

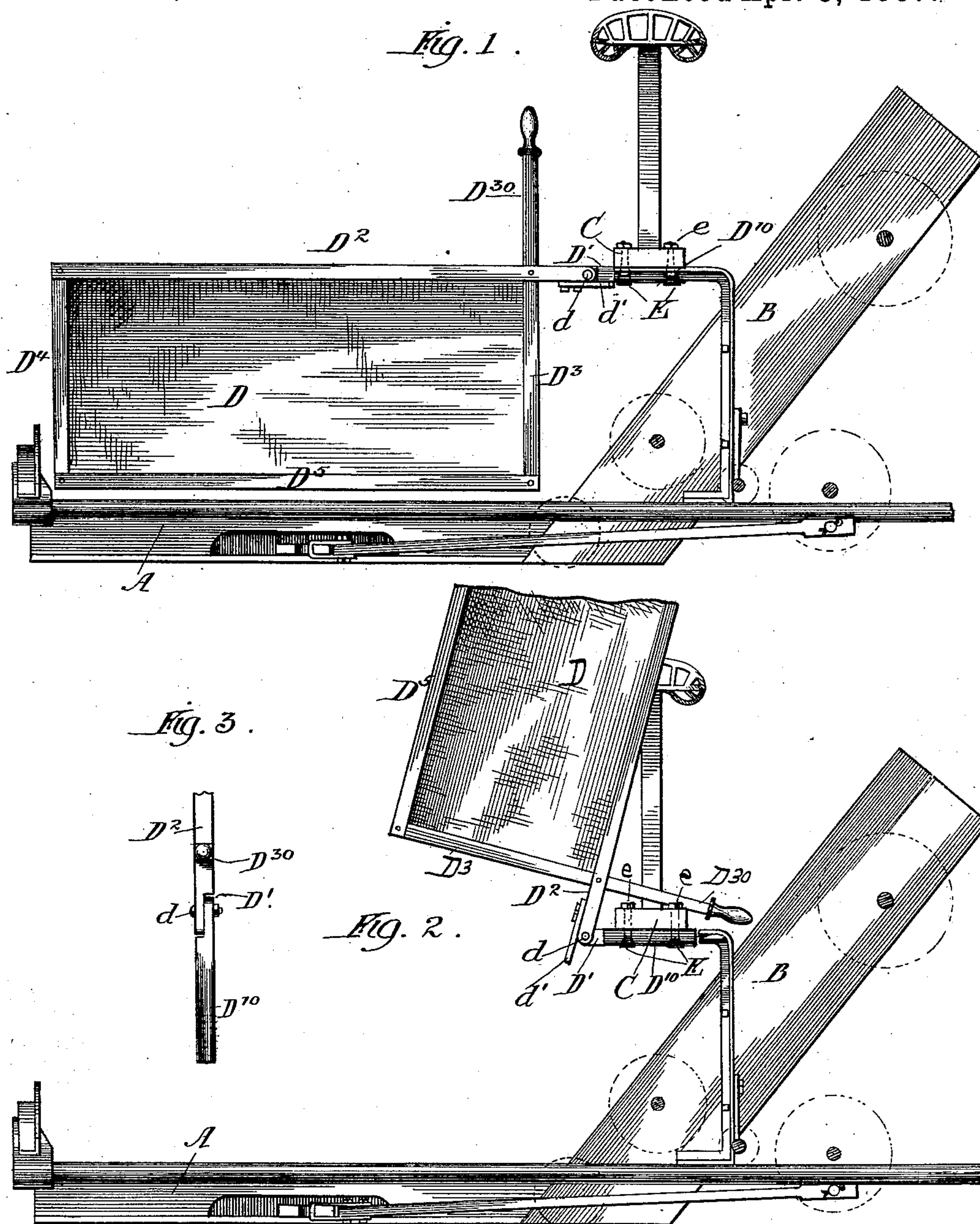
(No Model.)

J. F. STEWARD & R. H. DIXON.

HARVESTER BACKBOARD.

No. 360,786.

Patented Apr. 5, 1887.



Witnesses:

Frank J. Blanchard
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UNITED STATES PATENT OFFICE.

JOHN F. STEWARD, OF CHICAGO, ILLINOIS, AND ROBERT H. DIXON, OF CANTON, OHIO; SAID DIXON ASSIGNOR TO WILLIAM DEERING, OF CHICAGO, ILLINOIS.

HARVESTER-BACKBOARD.

SPECIFICATION forming part of Letters Patent No. 360,786, dated April 5, 1887.

Application filed November 2, 1886. Serial No. 217,837. (No model.)

To all whom it may concern:

Be it known that we, JOHN F. STEWARD, of Chicago, in the county of Cook and State of Illinois, and ROBERT H. DIXON, of Canton, in the county of Stark and State of Ohio, citizens of the United States, have invented certain new and useful Improvements in Harvester-Backboards, which are fully described and claimed in the following specification, reference being had to the accompanying drawings, forming a part thereof.

The backboard or screen to which this invention relates is in form a rigid flag dependent from a horizontal stem, and is of the class of backboards which, on account of their said form, are known as "platform-flags."

