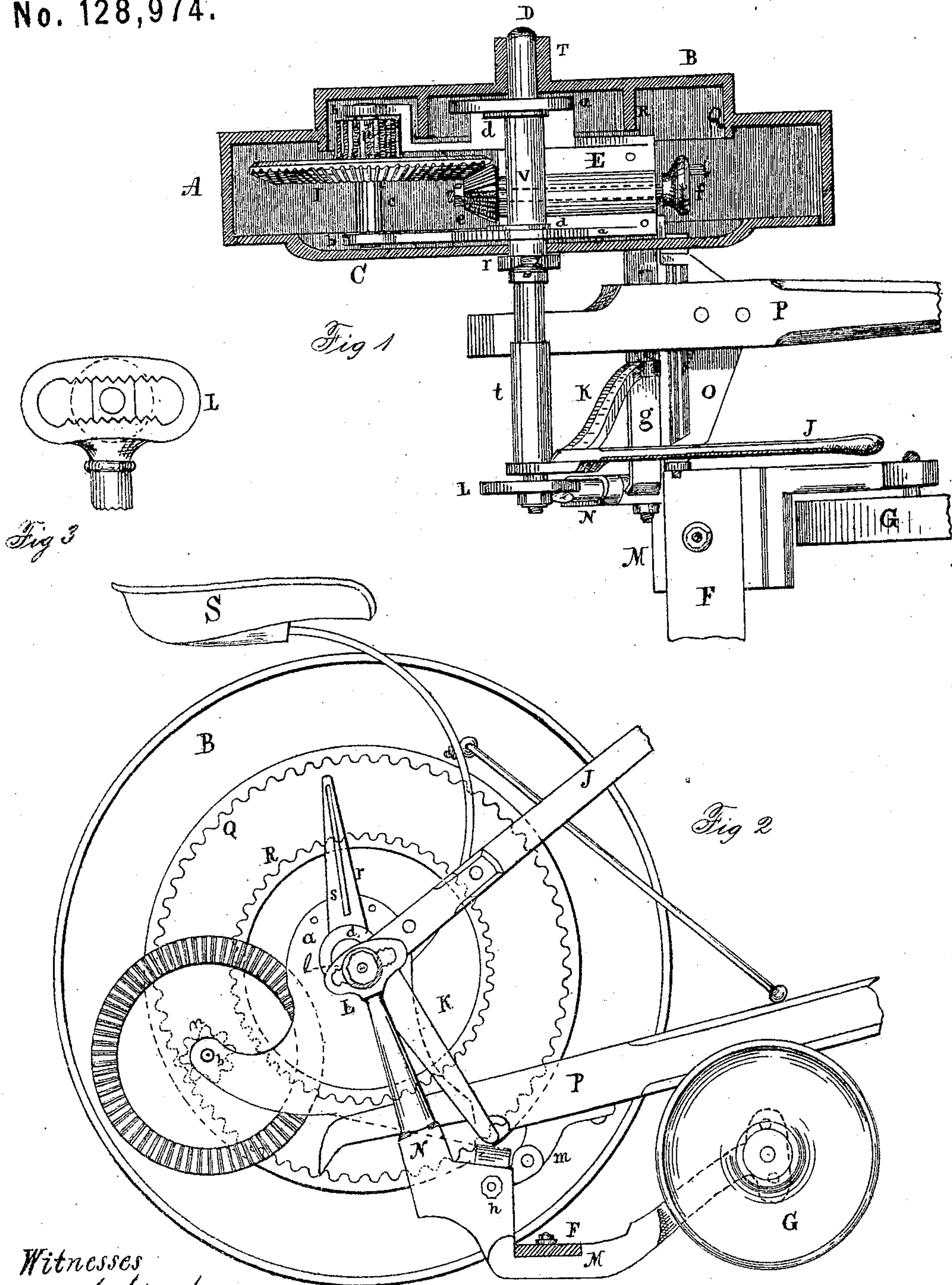


E. A. PECK.

Improvement in Harvesters.

Patented July 16, 1872.

No. 128,974.



