

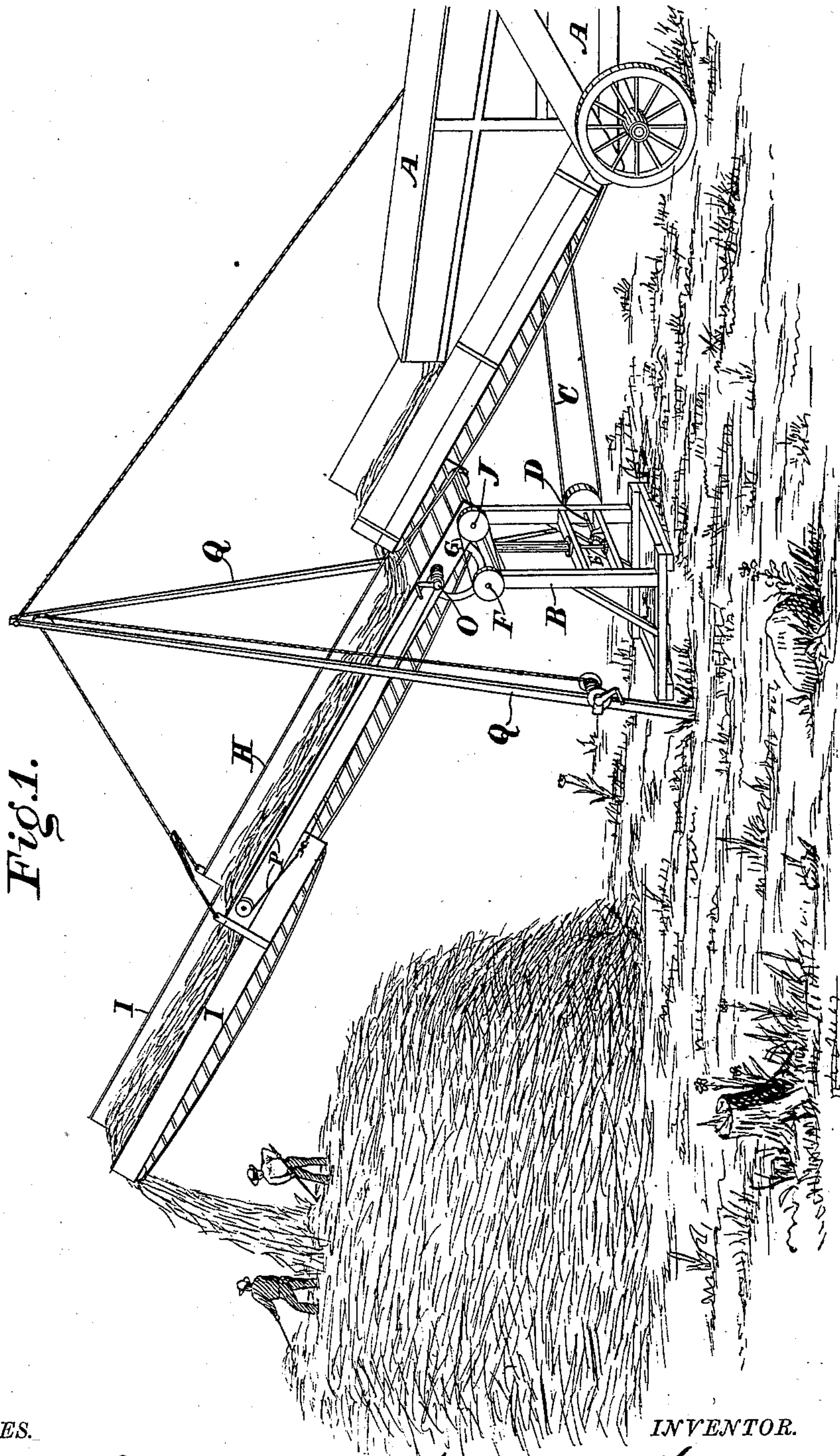
(No Model.)

3 Sheets—Sheet 1.

W. H. ANDERSON.  
STRAW STACKER.

No. 285,339.

Patented Sept. 18, 1883.



WITNESSES.

Chas. N. Leonard.  
E. W. Bradford

INVENTOR.

William H. Anderson,  
PER  
C. Bradford,  
ATTORNEY.

