No. 838,743. PATENTED DEC. 18, 1906.

H. L. PARRISH.

RIDING ATTACHMENT.

APPLICATION FILED JULY 5, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

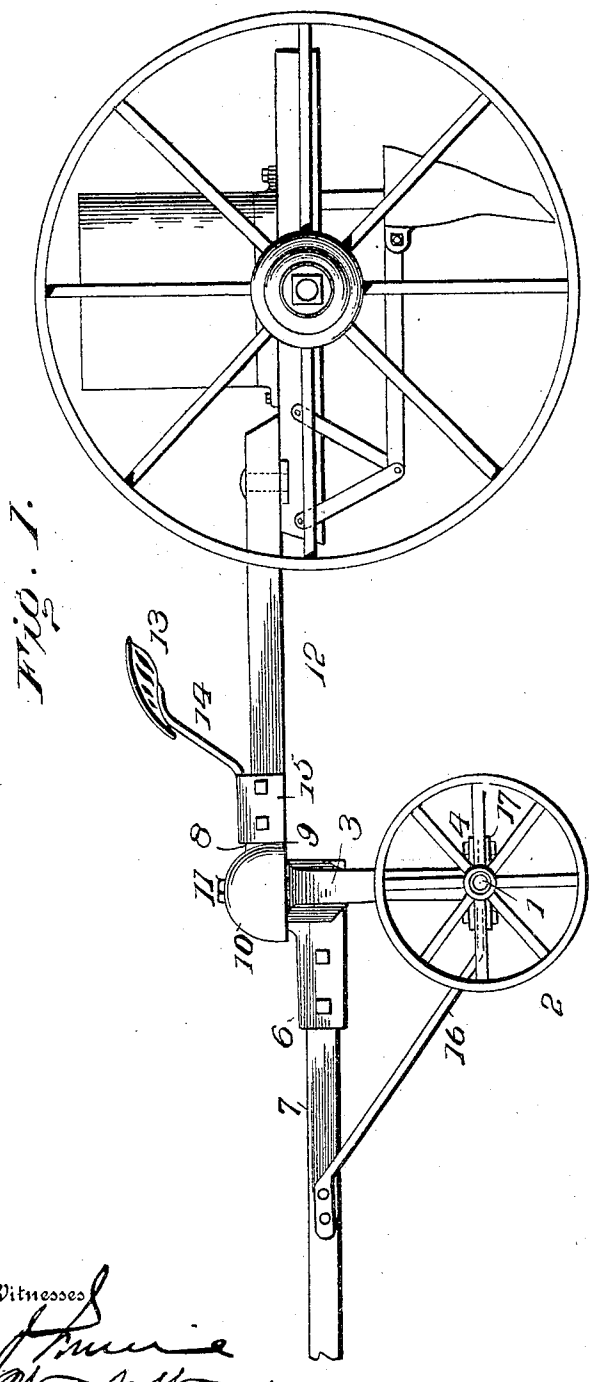


Fig. 6.

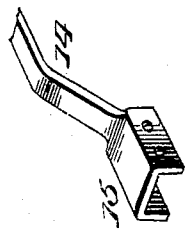


Fig. 5.

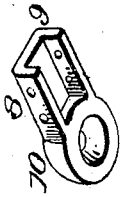
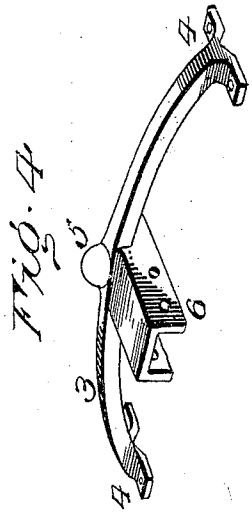


Fig. 4.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 2.

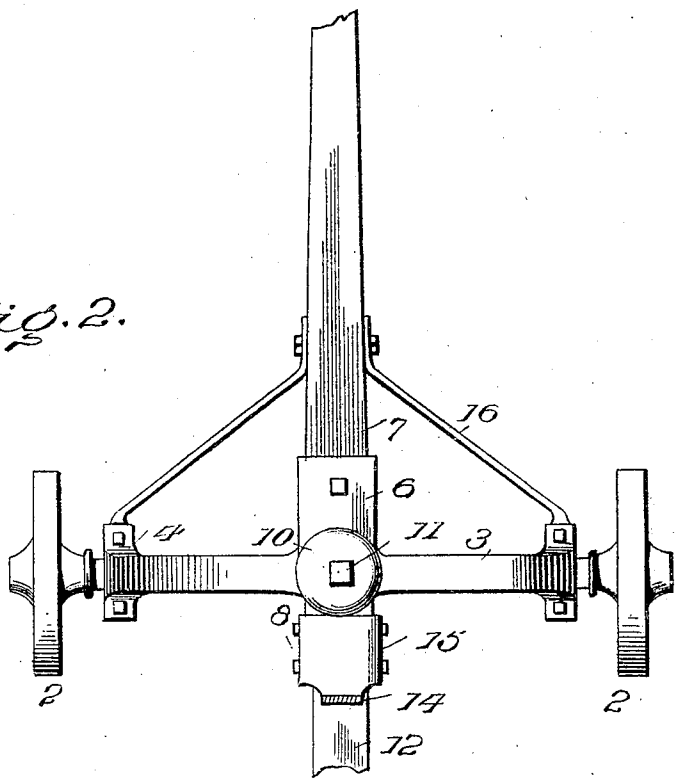
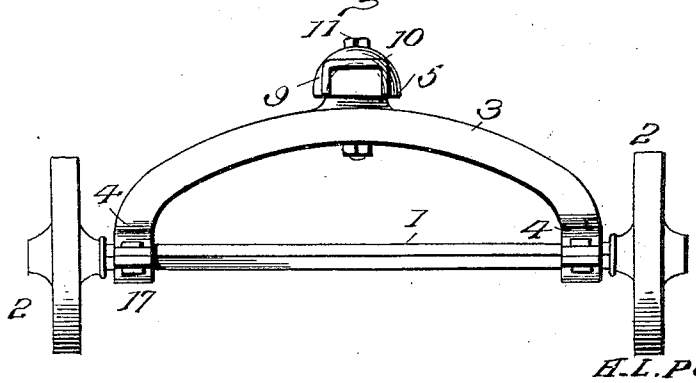


