

No. 744,334.

PATENTED NOV. 17, 1903.

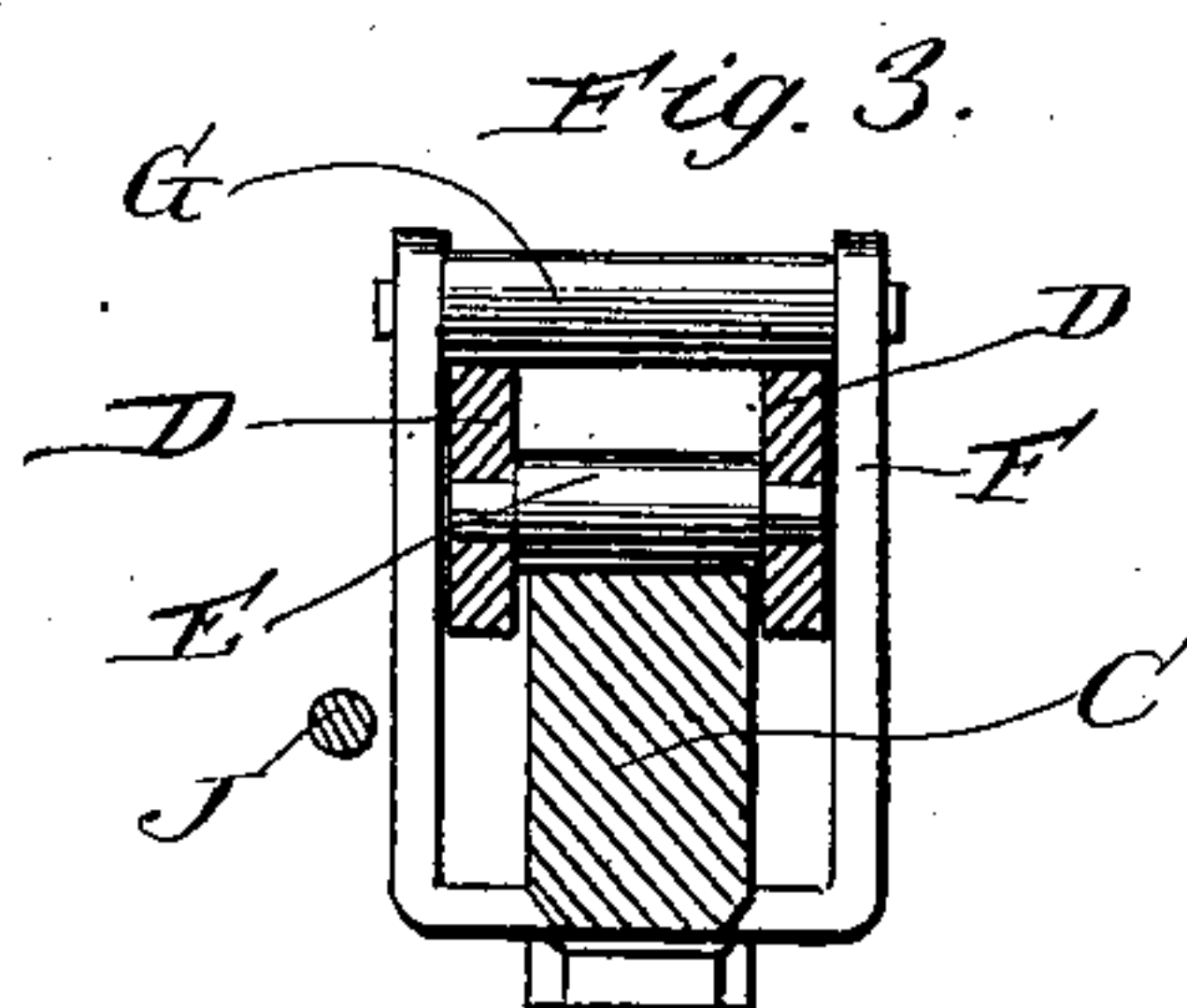