In the drawings, Figure 1 is a rear elevation of a harvester-platform and a portion of the elevator, showing only so much thereof as is necessary to locate and show the operation of the flag, which is shown in operative position. Fig. 2 is a similar view showing the flag folded up out of use. Fig. 3 is a detail plan of a hinge-joint in the flag-stem.

A is the platform-frame.

B is the elevator.

C is the seat-plank, forming a part of the harvester-frame.

D' is an arm or rod secured to the harvester-frame, preferably on the seat-plank, as shown, and having the part D¹⁰, rounded and clasped with the clamp-bolts E E, which are secured to the seat-plank and tightened by the nuts e e above the plank.

D² is the flag-stem proper. It forms a hinge-joint at d with the arm or rod D', and in the usual position of the parts when in operation the pivot of the hinge is approximately horizontal.

The flag-frame comprises, besides the stem D², the cross-arms D³ and D⁴. The former, D³, extends across the stem D², and the upper part, D³⁰, constitutes a handle, by which the flag is adjusted. The frame may also have a lower bar, D⁵, joining the ends of the cross-bars D³ and D⁴. However, this is not a necessity. Upon this frame is secured the body of the flag, D, which may be made of board or metal or canvas. The arm D' may for some purposes be considered as a part of the flag-stem; but

more correctly it is merely a means of connecting the flag to the harvester-frame.

The flag is adjusted to different lengths of grain in the same manner as similar devices heretofore constructed—viz., by turning the arm D' in the clasps E E, which may be set tightly enough to hold the flag in any position to which it may be thus adjusted, and yet permit it to be readjusted as the occasion may require. This adjustment is effected by the driver, without leaving the seat, by means of the handle D³⁰. A stop, d', is provided, secured to the under side of the stem D² and stopped against the under side of the arm D', as seen in Fig. 1, when the flag is down in operative position.

When it becomes necessary to have unobstructed access to any part of the conveyer—as for tightening or loosening the canvas, which often becomes necessary in the field—the flag-frame may be folded upward at the joint d and made to assume the position shown in Fig. 2. When the flag is raised to this position, the handle D³⁰ passes down behind the seat and comes into contact with the seat-plank, and forms a stop for the flag in that position. The said handle is preferably located grainward from the hinge d a little farther than the vertical distance from said hinge to the plane of the upper surface of the seat-plank, so that the handle will not come into contact with the seat-plank until it has passed "over the center" far enough to be overbalanced stubbleward, so that it will be stable in the position shown in Fig. 2, with the handle stopped on the plank. Obviously the flag might be hinged, so as to swing back (or, in some cases, even forward) to get clear of the platform sufficiently for the purpose; and even in the device as above described, if the arm D' were first turned in the clasps to bring the flag horizontal, and thereby bring the pivot of its hinge d vertical, the flag would fold back or forward instead of upward. We do not, therefore, limit ourselves to folding it upward, although in most cases we find that the preferable method; but

We claim--

1. In combination with the harvester-platform and the harvester-frame, the flag having

its horizontal stem or shaft jointed to the harvester-frame and extending grainward, overhanging the platform, the joint adapting the stem to fold away from said position, substantially as set forth.

2. In combination with the harvester-platform and the harvester-frame, the flag having a horizontal stem or shaft jointed to the harvester-frame, the joint being adapted to allow said stem to fold upward from the platform.

3. In combination with the harvester-platform and the harvester-frame, the flag secured to the frame and adjustable backward and forward over the platform by means substantially as shown, to suit the varying conditions of grain, and provided with a joint adapting it to allow its horizontal stem to fold away from the platform, substantially as set forth.

4. The flag having its stem hinged to the harvester-frame, said hinge being adapted to allow the stem to fold away from the platform, and provided with a stop to limit the folding of the stem toward the platform at the operative position of the flag, substantially as set forth.

5. The flag having the stem hinged to the harvester-frame and adapted to fold upward and stubbleward, and provided with a stop to limit the folding of such hinge when the flag is overbalanced stubbleward, substantially as set forth.

6. In combination with the platform and the

seat-plank, the flag having its stem secured to the seat-plank and jointed at a point grainward therefrom, and provided with the handle D³⁰, rigid with the stem at a point grainward from the joint, whereby the flag may be operated from the seat and be stopped by the handle coming into contact with the seat-frame, substantially as set forth.

7. In combination with the harvester-platform and the harvester-frame, the flag pivoted to the harvester-frame and swinging in a vertical plane upward and stubbleward over its pivot, and provided with a stop to arrest it after it is overbalanced stubbleward, whereby it is automatically retained out of operative position, substantially as set forth.

In testimony whereof I, JOHN F. STEWARD, have hereunto set my hand, in the presence of two witnesses, this 16th day of October, A. D. 1886.

JOHN F. STEWARD.

Witnesses:

T. G. STALLSMITH,

F. C. PIERS.

In testimony whereof I, ROBERT H. DIXON, have hereunto set my hand, in the presence of two witnesses, this 18th day of October, 1886.

ROBERT H. DIXON.

Witnesses:

W. K. MILLER,

ATLEE POMERENE.