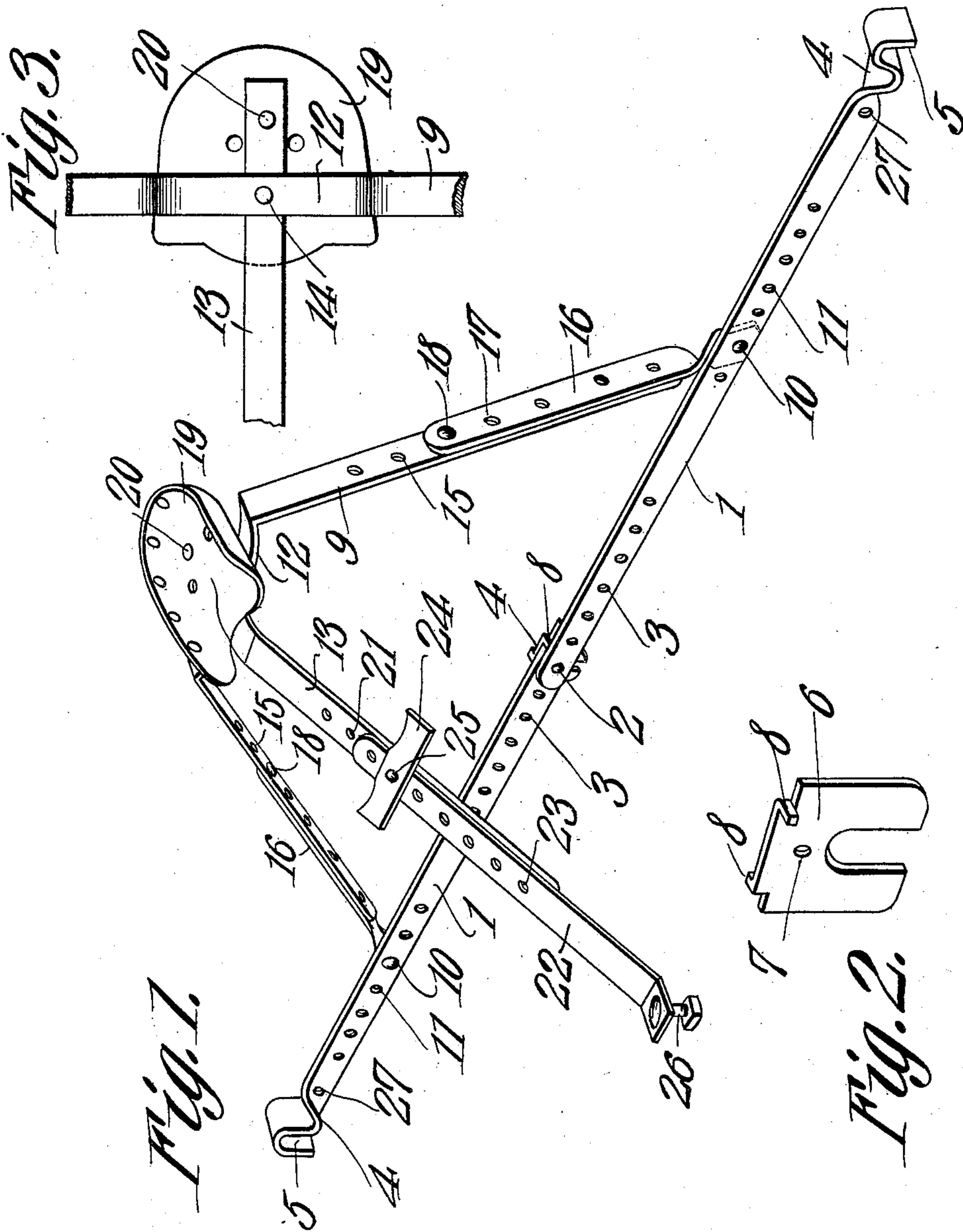


No. 897,059.

PATENTED AUG. 25, 1908.

M. BUZARD.
SEAT FOR HARROWS AND THE LIKE.
APPLICATION FILED MAR. 17, 1908.



Witnesses

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UNITED STATES PATENT OFFICE.

MARK BUZARD, OF BISON, OKLAHOMA.

SEAT FOR HARROWS AND THE LIKE.

No. 897,059.

Specification of Letters Patent.

Patented Aug. 25, 1908.

Application filed March 17, 1908. Serial No. 421,599.

To all whom it may concern:

Be it known that I, MARK BUZARD, a citizen of the United States, residing at Bison, in the county of Garfield and State of Oklahoma, have invented a new and useful Seat for Harrows and the Like, of which the following is a specification.

This invention has relation to seats adapted to be applied to harrows and similar implements and it consists in the novel construction and arrangement of its parts as hereinafter shown and described.

The present invention is an improvement over the harrow seat shown in my prior patent issued July 2, 1907, #858,438.

