

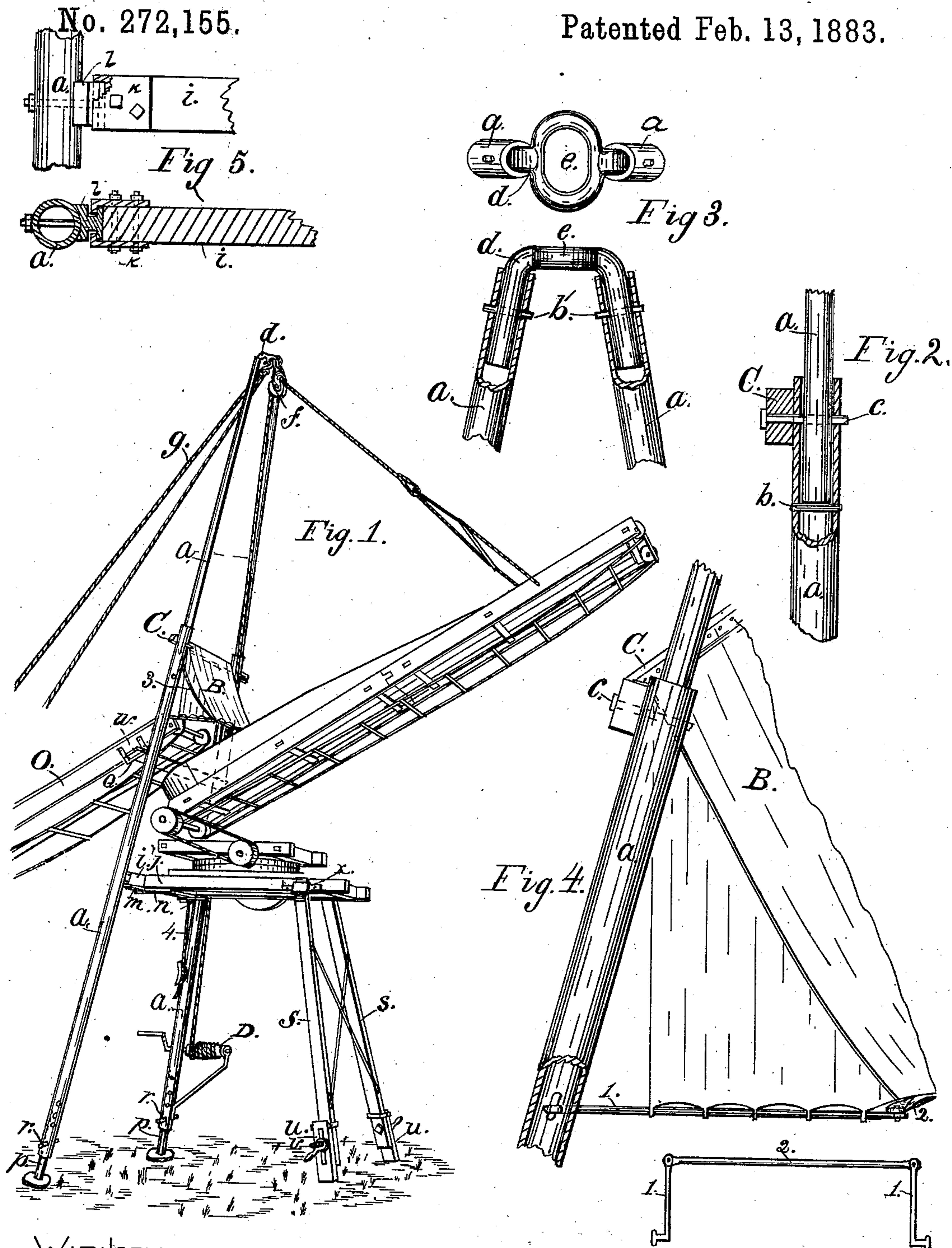
(No Model.)

2 Sheets—Sheet 1.

M. T. & A. B. REEVES.
STRAW STACKING MACHINE.

No. 272,155.

Patented Feb. 13, 1883.



WITNESSES:

Frank A. Jacob.
H. H. Beville

INVENTORS:

Marshal T. Reeves
Alfred B. Reeves
By J. C. Hood
Atty.

(No Model.)