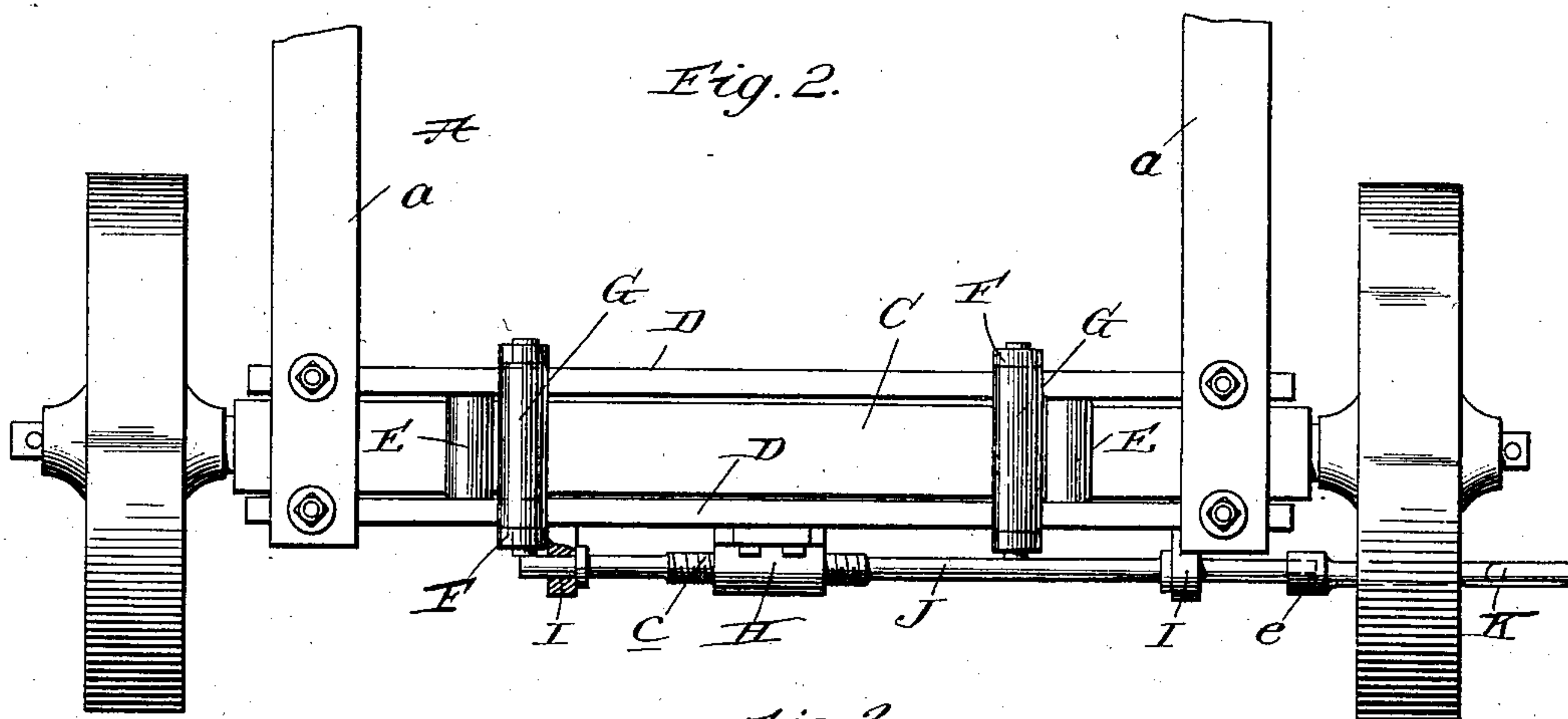
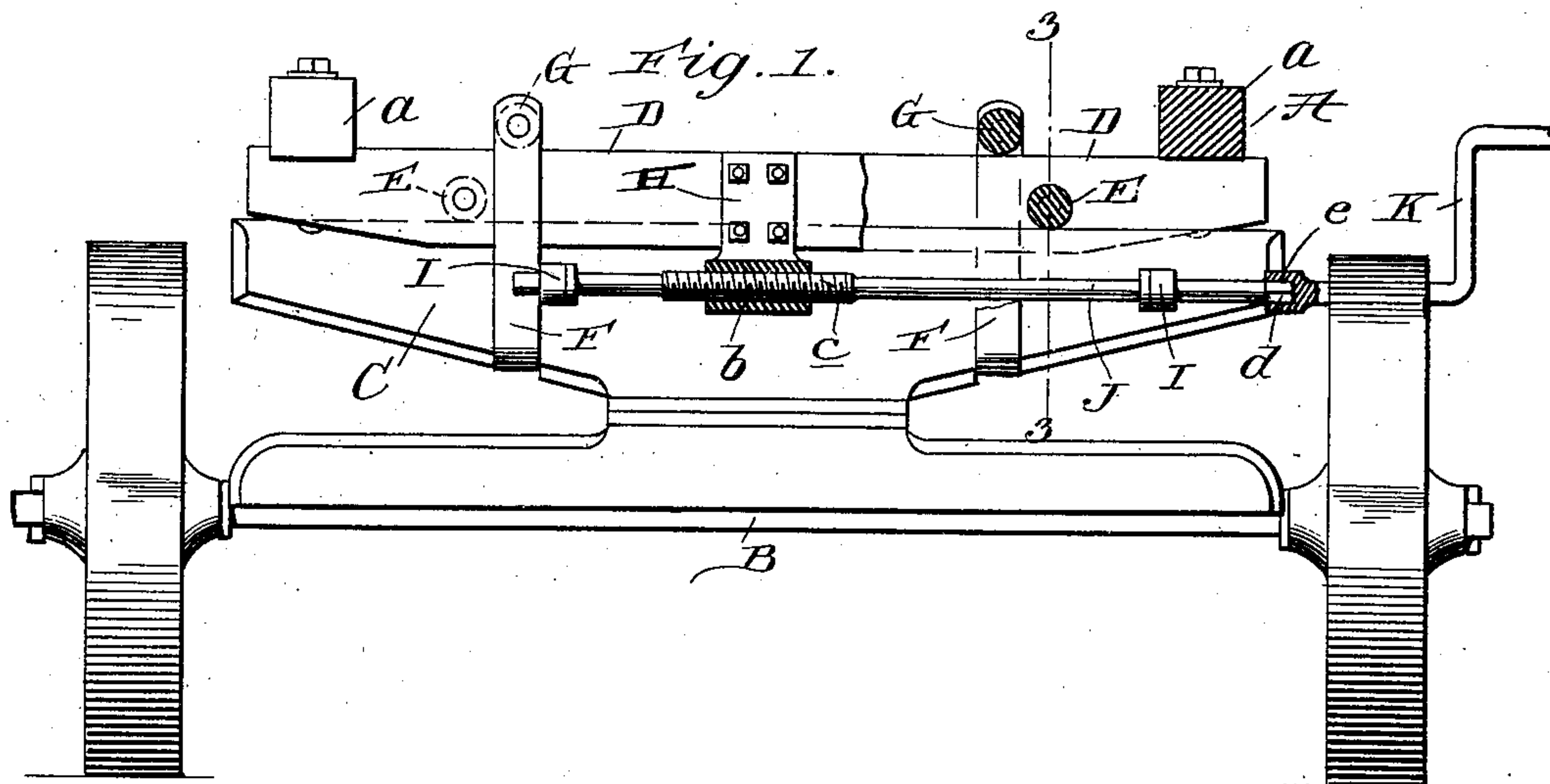
G. GRAHAM.

DEVICE FOR SHIFTING THRESHING MACHINE BODIES.

