T. HARRISON.

Thrashing-Machine Frames.

No. 205,263. **Patented June 25, 1878.**

Fig. 1

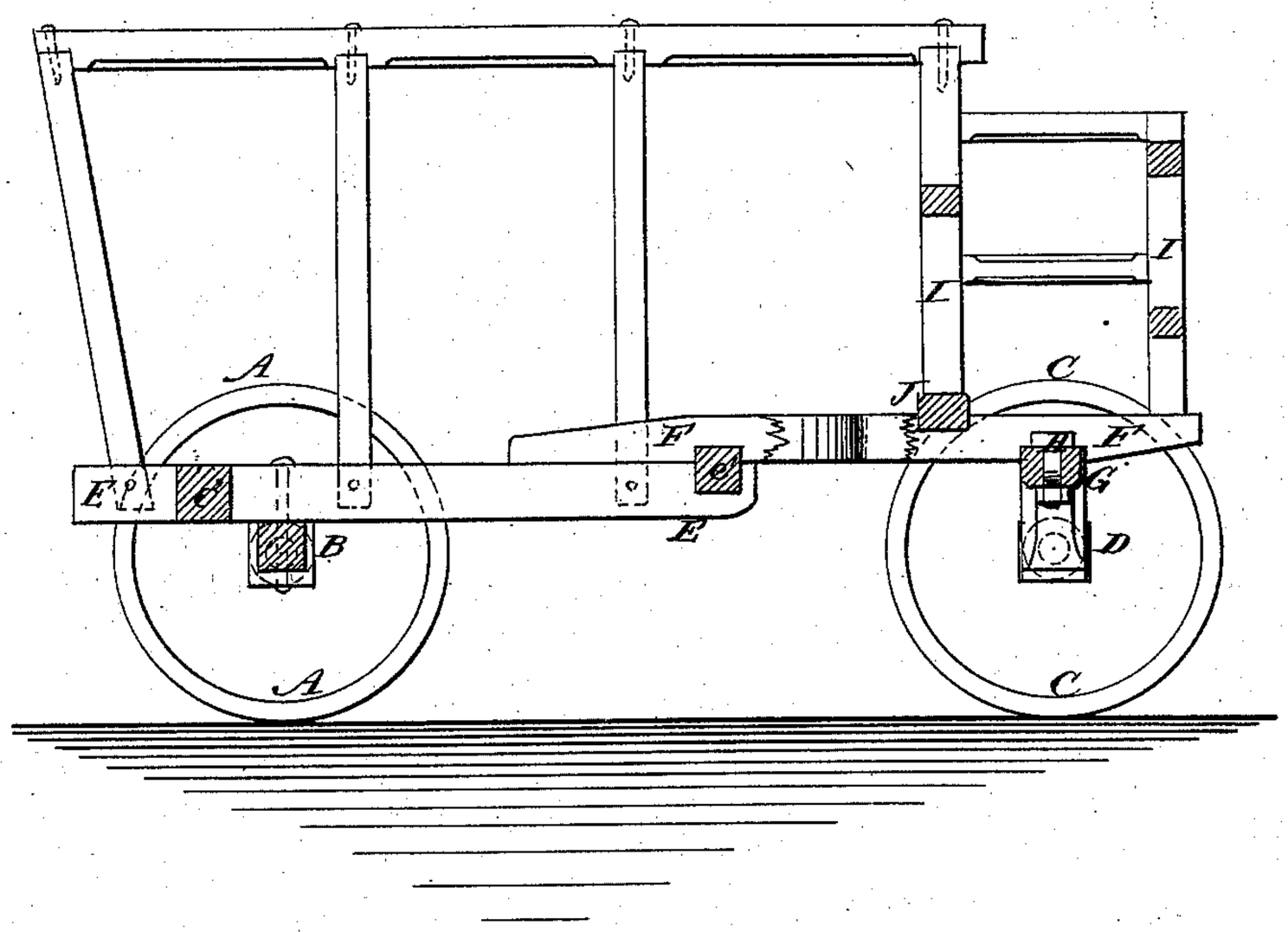
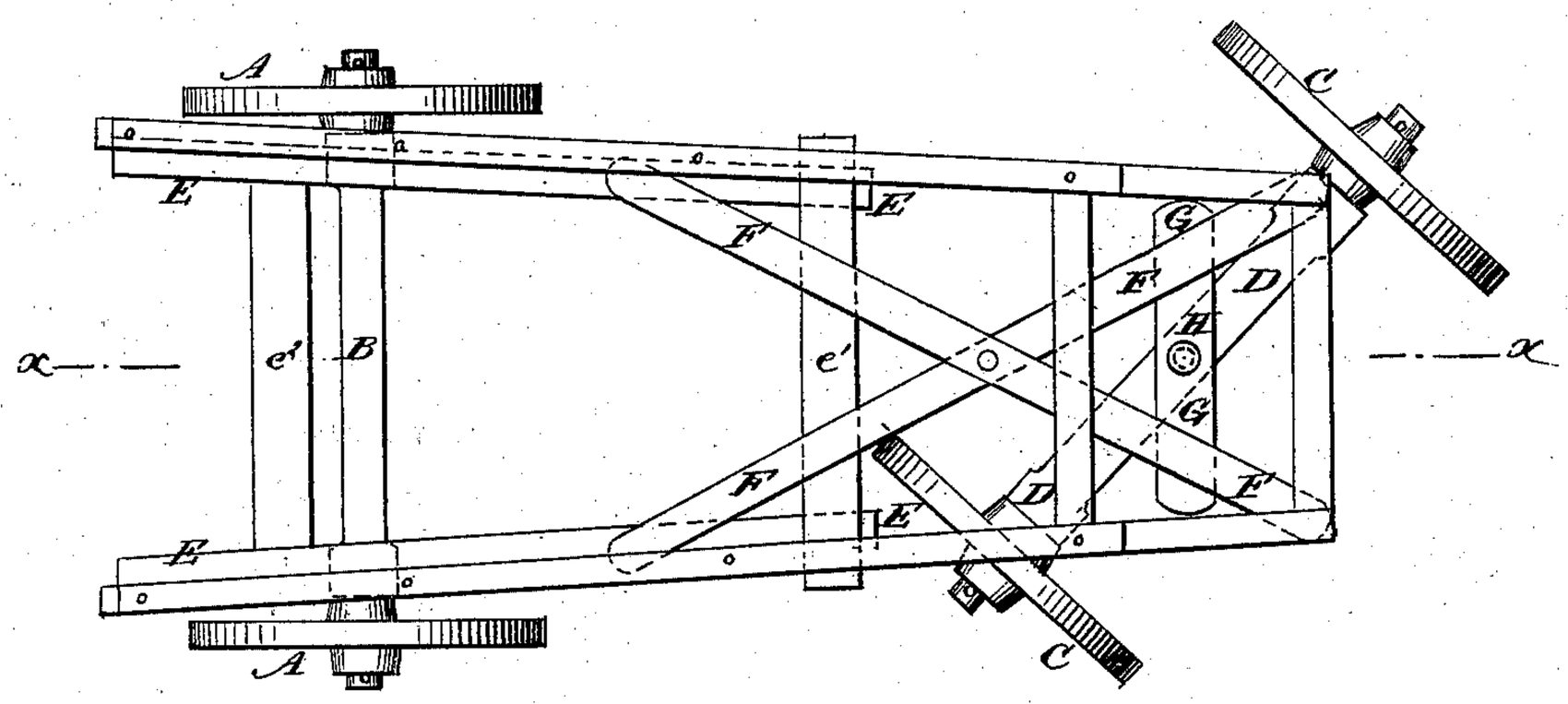