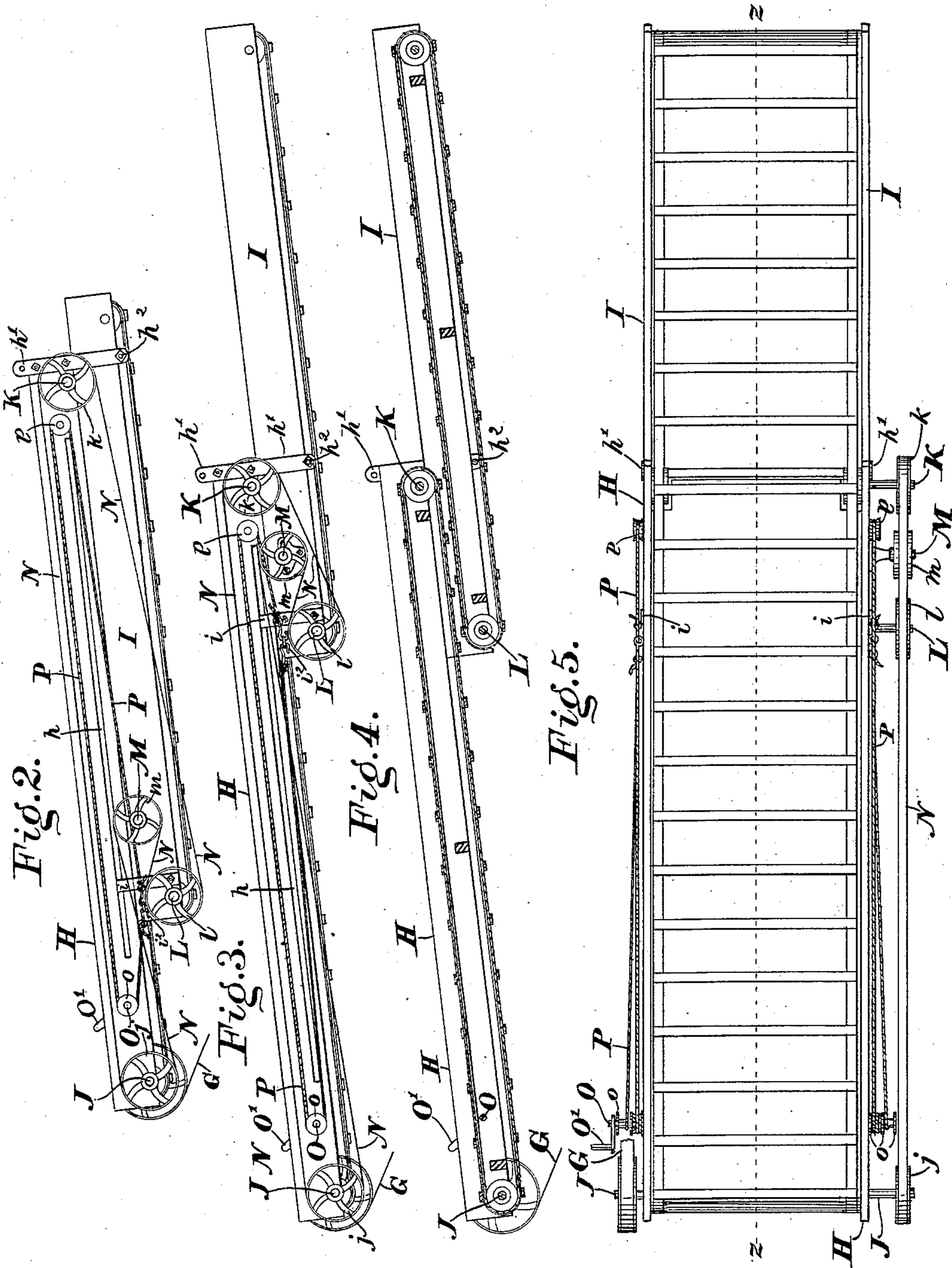
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