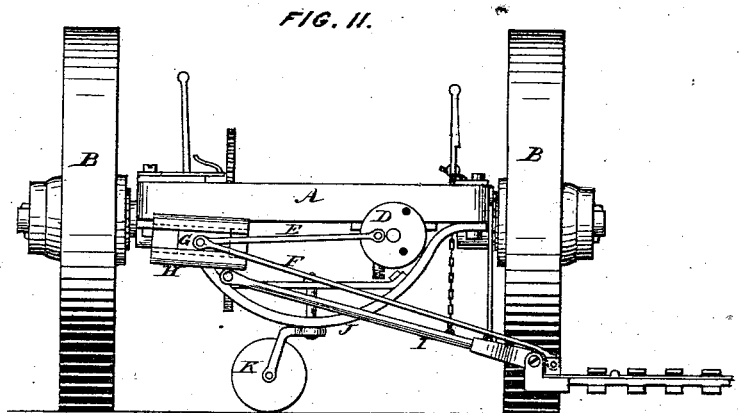
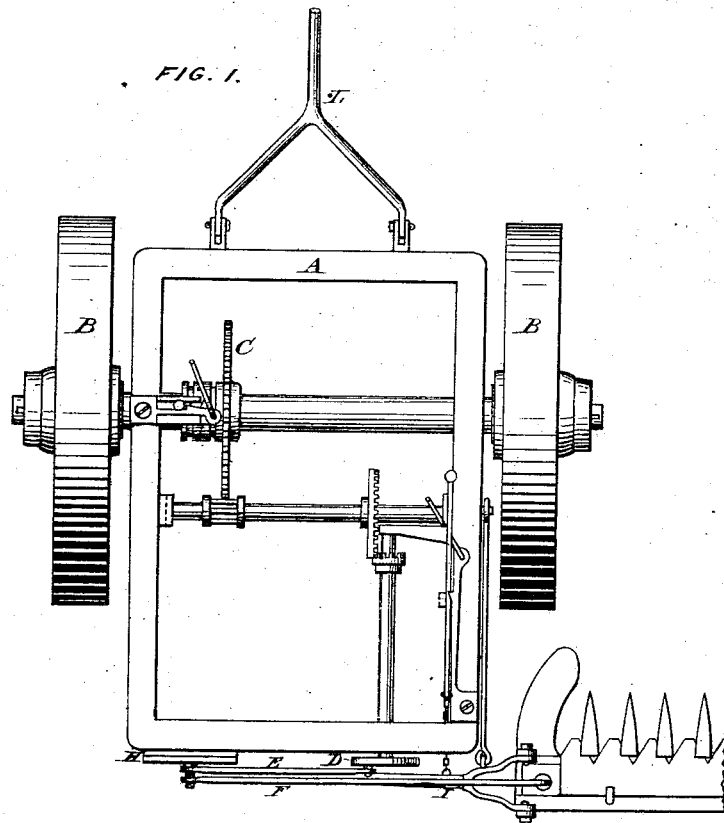


W. W. BRIGLIN.  
Mowing-Machine.

No. 161,322.

Patented March 30, 1875.



Witnesses.  
G. O. Crammer  
H. D. Crammer

Inventor.  
Willard W. Briglin

# UNITED STATES PATENT OFFICE.

WILLARD W. BRIGLIN, OF AVOCA, NEW YORK.

## IMPROVEMENT IN MOWING-MACHINES.

Specification forming part of Letters Patent No. 161,322, dated March 30, 1875; application filed August 28, 1874.

*To all whom it may concern:*

Be it known that I, WILLARD W. BRIGLIN, of Avoca, in the county of Steuben and State of New York, have invented certain Improvements in Mowing-Machines, of which the following is a specification:

The object of my invention is to have two connections between the cutter-bar and crank-wheel, and have them coupled to a sliding pin that is held and guided by ways for it to slide in, so that the connection between the pin and cutter-bar may be moved in nearly the direct line of the connection, for the purpose of making a lighter connection do the work, and move the cutter-bar with less friction.

The construction and arrangement of the parts are shown in the figures of the drawing, of which Figure 1 is a plan of the machine, and Fig. 2 a rear elevation of the same.

A is the frame. It is made rectangular in form, and any size required, and must be made strong enough to support the necessary machinery and retain its shape while the machinery is at work. It is supported by the axle of the driving-wheels B and B, placed nearer the forward end, and so arranged with relation to the weight of the several parts that the rear end overbalances the forward end, and the rear caster-wheel has sufficient weight resting upon it to keep it to the ground. B and B are the supporting and driving wheels. They may be made in any ordinary manner. C is a cog-wheel put on the axle, and provided with a clutch or other device, so that it may be caused to revolve with the axle or liberated at will. This wheel drives the system of wheels and pinions shown in Fig. 1, that gives motion to the crank-wheel. D is the crank-wheel. It is fastened on the end of a shaft that is placed parallel to the under side and one edge of the frame A, and is held in journal-boxes on the under side of the frame. This wheel is provided with a crank-pin, on which one end of the connecting-rod E is placed. E is a connecting-rod, between the crank-wheel D and the sliding pin G. It transmits motion from the crank-wheel to the pin G. F is a connecting-rod between the sliding pin and the cutter-bar. One

end has a journal-box fitted to the pin, and the other end is pivoted to the cutter-bar to give it motion. G is a sliding pin. It is made upon or attached to a slide that moves in the way H. H is the way for the sliding pin. It is fastened to the rear end and under side of the frame A. It may be situated lower than the center of the wheel D, and inclined to the same angle as the connecting-rod F, so that the power will be applied to the connection in a direct line with the connection. This way may be situated so as to give the same obliquity to both connecting-rods. I is a connecting-rod, between the finger-bar and rear part of the frame-work J. It is hinged to the finger-bar, so that the bar may be raised or lowered for work or transportation. The other end is pivoted on a support projecting from the frame J. By this the bar is held in position, and it may be raised or lowered at will by any of the well-known devices. J is an auxiliary frame. It is shaped as represented in Fig. 2. It is securely fastened to the under side of the rear end of the frame A. In the middle of it is a hole for the swivel of the caster-wheel. It has a support for the connecting-rod I, projecting from the rear side. K is the caster-wheel. It may be made in any ordinary manner, and any size that will support the frame A in a horizontal position.

The finger-bar, cutter-bar, and guard-fingers may be made in any ordinary manner, and supplied with all or any devices used in this kind of machinery.

L is the neap. It may be made in any required form, and must be hinged to the forward part of the frame A, so that the team will only support the forward end of it.

I claim—

The inclined way H, attached to the main frame, and sliding pin G, in combination with the connecting-rods E and F and crank-wheel D, all constructed and arranged to operate the cutter-bar in the manner substantially as described.

WILLARD W. BRIGLIN.

Witnesses:

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