

(No Model.)

P. OLMSTED.

BELT WINDER FOR THRASHING MACHINES.

No. 321,521.

Patented July 7, 1885.

FIG. 1.

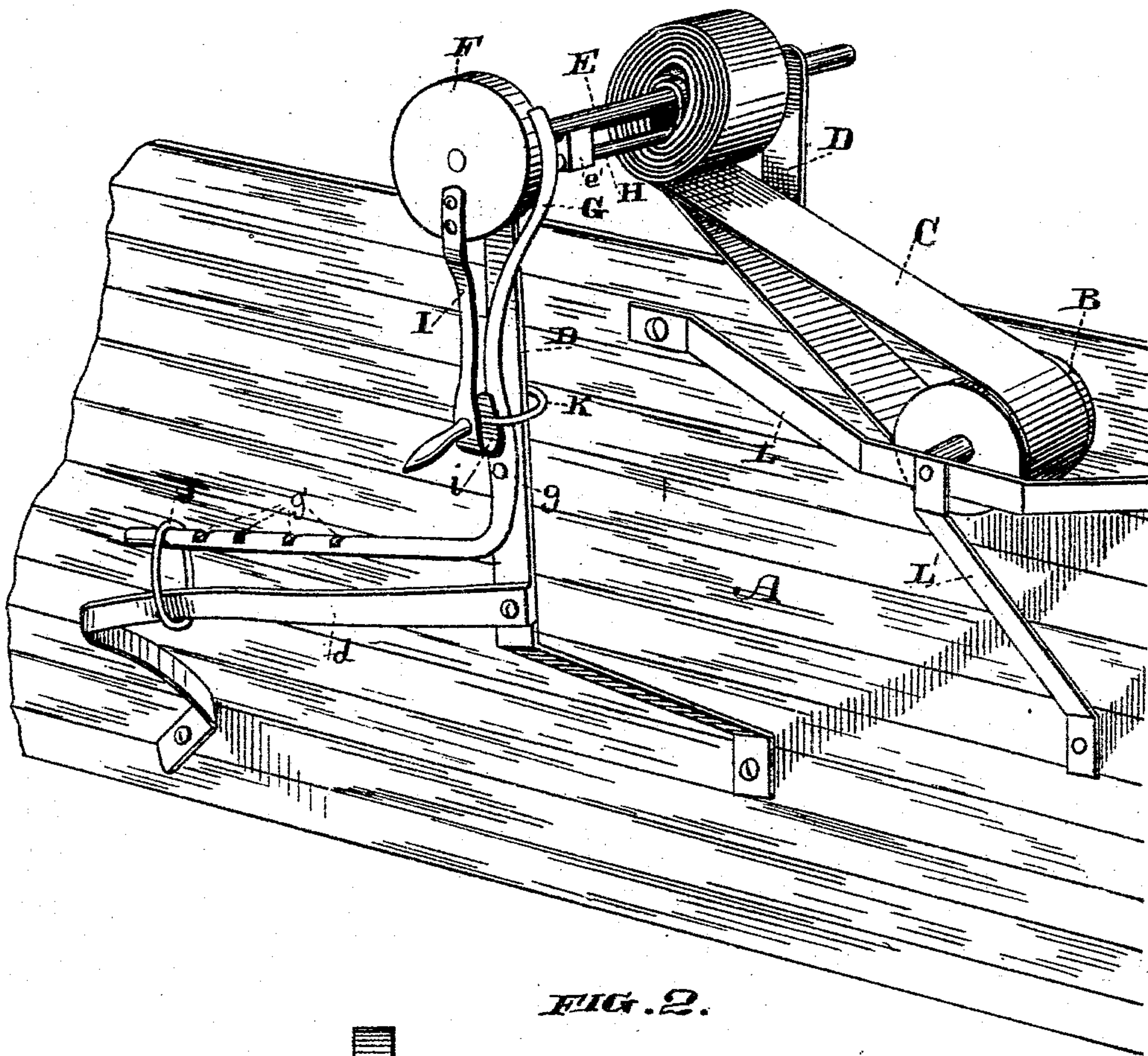
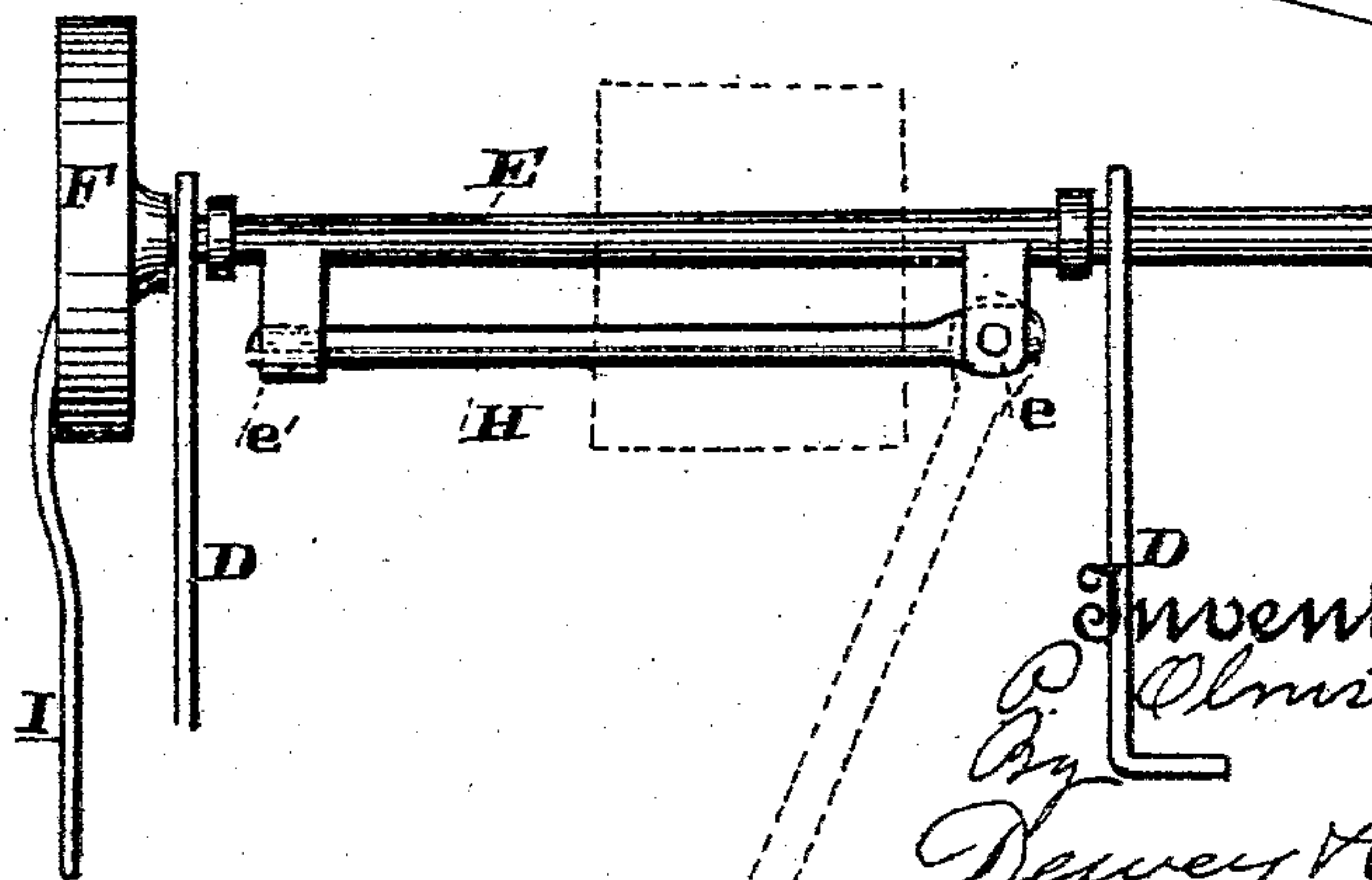


