

(No Model.)

C. GRATAN & L. U. SHIPPEE.

TRAVELING THRASHER.

No. 389,884.

Patented Sept. 25, 1888.

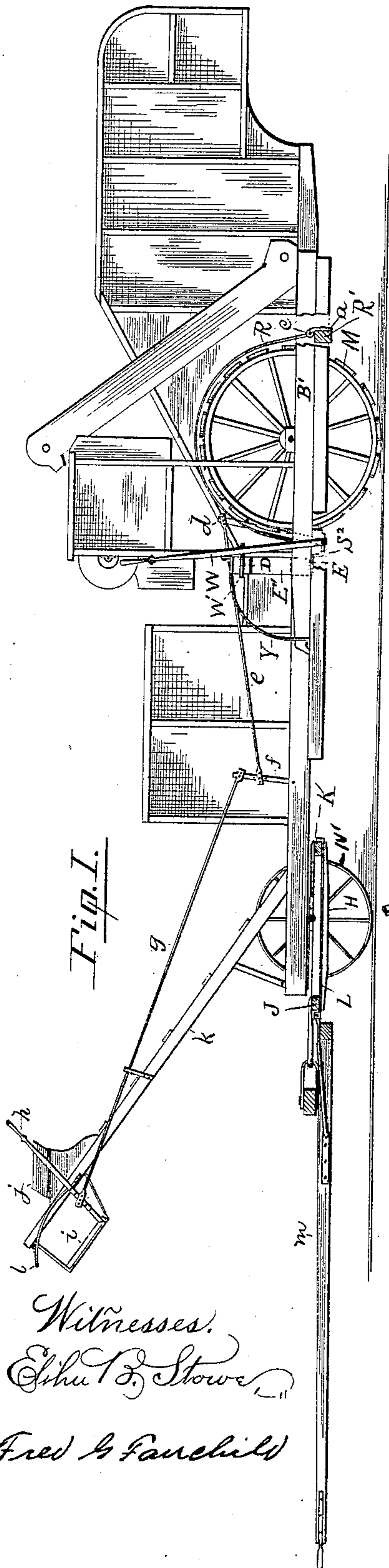
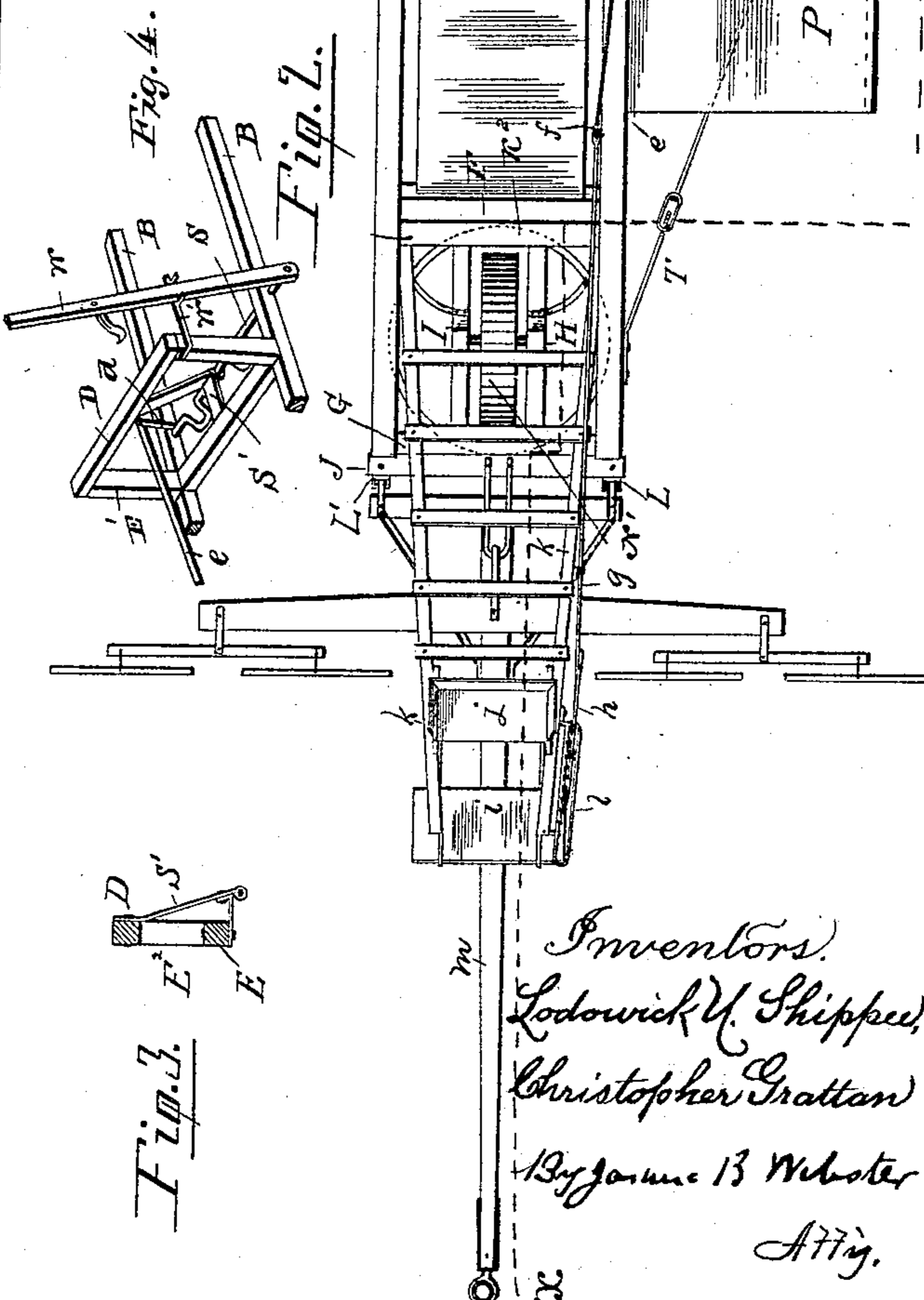


Fig. 1.