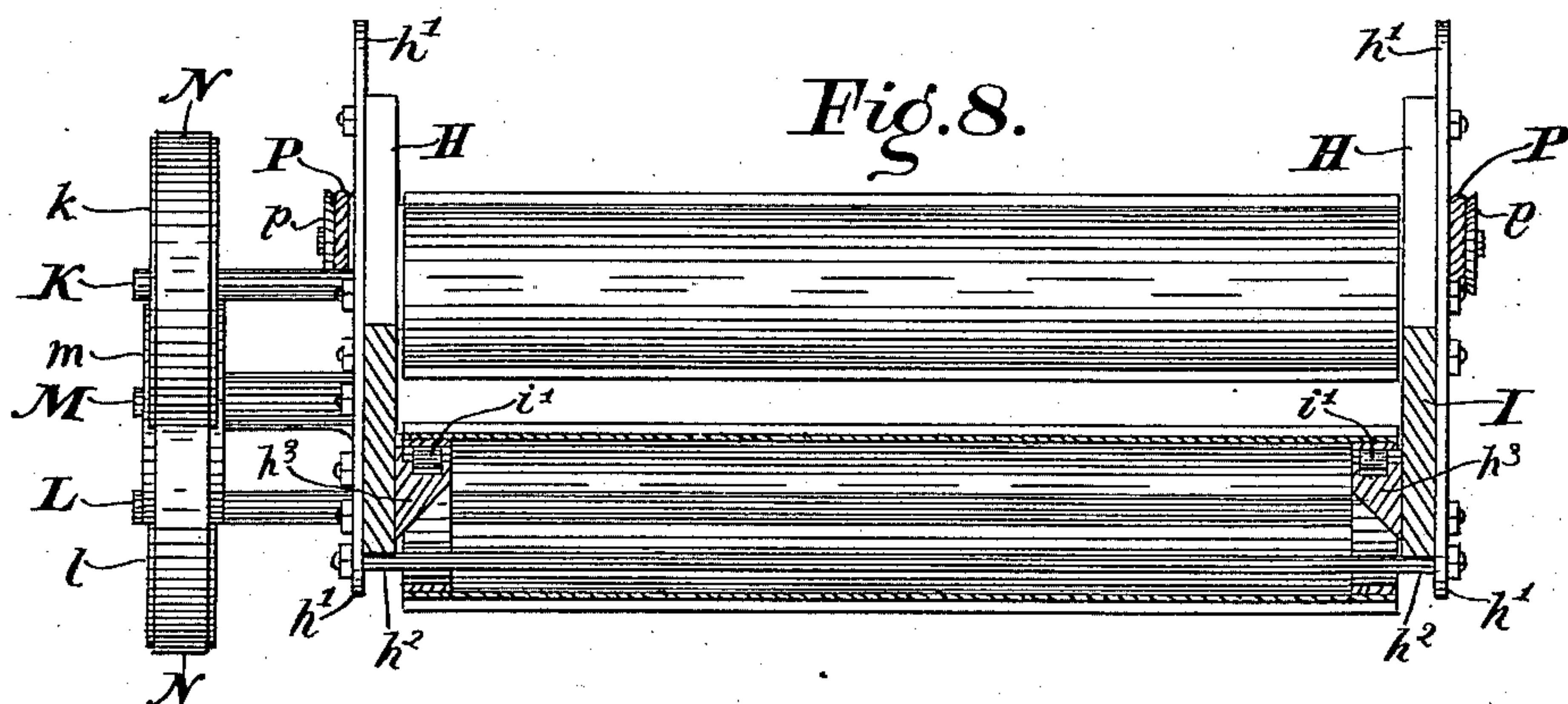
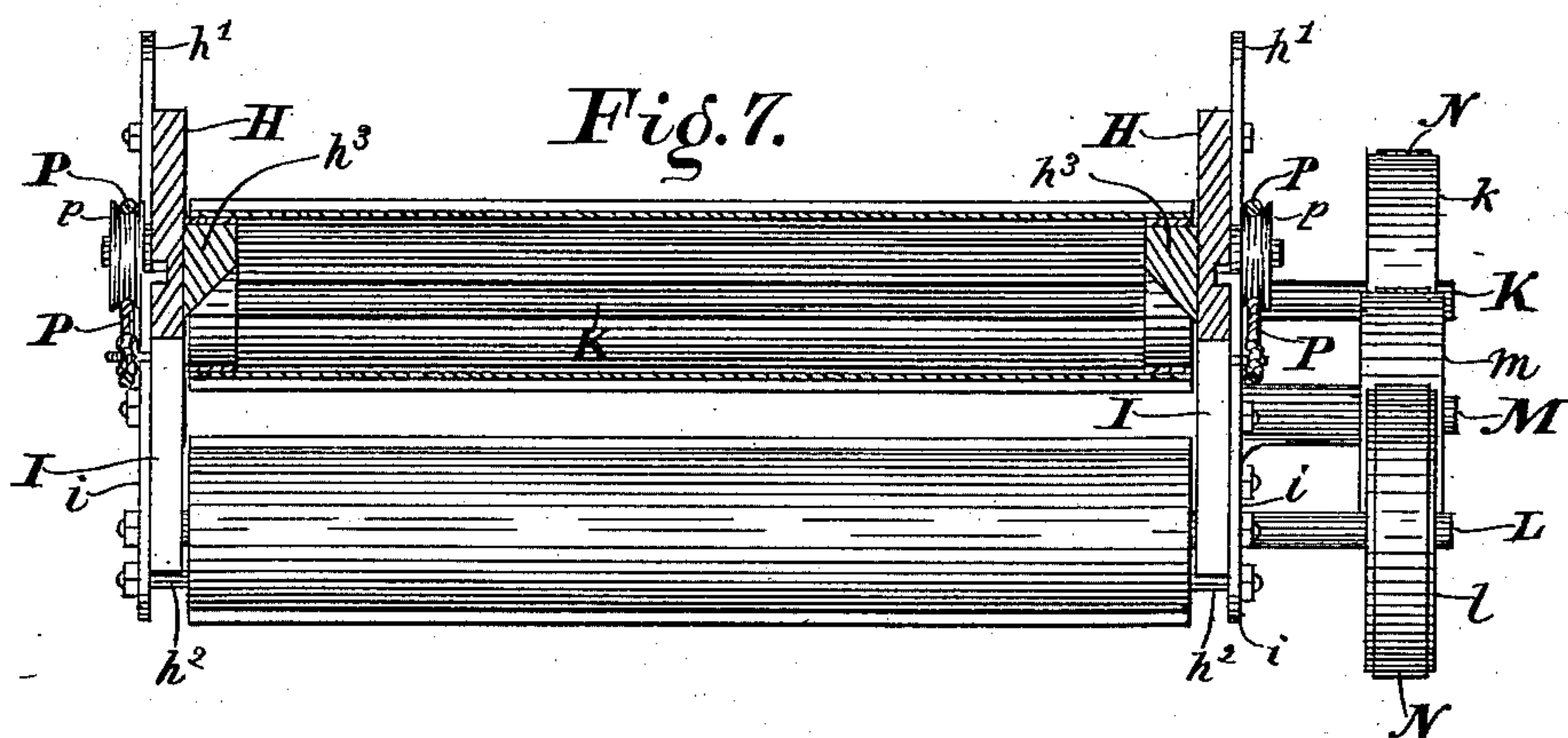
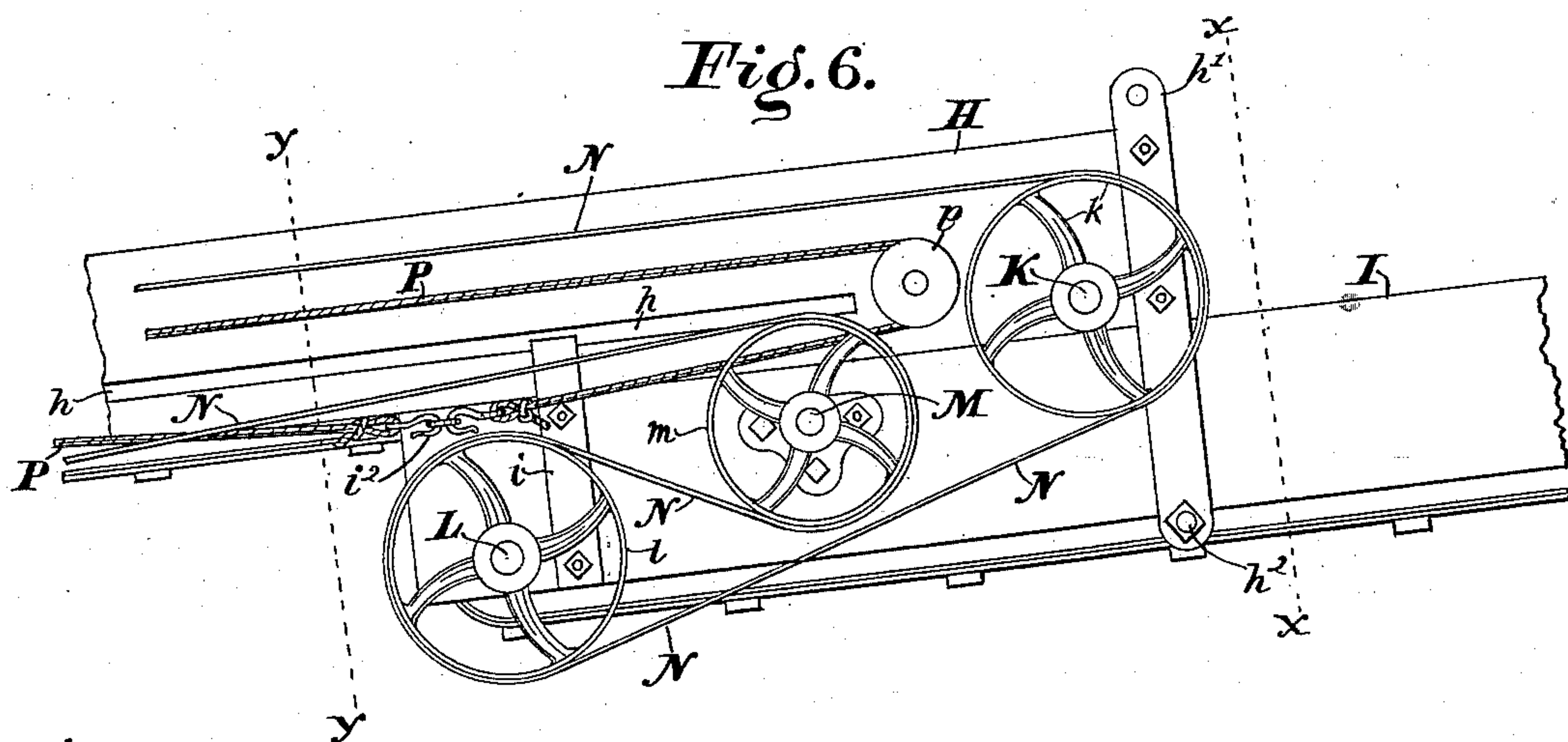
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# UNITED STATES PATENT OFFICE.