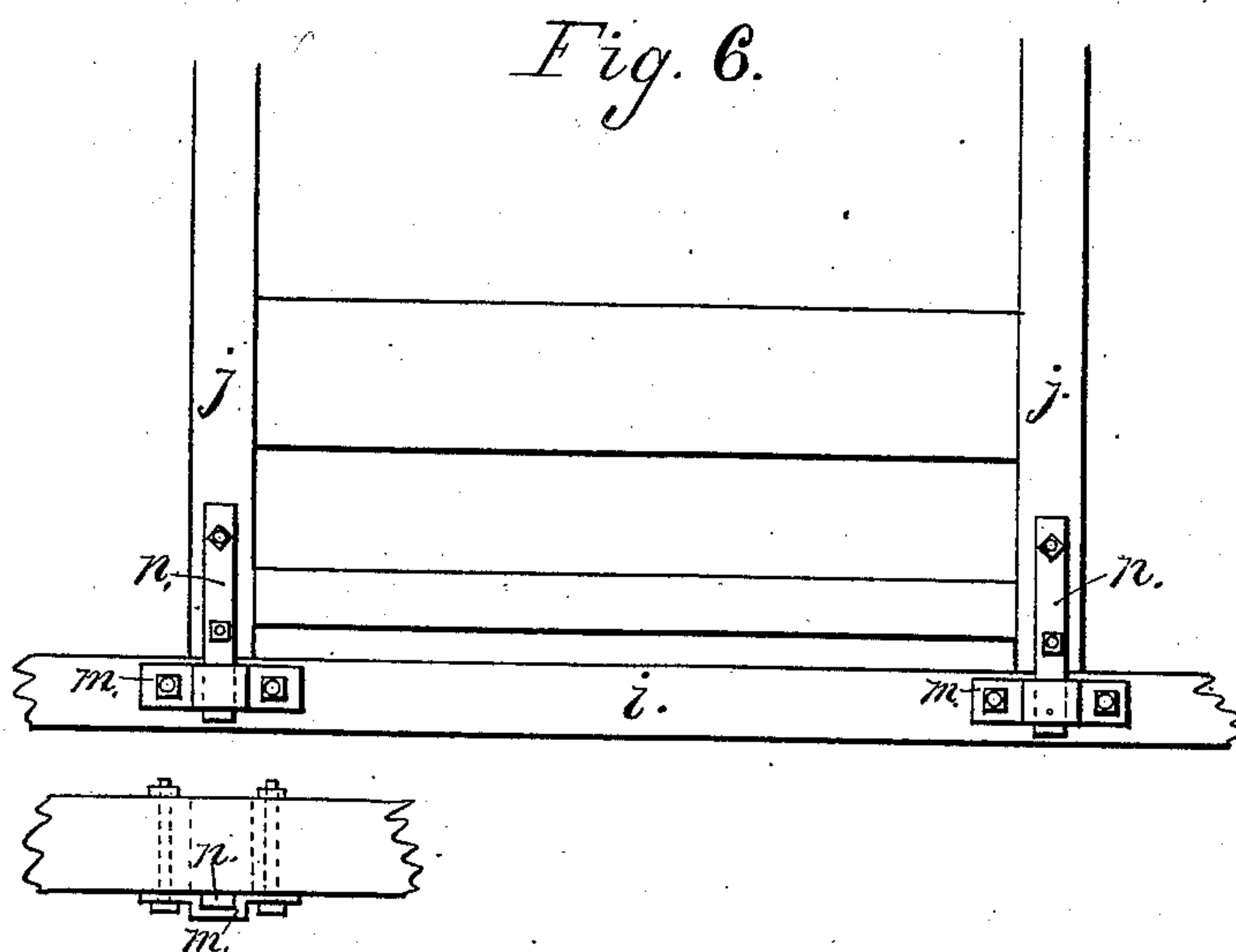
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Marshal T. Reeves.
By H. P. Good Atty.

UNITED STATES PATENT OFFICE.

MARSHAL T. REEVES AND ALFRED B. REEVES, OF COLUMBUS, IND., ASSIGN-
ORS TO REEVES & CO. AND JOSEPH I. IRWIN, BOTH OF SAME PLACE.

STRAW-STACKING MACHINE.

SPECIFICATION forming part of Letters Patent No. 272,155, dated February 13, 1883.

Application filed September 11, 1882. (No model.)

To all whom it may concern:

Be it known that we, MARSHAL T. REEVES and ALFRED B. REEVES, residents of Columbus, in the county of Bartholomew, State of Indiana, have invented a new and useful Improvement in Straw-Stacking Machines, of which the following is a specification, having reference to the accompanying drawings.

Our invention relates to certain improvements in the construction of a straw-stacking machine for which Letters Patent No. 252,623 were granted to Marshal T. Reeves, January 24, 1882.

The objects of our invention are, first, to combine with a turning straw-carrier a main frame, on which said straw-carrier rests and turns, and legs supporting one end of said frame, a derrick which will partially support said frame and straw-carrier, and which may be easily taken apart and packed in a small space for transportation; second, to so arrange the wind-guard that it will be effective, easily managed from the ground, easily attached to and detached from the derrick, and adapted to pack closely for transportation; third, to provide a means for preventing the derrick from falling over on the thrasher during the process of fixing the same in position.

Our invention consists in the improved construction and arrangement of parts hereinafter set forth, and more particularly pointed out in the claims.