Witnesses

E. A. Peck  
O. W. Bond

E. A. Peck

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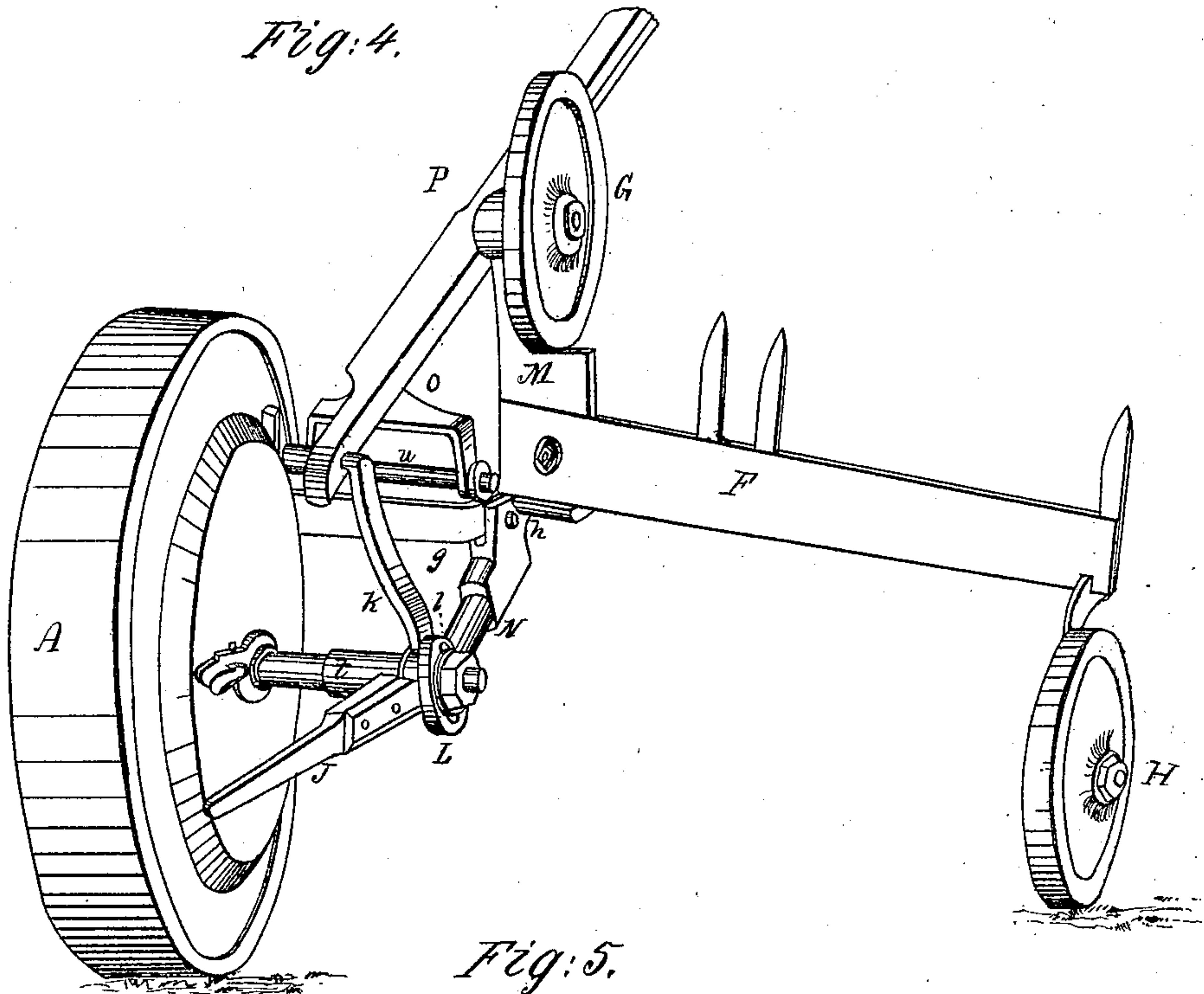
