(No Model.)

G. W. DEWEESE.

LAND ROLLER.

No. 590,138. Patented Sept. 14, 1897.

Fig. 1.

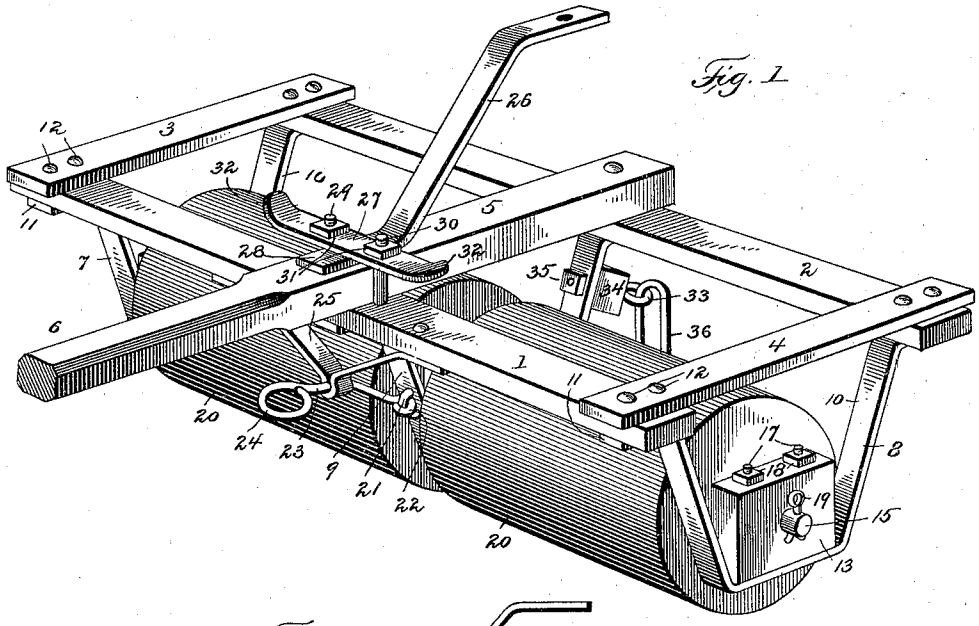


Fig. 2.

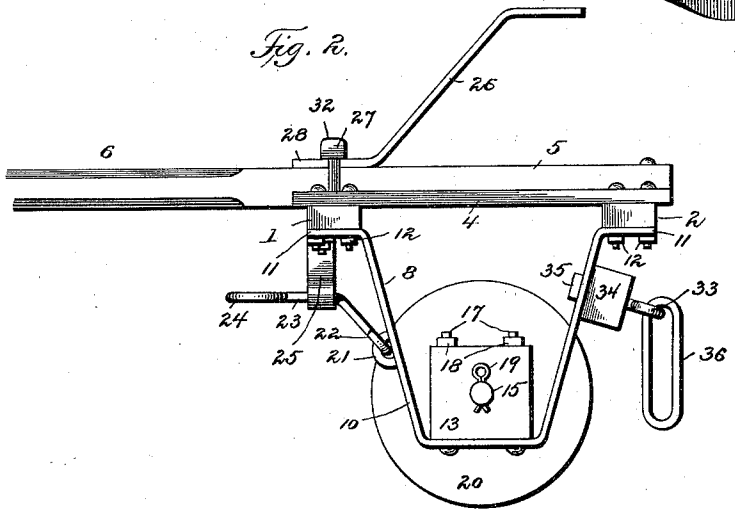


Fig. 3.

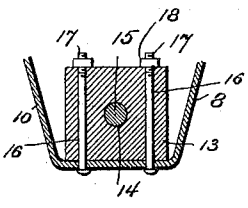
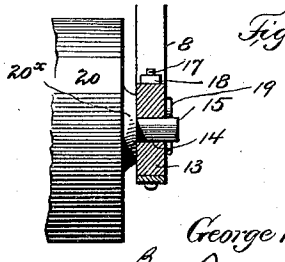


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

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LAND-ROLLER.

SPECIFICATION forming part of Letters Patent No. 590,138, dated September 14, 1897.

Application filed May 10, 1897. Serial No. 635,887. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. DEWEESE, a citizen of the United States, residing at Troy, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Land-Rollers; 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to land-rollers, the object being to provide an improved construction of land-roller which will be well adapted for the uses for which these machines are applied and also be very simple and durable.

The characteristic features of the machine will be fully described hereinafter and pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a view in perspective of the invention. Fig. 2 is an end or side elevation of the same, and Figs. 3 and 4 show parts in detail.

The frame of the machine comprises parallel front and rear bars 1 and 2, connected at their ends by bars 3 and 4 and at their center by the rear end 5 of the tongue 6.

7, 8, and 9 indicate depending brackets located, respectively, one at each end of the frame and one midway between the ends. Each bracket consists of the body portion or loop 10 and horizontal lugs 11, projecting in opposite directions from the bracket-loops and secured by bolts 12 to ends of the frame-bars 1 and 2. The lower horizontal portion of each of the loops 10 constitutes a flat seat for a bearing-block.

Each of the brackets 7, 8, and 9 is provided with a bearing-block 13, formed with a horizontal bearing 14 for the roller-shaft 15, and with vertical bolt-holes 16, one on either side of the bearing 14, to receive bolts 17, secured by nuts 18. Thus it will be seen that the blocks 13 are firmly seated, so that their weight, as well as the vertical strain of the shaft and rollers, is borne by the brackets.

The ends of the shaft 15 are perforated to receive linchpins 19.

The rollers 20 are mounted upon the shaft 15, one roller being arranged on either side of the central bracket 9. Each of these rollers is provided with integral hubs $20^{\times}$, which serve as washers.

Secured to the front side of the bracket 19 is a loop or staple 21, to which is secured the rear looped end 22 of a draft-bar 23, the forward end 24 of which is supported by a V-shaped bracket 25, depending from the under side of the front frame-bar 1 at right angles to the bracket 9.

Upon the tongue 6 is secured the seat-support 26 by means of a cross-strip 27, overlying and bearing against the forward horizontal end 28 of the seat-support and secured by parallel bolts 29 and 30 and nuts 31. The ends 32 of the cross-strip 27 are upwardly turned, and said strip serves as a foot-rest for the driver.

The rear side of the central bracket 9 is provided with a supplemental draft attachment consisting of an eye 33, the stem of which extends through a block 34 and the bracket 9 and is secured by a nut 35. A draft-link 36 may be used with the eye 33.

The construction above described provides a very strong, durable, and substantial structure. The rollers are not encumbered or impeded by projecting portions of the frame and clogging or imperfect action of the rollers is avoided.

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

In a land-roller, the combination with the frame, of brackets depending therefrom provided with horizontal seats, bearing-blocks for the roller-shaft supported within said brackets on said seats, and a draft-rod secured to the front side of the central bracket and supported and braced by a bracket depending from the under side of the front frame-bar at right angles to the central shaft-supporting bracket.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE W. DEWEESE.

Witnesses:
L. H. SHIPMAN,
W. A. HAINES.