WILLIAM H. ANDERSON, OF ELIZABETHTOWN, INDIANA, ASSIGNOR OF  
ONE-HALF TO ISAAC C. LINDLEY, OF SAME PLACE.

## STRAW-STACKER.

SPECIFICATION forming part of Letters Patent No. 285,339, dated September 18, 1883.

Application filed March 13, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. ANDERSON, of the town of Elizabethtown, county of Bartholomew, and State of Indiana, have invented certain new and useful Improvements in Straw-Stackers, of which the following is a specification.

My said invention consists, principally, in a sectional straw-stacker the outer carrier of which may be extended to varying distances and driven by the same belt which drives the inner carrier without changing the tension or location of the belt or necessarily stopping the machine.

It further consists in means by which the said outer carrier may be extended or withdrawn, and also in certain details of construction and arrangements of parts, as will be hereinafter more particularly described, and pointed out in the claims.

Referring to the accompanying drawings, which are made a part hereof, and on which the same letters of reference indicate the same or corresponding parts, Figure 1 is a perspective view, showing my improved stacker in operation; Fig. 2, a side elevation, on an enlarged scale, of the other side of the two carriers when the outer one is withdrawn and the length of the stacker thereby reduced; Fig. 3, a similar view when the outer carrier is extended; Fig. 4, a central vertical section on the dotted line *z z* in Fig. 5; Fig. 5, a top or plan view of the device as shown in Figs. 3 and 4; Fig. 6, a view on an enlarged scale of a portion of Fig. 3; Fig. 7, a transverse sectional view looking to the right from the dotted line *y y* in Fig. 6, and Fig. 8 a similar view looking toward the left from the dotted line *x x*.

In said drawings the portions marked A represent a portion of a thrashing-machine; B, the frame-work which supports the straw stacker or carrier; C, D, E, F, and G, the various belts and shafts by which power is communicated from the machine A to the carriers; H I, the inner and outer carriers; J K, shafts on the inner carrier; L M, shafts on the outer carrier; N, a belt passing over pulleys on said shafts; O, a spool-shaft on the carrier H; P, ropes attached to spools on said shaft; and Q, the derrick for supporting, raising, and lowering the outer ends of the straw-carriers.