FIG. 2.



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BELT-WINDER FOR THRASHING-MACHINES.

SPECIFICATION forming part of Letters Patent No. 321,521, dated July 7, 1885.

Application filed August 30, 1884. (No model.)

To all whom it may concern:

Be it known that I, PERRY OLMSTED, of the city of Dixon, in the county of Solano and State of California, have invented an Improvement in Belt-Winders for Thrashing-Machines; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to a new and useful belt-winder attached to the side of the thrashing-machine, the object of which is to receive and wind up the main driving-belt after its use is discontinued.

My invention consists in the combination of devices hereinafter described and claimed.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a perspective view of my invention. Fig. 2 is a side view of the same, the brake mechanism being omitted.

The main driving-belt of a thrashing-machine, which extends from the power-pulley on the engine to the pulley on the shaft of the cylinder, is usually very heavy, and requires, after being used, to be rolled up and put out of the way. This is usually done by hand, the operator removing it from both pulleys and rolling it upon the ground, and then placing it on some convenient portion of the machine. In some instances a small windlass attached to the side of the thrasher, upon which the belt is wound, has been used; but in this case the belt requires to be laboriously adjusted upon the shaft of the windlass before its operation can take place. In my device I provide for a simple and ready adjustment of the belt to the windlass.

A is a side of the thrashing-machine. B is the pulley of the cylinder, and C is the driving-belt. D is a frame-work attached to the side of the thrashing-machine, and in the top of which is journaled the shaft E of the windlass, having upon one end a friction-pulley, F, against which the brake G operates.

Pivoted in a short bearing, *e*, near one end of the shaft E, is a finger or bar, H, the other end of which finds a loose bearing or seat against a piece, *e'*, at the other end of the shaft E, the lower side of the piece *e'* being slotted or grooved to receive the finger H, as shown

in Figs. 1 and 2. When the finger H is in use, it lies parallel to the shaft E, as shown in Fig. 2; but when lowered and adapted to receive the belt it hangs down, as shown in dotted lines. When the finger is not in use, it may be permitted to hang down; or it may be held up against the piece by means of a catch or other suitable means.

The operation of the device as far as explained is as follows: The belt C is first loosened from the power-pulley of the engine. The operator places his arm through the belt just behind the pulley B of the cylinder, moving the belt backward until he is enabled to hang the end which is upon his arm over the finger H, the outer end of which is then placed in its bearing *e'*. The shaft E is turned, and the belt is wound in a double thickness upon and around both shaft and finger until its other end is caught by the cylinder-pulley B, when it is there held in position, as shown in Fig. 1. The rotation of the shaft E is accomplished by means of the crank I upon the pulley F. The brake G consists of a spring arm or bar pivoted at *g* to the side of the frame D, and thence bent backwardly at an angle, lying over an arm, *d*, forming a part of the frame D, around which and around the end of the brake is a ring, J. The arm *d* diverges somewhat from the end of the brake G, so that the ring J, embracing both brake and arm, is tightened as it is moved backwardly and loosened as it is moved forwardly. In this manner the ring J serves to draw down upon the end of the brake-lever, thereby throwing its upper end into impingement with the pulley F, thus acting in its function as the brake. When the ring is moved forward, this tension is loosened and the brake ceases to act.

Notches *g* may be made in the surface of the handle end of the brake G, with which the clamping-ring J may engage to hold it in place; but where this brake is insufficient to hold the windlass in position I have the following locking device: It consists of a ring, K, embracing one of the standards of the frame D, and adapted to fit over and engage with the hooked end *i* of the crank I. When this ring is in position, as shown in Fig. 1, it is obvious that the crank cannot move, and that the windlass

will thereby be held firmly, and the belt cannot be loosened as the thrashing-machine is drawn along.

In order to prevent belt C from slipping off of the cylinder-pulley B, there is a bracket, L, the ends of which are secured to the sides of the thrashing-machine and pass over the bearing of the pulley, and another bracket, L', extends from the thrashing-machine in an upward direction to said bearing. These confine the belt so that in winding upon the windlass its free end cannot slip away.

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

1. A belt-winder for disposing of the driving-belt of a thrashing-machine, comprising the cylinder-pulley B, the frame D, rotating shaft E, with bearings *e e'*, swinging finger H, a brake-lever pivoted to frame D, a diverging arm, *d*, and a ring, J, embracing the arm *d* and adapted to engage notches in the end of the brake-lever, substantially as herein described.

2. In a belt-winder for disposing of the driving-belt of a thrashing-machine, the rotating shaft E and the pivoted swinging finger H, adapted to receive the belt, in combination with the pivoted brake G, and the friction-pulley F upon the shaft E and against which the brake impinges, substantially as herein described.

3. In a belt-winder for disposing of the driving-belt of a thrashing-machine, the rotating shaft E, having friction-pulley F, and the pivoted finger H, attached to the said shaft, in combination with the pivoted brake-lever G, adapted to impinge against the frictional pulley, and means by which said brake is held, consisting of the diverging arm *d* and the ring J, embracing the end of the brake-lever and the arm *d*, substantially as herein described.

In witness whereof I have hereunto set my hand.

PERRY OLMSTED.

Witnesses:

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