The object of the present invention is to provide a comfortable seat which may be easily applied to any make of harrow or similar implement which requires the weight of an operator distributed equally on all parts or which requires greater weight at some parts than at others. At the same time the construction is such that the application of the seat does not interfere with the relative movement of the harrow members in passing over uneven surfaces. The parts are so arranged that the seat may be applied to a harrow made up of two or three sections whereby the weight may be distributed to the said sections as above indicated.

In the accompanying drawing: Figure 1 is a perspective view of the seat and support. Fig. 2 is a perspective view of a washer used on the seat support, and Fig. 3 is a bottom plan view of the seat.

The support for the seat comprises the bars 1, 1 which are held together at their inner ends by means of a bolt 2 which passes transversely through the perforations 3 provided in each of said bars. Each bar is provided with a series of perforations 3 in order that the said bars may be shifted or adjusted longitudinally with relation to each other and at their outer ends are twisted as at 4 and formed into the vertically disposed sockets 5. The U-shaped member 6 is interposed between the adjoining ends of the bars 1, 1 and is perforated as at 7 to receive the bolt 2. The member 6 is provided at its upper edge with the lugs 8, one of which extends over the upper edge of one of the bars 1 and the other over the upper edge of the other bar 1. The space between the legs of the member 6 is adapted to receive a portion of the framework of a harrow section and by reason of the fact that the bolt 2 pivotally connects

the inner end of the bars 1 and passes through the member 6 sufficient flexibility is maintained at the inner ends of the bars 1 to enable the harrow section with which the member 6 engages to have ample relative movement to pass over uneven places at the surface of the ground.

The arch member 9 is secured at its ends or sections mounted upon its ends with the intermediate portion of the bars 1 by means of the bolts 10 which pass transversely through one of the perforations 11. Thus it is possible to shift the bars 1, 1 relatively nearer or farther apart to fit different widths and makes of harrow and also to distribute the weight of an operator as desired upon two or three harrow sections. The upper intermediate portion of the arch member 9 is horizontal or substantially so as at 12 and is connected with the foot rest bar 13 by means of a bolt 14. The lower end portions of the legs of the arch bar 9 are provided with perforations 15. The extensible sections 16 are provided with perforations 17 and may be adjustably fixed with relation to the legs of the arch bar 9 by means of the bolts 18 which are passed transversely through registering perforations 15 and 17. The seat 19 is attached by means of the bolt 20 to the upper end portion of the bar 13. The lower end portion of the bar 13 is provided with a series of perforations 21 and the extensible section 22 is provided with a series of bolt perforations 23. The foot rest 24 is held in place with relation to the bar 13 by means of a bolt 25 which passes transversely through the said foot rest and registering perforations 21 and 23. The lower end of the section 22 is provided with a bolt 26 which may be attached to the draft beam of a harrow member or other suitable part. The outer end portions of the bars 1 are provided with bolt perforations 27.

From the foregoing description it will be seen that when the seat is applied to a harrow having three sections the parts are in the positions as shown in Fig. 1 and when in such positions the sockets 5 may receive portions of the frame work of the outer harrow members and the space between the legs of the washer 6 may receive a portion of the frame work of the intermediate harrow member. When it is desired to apply the seat to a harrow composed of two sections the bolt 2 is removed and the bars 1 are shifted longitudinally (the bolts 10 having been previously

removed) and when one of the perforations 3 in one of the bars 1 is in register with the perforation 27 in the other bar 1 the bolts 10 are passed through the registering perforations 3 and 27 in the opposite bars 1, thus the reach of the bars 1 is contracted longitudinally and the sockets 5 are brought nearer together in order to engage portions of the frame of two harrow sections.

Whether the seat support be applied to a harrow made up of two or three sections the legs of the arch bar 9 may be adjusted along the sections 16 so as to evenly divide the weight of one occupying the seat 19 at the opposite ends of the bars 1 or the bar 9 may be so adjusted as to place greater weight of the occupant of the seat 19 upon one bar 1 than upon the other. By means of the adjustment between the bar 9 and section 16 the seat 19 may be so positioned as to properly hold an occupant when the harrow is working upon a hill side. By reason of the fact that the parts are made of metal there is sufficient resiliency in the combination as a whole to afford a comfortable seat for the operator. Having described my invention, what I

claim as new and desire to secure by Letters Patent is:

1. A seat for harrow members and the like comprising bars adjustably attached together at their inner ends and adapted to engage harrow members at their outer ends, an arch member having longitudinally extensible legs secured to the bars, a foot rest bar connected with the arch bar, and a seat mounted upon the foot rest bar.

2. A seat for harrow members and the like comprising bars adjustably attached together at their inner ends and adapted to engage harrow members at their outer ends, an arch bar having adjustable leg sections secured to said bars, a foot rest bar attached to the arch bar and having a longitudinally adjustable section and a seat mounted upon the foot rest bar.

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

MARK BUZARD.

Witnesses:

T. C. KRIPPENDORF,
V. V. BLODGETT.