Figure 1 represents a perspective view of our invention. Fig. 2 represents a section showing means for connecting the upper and lower parts of the derrick-poles. Fig. 3 represents a section and plan showing means for uniting the derrick-poles at the top; Fig. 4, an enlarged view of the wind-guard and its connection with the derrick-poles; Fig. 5, a section showing means for connecting the cross-beam supporting the main frame and straw-carrier to the derrick-poles. Fig. 6 is an enlarged view from beneath, showing the means for connecting the main frame supporting the straw-carrier with the cross-bar of the derrick.

Like letters refer to the same parts in all figures.

The derrick-poles *a a* are made of sections of iron pipe, each upper section slipping into the lower one, the depth to which it enters

being gaged by a pin, *b*, passing through the lower section, the upper section resting upon it. The sections are prevented from slipping apart by pins *c*, passing through both sections. Said poles are united at the top by a short bar, *d*. Said bar has an eye, *e*, formed in its center to receive hooks attached to the pulley *f* and guy-rope *g*, and the ends are bent to form two legs, which fit nicely into the upper ends of the upper sections of pipe forming the poles. These legs are bent to form an angle corresponding with the angle formed by the poles when the derrick is formed, the poles forming two sides of a triangle whose base is on the ground. Each of the poles is secured at the top to the bar *d* by means of a pin, *b'*, as shown in Fig. 3. The free end of the straw-carrier is supported by a rope fastened thereto, which, passing therefrom over pulley *f*, is secured to windlass *D*. The derrick-poles are also connected by a cross-bar, *i*, which also serves to support one end of the main frame *j*, on which the turn-table and straw-carrier rest. Said cross-bar is not permanently fastened to the derrick-poles, but each end thereof is connected with its respective pole, by means of a plate, *l*, secured to the cross-bar, and a flanged plate, *k*, bolted to the pole, as clearly shown in Fig. 5. The main frame *j* is connected with cross-bar *i* by means of short bars *n n*, bolted to the frame and entering iron sockets or straps *m m*, bolted to cross-beam *i*.

It is important in this class of machines that the main frame *j*, carrying the turn-table, should set very nearly level, and to accomplish this on uneven ground we make each of the derrick-poles adjustable in length by means of a short foot-piece, *P*, which slips inside of the lower section of the pole at the bottom, and is held in place by a pin, *r*, passing through one of a series of holes in the pole and through the foot-piece. One end of the main frame rests on the cross-piece *i*, as before described, and the other end is supported by removable extension-legs *s s*. The upper end of each of said legs is tapered, and is inserted in a metallic strap, *x*, bolted to the side of the frame. A slotted sliding piece, *u*, embraces and slides upon the lower end of each of the legs *s s*, and is held in place by a bolt, *v*, passing through the piece *u* and the leg.

To guard against accidentally pulling the derrick over onto the thrasher, and also to serve as a guide in placing the derrick properly in relation to the straw-carrier of the thrasher, a short bar, *w*, is slipped through a pair of straps like *x*. The ends of said bar project beyond the carrier on each side, and the derrick-poles are drawn up against them.

To prevent the wind from blowing the straw and chaff about as it falls from one carrier to the other, we provide a wind-guard. Said wind-guard consists of a piece of canvas, *B*, which is fastened at one end to a bar, *C*, extending across from one derrick-pole to the other above the end of the thrasher straw-carrier. Said bar is fastened to the poles by means of the pins *c*, which pass through the bar, and also through the poles, serving to hold the two sections together. The other end of the canvas is fastened to a light frame consisting of two short arms, 1 1, and a connecting-bar, 2, for the purpose of packing closely. Said arms and bar are pivoted together at the ends. The free end of each of said short arms is connected with the adjacent derrick-pole by means of a T-shaped lug formed on the arm and slipping into a slot in the side of the pole. Said lug is so arranged that it will slip into the slot in the pole only when the arm lies parallel with the pole. When the arm is turned outward the lug engages the inside of the pole and cannot slip out. The outer end of the wind-guard is raised and lowered by means of ropes 3 4, attached thereto, and passing up-

ward over pulleys attached to the poles near the bar *C*, and from thence downward to the ground. 35

By the above-described construction it will be seen that the parts are easily separated into portions adapted for convenient transportation, and when together form a convenient and durable structure. 40

We claim as our invention—

1. The above-described derrick, consisting of two tubular iron poles, each composed of two or more sections separably united, a cross-bar detachably connected with said poles, a bent bar provided with a central eye, and adapted to connect said tubular poles at the top by insertion therein, a hoisting pulley, a windlass, and a rope secured to said windlass and passing over said hoisting-pulley, combined with a turning straw-carrier, a main frame, and legs partly supporting the same, substantially as shown and described. 45 50 55

2. The canvas *B*, bar *C*, and folding frame 1 1 2, combined with the tubular iron poles *a*, substantially in the manner shown and described, and for the purpose set forth.

3. Bar *W*, combined with straw-carrier *O* and derrick-poles *a a*, substantially in the manner shown and described, and for the purpose set forth. 60

MARSHAL T. REEVES.
ALFRED B. REEVES.

Witnesses:

H. P. HOOD,
FRANK A. JACOB.