Fig. 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

THEOPHILUS HARRISON, OF BELLEVILLE, ILL., ASSIGNOR TO HIMSELF, W. C. BUCHANAN, C. THOMPSON, AND H. W. HARRISON, OF SAME PLACE.

IMPROVEMENT IN THRASHING-MACHINE FRAMES.

Specification forming part of Letters Patent No. **205,263**, dated June 25, 1878; application filed December 7, 1877.

To all whom it may concern:

Be it known that I, THEOPHILUS HARRISON, of Belleville, in the county of St. Clair and State of Illinois, have invented a new and useful Improvement in Thrashing-Machines, Frames, of which the following is a specification:

Figure 1 is a vertical longitudinal section of a thrashing-machine frame to which my improvement has been applied, taken through the line *x x*, Fig. 2. Fig. 2 is a top view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish thrashing-machines which shall be so constructed that they may be turned in a very small space and readily arranged or set in the desired position for use.

The invention will first be described in connection with the drawing, and then pointed out in the claim.

A represents the rear wheels, and B the rear axle. C represents the fore wheels, and D the fore axle. E are the rear sills, which are attached, near their rear ends, to the rear axle B, and which are connected at their forward ends and their rear parts by the cross-bars e^1 e^2.

F are the forward sills, which cross each other, as shown in Fig. 2, and the rear parts of which are bolted to the front cross-bar e^1 and the forward parts of the rear sills E. The forward parts of the crossed sills F are bolted to the bolster G, which is pivoted to the fore axle D by the king-bolt H.

I are the posts of the cylinder-frame, the lower ends of which are attached to the forward ends of the crossed sills F and to the ends of a cross-bar, J, attached to the said crossed sills F at such a distance in front of their point of intersection that its ends will be out of the way of the fore wheels D in turning.

This construction enables the machine to be turned in a small space, and thus greatly facilitates getting the machine into place before thrashing.

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

The rear frame E, connected with front bolster G by crossed sills F F, as and for the purpose specified.

THEOPHILUS HARRISON.

Witnesses:

W. BETTS,

JAMES AFFLECK.