The machine A may be any thrashing-machine capable of ordinary use, and should be provided with a pulley from which to run a belt, C, to a pulley at a suitable point on the carrier or its supporting frame-work.

The frame-work B, belts and shafts C, D, E, F, and G, and derrick Q are similar to those shown in Letters Patent No. 274,205, to Isaac C. Lindley, dated March 20, 1883. As they form no part of the present invention, a detailed description is unnecessary.

The straw-carriers H and I are secured together in such a manner that the latter can be moved along the former, so as to increase or decrease the distance to which they will reach. The means for securing the carriers together which I have devised consists of the two pieces *h' h'*, bolted fast to the sides of the carrier H, and extending down past the carrier I to the bar *h<sup>2</sup>*, which connects them, and upon which said carrier I rests, and the pieces *i*, bolted to the sides of the carrier I and extending up to grooves *h* in the sides of the carrier H, which they enter, as shown most plainly in Fig. 7. I consider this construction desirable and effective, but do not wish to limit myself in this particular, as other forms or constructions might be used.

Each carrier consists of the usual frame-work and traveling portion, the latter usually consisting of belts and cross-slats, as is common. I prefer, however, instead of the usual wooden floor, to attach canvas to these slats and belts, and thus form a traveling floor, as such a floor will carry the grain forward with greater ease and certainty than the common carrier passing over a stationary floor. The combined traveling floor and carrier thus formed rests and moves upon ledges *h<sup>3</sup>*, formed inside of the carrier-frame, as shown in Figs. 7 and 8. Anti-friction trucks *i'* may be employed in this connection, if desired, as shown in Fig. 8.

The shaft J is provided with appropriate pulleys, and drives the traveling portion of the carrier H, and through the belt N that of the carrier I. It is driven by the belt G, as shown in Fig. 1. The shaft K is or may be an idler-shaft bearing pulleys, over which the belt N and the traveling portion of the carrier H pass, and rests in bearings on said carrier H. The shaft L is the driving-shaft of the carrier I, and corresponds to the shaft J, except that



it is driven by the belt N, instead of driving said belt.

The shaft M carries the idler-pulley *m*, over which the belt N runs. The belt N runs from the pulley *j* on the shaft J, over and around the pulley *k* on the shaft K, under and around the pulley *l* on the shaft L, under and around the pulley *m* on the shaft M, and back to the pulley *j*. By this arrangement it is enabled to drive both carriers in the same direction. It also permits the pulleys *o*, *l*, and *m* to be at any desired point between the pulleys *j* and *k*, and thus allows the carrier I to be extended or withdrawn at pleasure, thus allowing a greater or less aggregate length of the carrier, as is shown by Figs. 3 and 2. As will also be readily seen, (see especially Fig. 4,) the traveling portions of the two carriers are entirely independent of each other.

The spool-shaft O is provided with spools *o*, to which the rope P is attached, and should have a crank, O', by which it may be turned. The rope P is attached to the spools on the spool-shaft O, and passes over the idler-sheaves *p* on the carrier H. At a proper point, *i*<sup>2</sup>, it is attached to the frame of the carrier I, and consequently when the shaft O is turned it draws on the rope P and moves the carrier I out or back, as may be desired.

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

1. The combination, with two independent straw-carriers connected together and one adapted to move longitudinally upon the other, of a belt running from the first to the second, and four pulleys, over which said belt passes, said pulleys being arranged, as described, so that said belt shall drive said second carrier uninterruptedly, notwithstanding the varying relations of the two carriers, substantially as set forth.

2. The combination of the two carriers H and I, the four shafts J, K, L, and M, the pulleys thereon, the belt N, and means of moving one carrier upon or in relation to the other, substantially as set forth.

3. The combination of the carrier I, the carrier H, formed with grooves *h*, the arms *h'* *h'*, secured to the carrier H and extending across and past the carrier I, the bar *h*<sup>2</sup>, connecting the arms *h'* *h'*, and the arms *i* *i*, secured to the carrier I and engaging grooves *h*, whereby the carriers are rendered capable of longitudinal adjustment in relation to one another, substantially as specified.

In witness whereof I have hereunto set my hand and seal, at Elizabethtown, Indiana, this 6th day of March, A. D. 1883.

WILLIAM H. ANDERSON. [L. S.]

In presence of—

JAMES L. TETRICK,  
WM. H. DANFORTH.