Fig. 3.



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UNITED STATES PATENT OFFICE.

HOWARD L. PARRISH, OF COSHOCTON, OHIO.

RIDING ATTACHMENT.

No. 838,743. Specification of Letters Patent. Patented Dec. 18, 1906.

Application filed July 5, 1906. Serial No. 324,818.

To all whom it may concern:

Be it known that I, HOWARD L. PARRISH, a citizen of the United States, residing at Coshocton, in the county of Coshocton and State of Ohio, have invented certain new and useful Improvements in Riding Attachments, of which the following is a specification.

The primary object of this invention is to devise means for relieving the draft-animals of the weight generally imposed upon their necks when drawing agricultural implements over the field.

Incidental to the structure the attachment provides convenient means for supporting the driver and relieving the implement or machine of his weight.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings.

While the invention may be adapted to different forms and conditions by changes in the structure and minor details without departing from the spirit or essential features thereof, still the preferred embodiment is shown in the accompanying drawings, in which—

Figure 1 is a side view showing the application of the invention in connection with a grain-drill. Fig. 2 is a top plan view of the riding attachment. Fig. 3 is a rear view of the attachment. Fig. 4 is a detail perspective view of the arch. Fig. 5 is a detail perspective view of the coupling member. Fig. 6 is a detail perspective view of the seat-standard, the upper end being broken away.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The riding attachment comprises an axle 1, provided at opposite ends with supporting-wheels 2, which are comparatively small to admit of coupling the device to field machinery or implements in a convenient manner. An arch 3 is secured to opposite end portions of the axle 1 and is preferably provided at its ends with opposite flanges 4, which extend across the axle and receive the same. The arch is provided at a central point with a protuberance 5 of approximately semispheroidal shape, so as to form a member of a ball-and-socket joint. A socket 6 extends forward of the arch and receives the rear end of a pole or tongue 7, which is secured within the socket in any substantial way. The several parts—that is, the arch, the end flanges 4, the protuberance 5, and the socket 6—are preferably of integral formation, constituting elements of a single casting.

The coupling member 8 comprises a rear socket 9 and a front socket 10, the latter being approximately of semispherical form to snugly receive the protuberant member 5. The members 5 and 10 constitute parts of a ball-and-socket joint which admit of relative movement of the arch axle and pole. A bolt or pin 11 connects the members 5 and 10 by being passed through openings formed therein in vertical relation. The rear socket 9 receives the front end of a reach or coupling 12, by means of which the riding attachment is connected to the grain-drill or other type of implement or machine to be drawn over the field.

The seat 13 is attached to the upper end of a standard 14, whose lower end is formed with spaced plates 15, which embrace opposite sides of the socket 9 and are secured thereto by the same bolts or fastenings employed for connecting the reach 12 thereto.

Braces 16 of similar formation have their front ends extended along opposite sides of the pole or tongue 7 and bolted thereto and have their rear ends formed with flanges 17, corresponding to the flanges 4 at the ends of the arch 3, and between which flanges 4 and 17 the axle 1 is clamped, said flanges being notched or depressed to form seats to receive the axle, the projecting end portions of the flanges having openings to receive the bolts or fastenings by means of which the flanges are drawn together to clamp the axle and to secure the braces and arch thereto.

The attachment constructed substantially as disclosed herein is adapted to be coupled to a grain-drill or other form of agricultural machine to provide convenient means for supporting the driver and to relieve the weight of said implement from the necks of the horses, thereby enabling the animals to perform greater service with less fatigue. The arch 12 may be connected to the implement in any manner, as will be readily understood.

Having thus described the invention, what is claimed as new is—

1. In a device of the character specified,

the combination of an arch provided at opposite ends with supporting-wheels and intermediate of its ends with a forwardly-extended socket and an upwardly-extended protuberance forming a member of a ball-and-socket joint, and a coupling member having a rearwardly-extended socket and a second socket to receive the aforesaid protuberance of the arch, connecting means between the coupling member and arch, a pole fitted to the front socket, and means connecting the rear socket with the implement with which the attachment coöperates.

2. In a device of the character set forth, the combination of an axle provided at opposite ends with supporting-wheels, an arch having terminal flanges and provided intermediate of its ends with a front socket and an upwardly-extended protuberance, a coupling member having a socket fitted to said protuberance, connecting means between the arch and coupling member, a pole secured to the socket of the arch, braces secured at their front ends to the pole and having flanges at their lower rear ends between which and the flanges at the extremities of the arch the axle is received, and means for connecting the flanges and clamping the axle therebetween.

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

HOWARD L. PARRISH. [L. S.]

Witnesses:
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