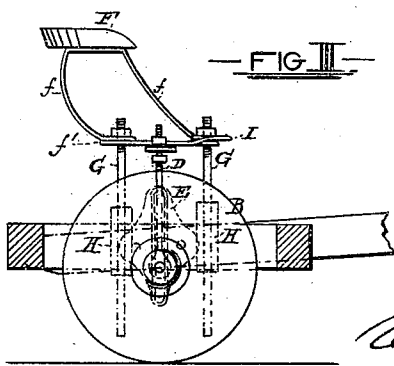
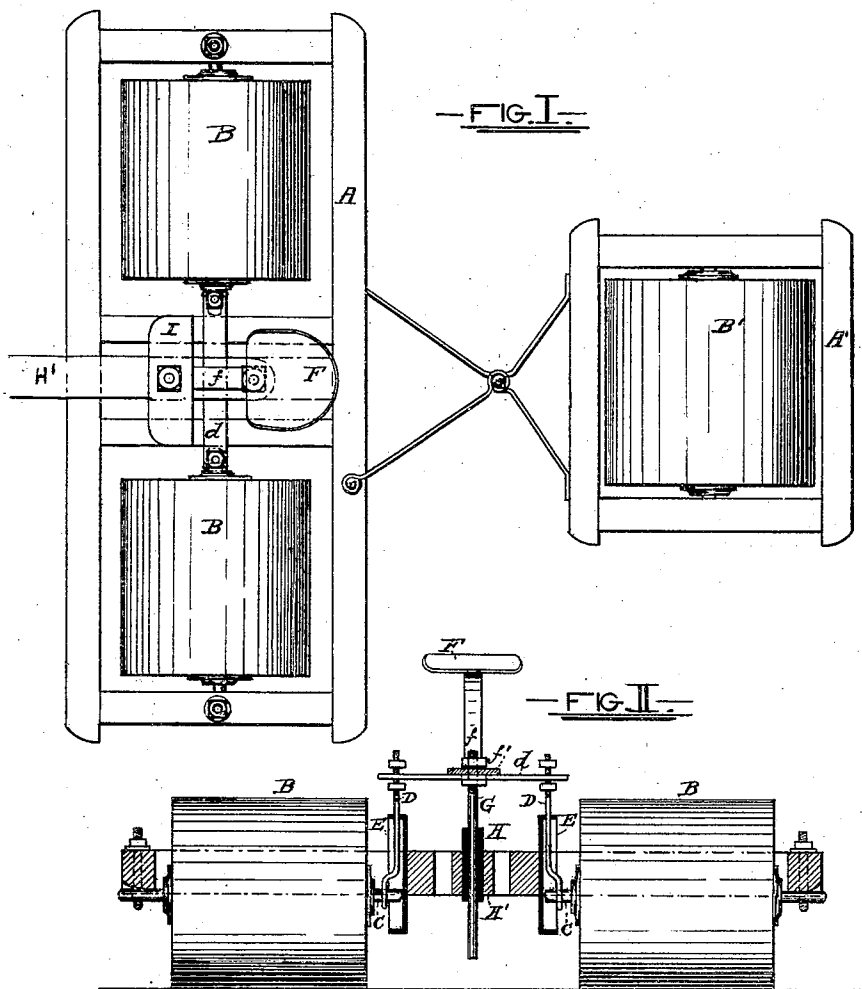


J. LANYON.

Improvement in Land-Rollers.

No. 131,222.

Patented Sep. 10, 1872.



—WITNESSES:—

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# UNITED STATES PATENT OFFICE.

JOSIAH LANYON, OF MINERAL POINT, WISCONSIN.

## IMPROVEMENT IN LAND-ROLLERS.

Specification forming part of Letters Patent No. 131,222, dated September 10, 1872.

Specification describing certain Improvements in Land-Rollers, invented by JOSIAH LANYON, residing in Mineral Point, county of Iowa and State of Wisconsin.

In the annexed drawing, Figure 1 represents a plan view of my improved land-roller. Fig. 2 is a front elevation, partly in section; and Fig. 3 is an end view thereof, also partly in section, and with the third or rear roller removed.

In the several figures identical parts are designated by corresponding letters of reference.

This invention relates to that class of land-rollers which are adapted to rolling ground of uneven as well as of even surfaces, and by which the work is performed with efficiency and dispatch; and it consists of the combination, with the inner or movable ends of the roller-axes, of vertically-adjustable rods suitably connected together; further, of an adjustable seat; and, also, of the combination of the latter with the devices aforesaid mentioned, substantially as hereinafter more fully explained and specifically pointed out by the claim.

To enable others to make and use my invention, I will proceed to describe its construction and operation.

In the accompanying drawing, A A' refer to two frames of ordinary construction and contour, the former being divided into two smaller frames for the reception of the front rollers B B, and the latter embracing the rear roller B'. The frames A A' are linked together, as shown in Fig. 1. To the inner or contiguous ends of the front roller-axes C C are attached, by loops or eyes, vertically-adjustable rods D D, which are connected together by means of a transverse bar, *d*, or other suitable means; the object of said rods and connecting-bar being to throw the weight of the driver, occupying the adjustable seat, which is brought to bear thereon, as will be described hereinafter, upon the depressed or elevated ends of the rollers B B, and thereby enable the work of rolling the ground, especially upon such having uneven surfaces, or upon the sides of two contiguous mounds or hills either with their slopes receding from or approaching the center of operation, to be

thoroughly or efficiently performed, and also with dispatch. E E are the journal-boxes which receive the inner or contiguous ends of the front roller-axes C C, and up through which pass the rods D D, attached, as already stated, to the said axles, apertures being provided for their exit from the said boxes. These boxes, to which, separately considered, no claim is made by me, and whose chambers are in a plane with their lengths to permit of the vertical adjustment of the inner ends of the front roller-axes, are formed or otherwise supplied with flanges, through which screws or other fastenings are inserted for fastening the said boxes to the frame A. F refers to the driver's seat, which is of ordinary construction, and mounted upon or secured to the horizontal portion of a spring metal frame, *f f*, by solder or otherwise, the ends of the pendent portions of which frame being perforated and receiving the threaded ends of two rods, G G, which are provided, both above and below the said pendent ends of frame *f*, with nuts, and between which ends of frame *f* and the nuts below said ends is interposed a plate or bar, *f'*. The bar *f'*, which occupies a plane at right angles with the cross-bar *d* of the rods D D, is designed to afford a means for allowing the pressure or weight of the seat and driver being thrown upon the said cross-bar *d*, from whence it will be transmitted through the rods D to the inner or contiguous ends of the front roller-axes C C. H H refer to two tubes passing through and fastened to a slightly-inclined bar, H', secured to the front and rear bars of the frame A by any suitable means. Within these tubes fit the rods G G, they being sufficiently large in diameter to permit of the latter having vertical movement, whereby the seat F can automatically adjust itself to the rising and falling of the bar *d*, and the rods to which the latter is attached, caused by the inequalities of the ground over which the rollers pass. The bar H' is designed to represent the tongue of the machine. I is a rest for the feet of the driver.

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

1. The combination of the rods G G, tubes

H H, bar *f'*, and seat F, substantially as and for the purpose set forth.

2. The seat F, bar *d*, and rods D D, in combination with the bar *f'*, rods G G, and tubes H H, substantially as and for the purpose specified.

In testimony whereof I have hereunto signed

my name this 11th day of April, A. D. 1872, in presence of two subscribing witnesses.

JOSIAH LANYON.

Witnesses:

W. H. PECK,

CYRUS LANYON.