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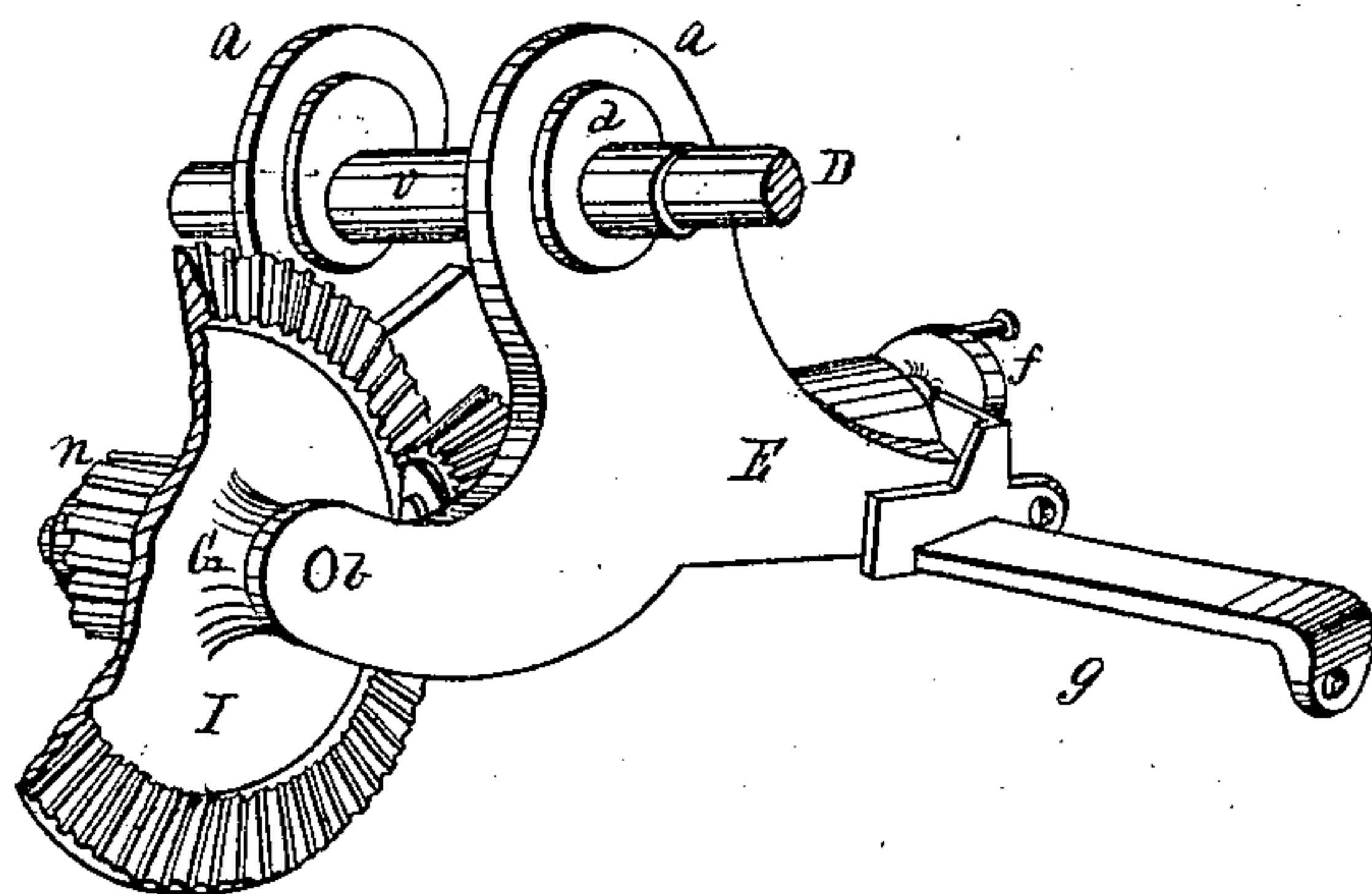
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Fig: 4.



