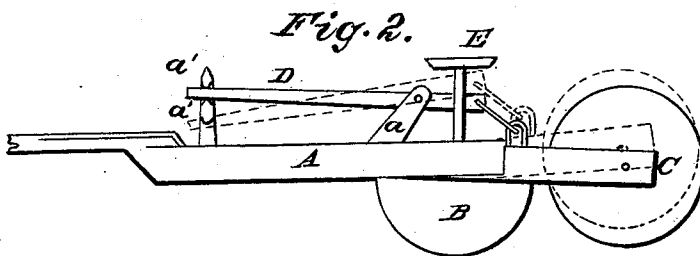
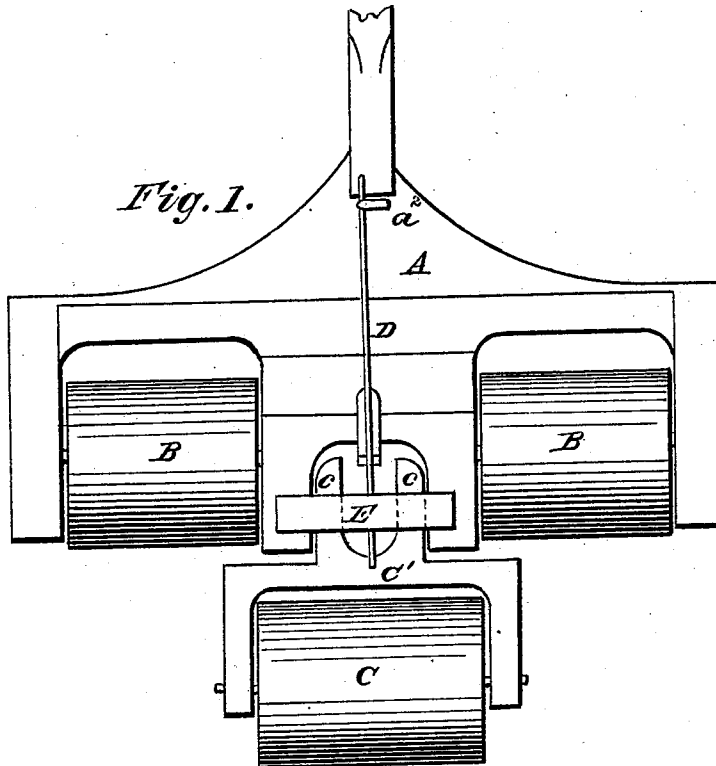


E. O. JONES.

Land Roller.

No 77,048.

Patented April 21, 1868.



Witnesses:

M. W. Headle
Frederic Thomas

Inventor:

E. O. Jones

United States Patent Office.

ELIJAH O. JONES, OF BRANDON, MICHIGAN.

Letters Patent No. 77,048, dated April 21, 1868.

IMPROVEMENT IN LAND-ROLLER.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ELIJAH O. JONES, of Brandon, in the county of Oakland, and State of Michigan, have invented a new and improved Land-Roller; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention relates to an improved construction of sectional land-roller, which consists principally in so arranging the rear section that it may be elevated and carried by the other sections when it is desired to make a turn, as will be fully described hereinafter.

Figure 1 represents a plan view, and

Figure 2 a side elevation of my improved roller.

In the drawings, A represents a frame, which may be constructed in any suitable manner, and in which are placed the rollers B B, as shown.

C represents the rear section, located behind the rollers B B, in such manner as to break joint with them, and which is hinged closely in any proper manner to the frame A.

In this case, however, the frame of the roller C is fastened, by means of the tongues *c c*, directly to the gudgeons of rollers B, it being so arranged as to move freely up and down when necessary, but in such manner as to prevent any lateral movement.

D represents a lever, whose fulcrum rests upon the frame A at the point *a*, the rear end of which is attached to the frame C' of the roller C, and the front end of which extends forward and engages with the notches *a'* in the standard *a''*.

E represents the driver's seat, which is placed at such a distance behind the bearings of the rollers B B, as to balance the front part of the frame A, by which arrangement the team is relieved from undue weight. The object of this construction and arrangement is to produce a compact roller, which can be easily turned.

In all the sectional rollers in use, familiar to me, the arrangement is so cumbersome and so awkward to turn, as to make them almost wholly useless. In mine, however, the arrangement is such that when it is desired to turn, the entire weight of the rear roller is transferred to the front roller; for the roller C being hinged directly to the gudgeons of the rollers B, its weight is thus made to rest directly upon the points best adapted to bear it, for when the point is reached to make a turn, the driver steps forward upon the frame, and depresses the lever D with his foot until it rests in the lower notch in the standard *a''*, by which means the rear roller is elevated entirely from the ground, the driver's weight at the same time serving to balance it, and thus relieve the team again.

The advantages gained by this arrangement will be readily perceived, for by thus removing the roller from the ground, and transferring its weight to the front roller, it may be attached in close proximity to the latter, and thus be made very compact. It will be also observed that when the rear section is thus elevated, the whole apparatus is as easily turned or moved as a cart.

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

1. Constructing a sectional roller in such manner that the weight of the rear section or sections may be transferred, when desired, to the front and outward sections, substantially as and for the purpose described.

2. The frame A, rollers B B C, frame C', lever D, standard *a''*, and seat E, the whole being combined and operated substantially as described.

This specification signed and witnessed, this tenth day of March, 1868.

Witnesses:

FREDERIC THOMAS,
E. R. BEADLE.

E. O. JONES.