Fig. 4.

Fig. 2.



Fin. 3.

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CHRISTOPHER GRATTAN AND LODOWICK U. SHIPPEE, OF STOCKTON,
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TRAVELING THRASHER.

SPECIFICATION forming part of Letters Patent No. 389,884, dated September 25, 1888.

Application filed July 26, 1887. Serial No. 245,336. (No model.)

To all whom it may concern:

Be it known that we, CHRISTOPHER GRATTAN and LODOWICK U. SHIPPEE, citizens of the United States, residing at Stockton, in the county of San Joaquin and State of California, have invented certain new and useful Improvements in Traveling Thrashers; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Our invention relates to improvements in traveling thrashers; and it consists in the combination and arrangement of devices, as will be more fully hereinafter set forth, and particularly pointed out in the claim.

Figure 1 is a longitudinal sectional view of a machine embodying our improvements, the same being taken in the plane indicated by the line *xx* of Fig. 2, with a portion of the frame broken away. Fig. 2 is a plan view, the beam D being partly broken away. Fig. 3 is a section in detail, showing the front bracket-bearing for the cranked brake-shaft. Fig. 4 is an enlarged detail showing the hand-lever W and certain parts immediately connected to it.

The frame of the machine upon which the operating devices are supported consists of two main longitudinal beams, A B, arranged parallel to each other and extending the entire length of the machine. To the rear parts of these beams are rigidly secured cross-beams C and E. To the front parts of the said beams A B are also rigidly secured cross-beams F and G, and to the outer ends of the beams C and E are rigidly secured longitudinal beams A' B'. The beams C and E are bolted to the beams A and B, which latter are supported at their front ends by a guide-wheel, N', and its frame, to which the draft-tongue is attached.

Between the beams A and A' is a right-hand transporting-wheel, N, the short axle of which turns in journal-boxes secured to said beams A and A'. Between the beams B and B' is the left-hand driving and main carrying wheel M, keyed on an axle which is journaled in boxes on said beams B and B'.

The frame-work and wheels above described

are adapted to receive and sustain thrashing and separating devices.

P designates a platform, which is secured to the beams B B' at the side thereof and in the angle formed thereby.

The frame of the guide-wheel N' consists of longitudinal bars H and I, upon which the journal-boxes of the axle of said wheel are secured, and also of the cross-bars J, which frame may be pivoted or otherwise suitably attached to the front of the beams A B between the cross-beams F and G.

L and L' are eyes attached to the ends of the bar J, to permit the draft-tongue to be connected thereto.

K' is the seat-standards, which are rigidly secured to the beams A and B, and which extend forward and upward, having the driver's seat *j* and foot-board *i* secured to their upper ends.

Having thus given a general description of a carriage which is adapted to support thrashing and separating devices, we will now describe the parts which relate to our improved brake for the driving and transporting wheel M.

R R designate two brake-straps, which are connected by suitable hinges, *a*, to a strong cross-bar, R', secured to the beams B B', immediately behind the wheel M. These brake-straps extend forward over the rim of the wheel M, and are flexibly attached to a double crank-shaft, S, having end bearings in the beams B B' in front of the wheel M, and provided with a central bracket-bearing, S', secured to cross-beams D and E.

To the outer end of the shaft S is secured a hand-lever, W, provided with a detent adapted to engage with a toothed quadrant, Y. On the inner part of the shaft S is secured an arm, *d*, to which a rod, *e*, is attached, which extends forward and is attached to a lever, *f*, pivoted to the beam B. This lever *f* is also attached by a rod, *g*, to a hand-lever, *h*, which is located in close relation to the driver on the seat J, and pivoted to one side of the foot-board *i*. By means of a suitable detent on hand-lever *h* and a toothed sector, *l*, this lever can be locked forward when the brakes are applied.

The operation is as follows: To ordinarily stop the team, the driver makes use of the hand-lever *h*; but in the event of more power

being required the auxiliary lever W is used by a person located on the platform P, the brake-straps R R being, by means of either one or both levers, forcibly pressed upon the
5 wheel M. When lever W is disengaged from the quadrant Y, it may be held by a catch, W', secured to the end of the bar D.

In practice we shall employ a turn-buckle, T, on the wire, attached to the forward parts
10 of the beams B', for the purpose of securing greater rigidity from the strain due to the application of the brake-straps R R to the driving-wheel M.

Having described our invention, what we
15 claim is—

The combination, with the main driving and transporting wheel M, of the brake-straps R

R, the rear bar, R', to which these straps are hinged, a cranked shaft, S, having the front ends of the said straps attached to it, the
20 bracket S', supporting said shaft, an arm secured to the said crank-shaft, the lever f, pivoted to the main frame, the rod e, connecting said arm and lever, a hand-lever, h, provided with a detent and sector, and the rod g, con-
25 necting the levers f and h, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

CHRISTOPHER GRATTAN.

LODOWICK U. SHIPPEE.

Witnesses:

JOSHUA B. WEBSTER,

CHARLES H. WYMAN.