*Fig: 5.*



*Witnesses*

Ernst West  
Carpenter

*Inventor*

Ezra A Beck



# UNITED STATES PATENT OFFICE.

EZRA A. PECK, OF SYCAMORE, ILLINOIS.

## IMPROVEMENT IN HARVESTERS.

Specification forming part of Letters Patent No. 128,974, dated July 16, 1872.

### SPECIFICATION.

I, EZRA A. PECK, of the town of Sycamore, in the county of De Kalb and State of Illinois, have invented certain new and useful Improvements in Harvesting-Machines, of which the following is a full description, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a plan view, the driving-wheel being represented in section; Fig. 2, an elevation, looking at the inside, with the plate C removed; Fig. 3, a detail; Fig. 4, a perspective, showing the position of the machine when ready for transportation from place to place; and Fig. 5, a perspective of the main frame and driving-gear removed from the wheel.

The drawing is on a scale of two inches to the foot.

My invention consists in certain improved devices for bringing the machine into suitable position to be transported from place to place and in the several devices and combinations herein claimed.

In the drawing, A represents the tread-band of the driving-wheel; B, the casing, which may be made with and connected to the tread-band A, and forming a covering for the outside of the wheel, the hub to which the outer end of the axle D is secured; the other end of the axle revolves in a bearing in the head L; C, a plate forming a covering for the inside of the wheel; E, the main frame, having two arms, *a a*, in which are eccentric holes, forming bearings for the eccentrics *d d*, which are permanently secured to the collar *v*; through which the axle D passes. To this collar, and upon the outside of C, is secured a lever, *r*, by means of which the collar *v*, and with it the eccentrics *d*, can be rotated upon the axle D, changing the position of the main frame. *s* is a small lever pivoted to the lever *r*, the lower end of it being bent so as to enter holes or slots provided in the plate C, its object being to hold the lever *r* and collar *v*, with the parts connected therewith, in any desired position; *b b*, two other arms, being part of the main frame, in the ends of which are bearings for the axle *c*, upon which the beveled wheel I, with its pinion *n*, are secured; *e*, a beveled pinion-wheel attached to a shaft passing through the lower part of the main frame E, upon the outer end of which shaft is the head which operates the pitman-

rod, which is to be connected to the sickle in the usual manner. *g* is a bar which passes through an opening in the plate C, and is permanently fastened to the main frame. The other end of this bar *g* is pivoted at *h* to the lower part of the standard N, which is connected with the inner shoe M. The upper end of the standard N is provided with a slotted head, L. The slot is provided with teeth. A small piece, *l*, which forms a bearing for the inner end of the axle D, is also provided with teeth which engage with the teeth in the slot. This bearing *l* may be provided with a permanent washer, indicated by a dotted line in Fig. 3, and teeth may be provided in the side of the slotted head, and on the inside of the washer, instead of as before described. By changing the position of the bearing *l* in the slotted head the angle of the sickle-guards with the ground may be somewhat changed. *t* is a loose collar upon the axle D, to which collar is secured a lever, J K. The arm K of this lever is bent at the outer end so as to pass under the pole P, which is pivoted to the machine by means of the coupling-iron O and pin or rod *n*, one end of which is screwed into or otherwise secured to the main frame and the other supported by a bearing on the standard N, as shown in Fig. 4; G H, two wheels supporting the ends of the sickle-bar F in the usual manner. When the machine is to be transported from place to place it can be brought into the position shown in Fig. 4 by the use of the lever J K, as, by raising the arm J of the lever, the other end will lift the rear end of the pole, the end of the arm K passing gradually along the under side of the pole from the position shown in Fig. 1 to that represented in Fig. 4, and may be held in that position by a notch near the end of the pole. As the rear end of the pole is elevated by means of this lever J K the driving-wheel performs a partial revolution backward, carrying with it the bar *g*. At the same time the sickle-bar is brought into nearly a vertical position, as shown in Fig. 4. On the inside of B are two sets of gear, Q R, between which the pinion upon the shaft *c* is located, as represented in Fig. 1. By means of the eccentrics *d d* and lever *r* the position of the main frame and parts attached thereto can be changed, as before stated, bringing the pinion into gear either with the gearing Q or R, as may be desired,



thus giving to the sickle either a rapid or slow motion, as may be desired for different kinds of work. The pinion *n* is to be thrown entirely out of gear by stopping it between the gear-wheels or gears *Q* and *R*, when the machine is to be transported from place to place. *S* is the driver's seat, so located as not to interfere with the proper balancing of the machine.

Among the advantages resulting from the construction described the following may be mentioned: A single-wheel machine is furnished which is evenly balanced and which has a floating sickle-bar, this bar having only its own weight to support and being relieved from all strain from the weight of the machinery. A double-gear machine, simple in construction, is provided. When the machine is transported the sickle-bar is brought into a vertical, or nearly vertical, position, relieving it from the strain following from the ordinary construction.

What I claim as new is as follows:

1. The combination of the wheel *A B* with the frame *E* and face-plate *C*, provided with an opening for operating the sickle at the side, substantially as described.

2. The inclosed main frame *E* provided with bearings *a a*, in combination with the eccentrics *d d*, pinion *n*, and gear *Q*, and a suitable device for operating the eccentrics, substantially as and for the purposes specified.

3. The notched head *L* on standard *N*, in combination with the notched bearing *l*, for the purpose of adjusting the angle of the guards, substantially as specified.

4. The lever *J K*, in combination with the hinged pole *P*, standard *N*, finger-bar *F*, and wheel *H*, for elevating the sickle, substantially as specified.

EZRA A. PECK.

Witnesses:

E. A. WEST,  
O. W. BOND.