APPLICATION FILED AUG. 14, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



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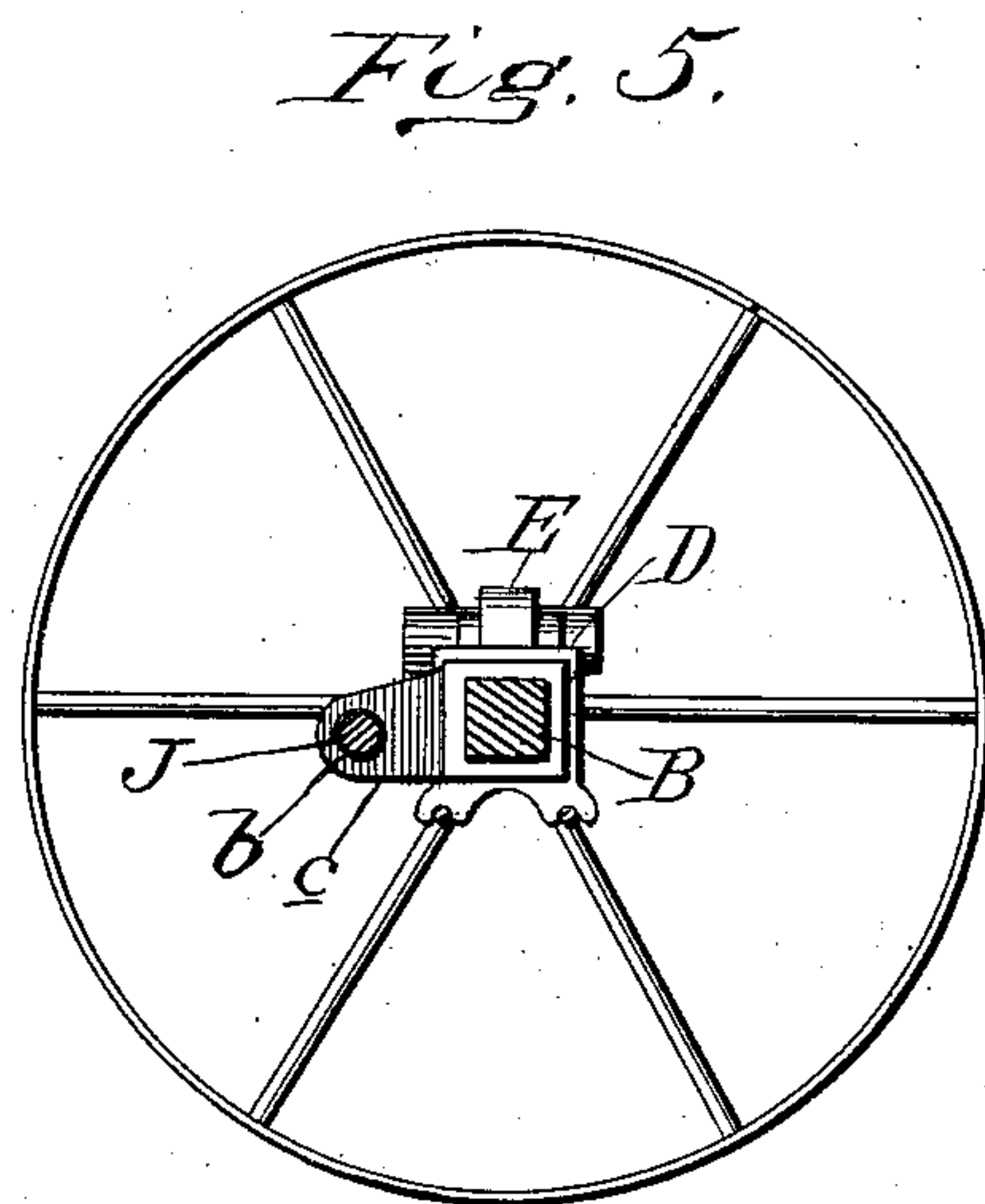
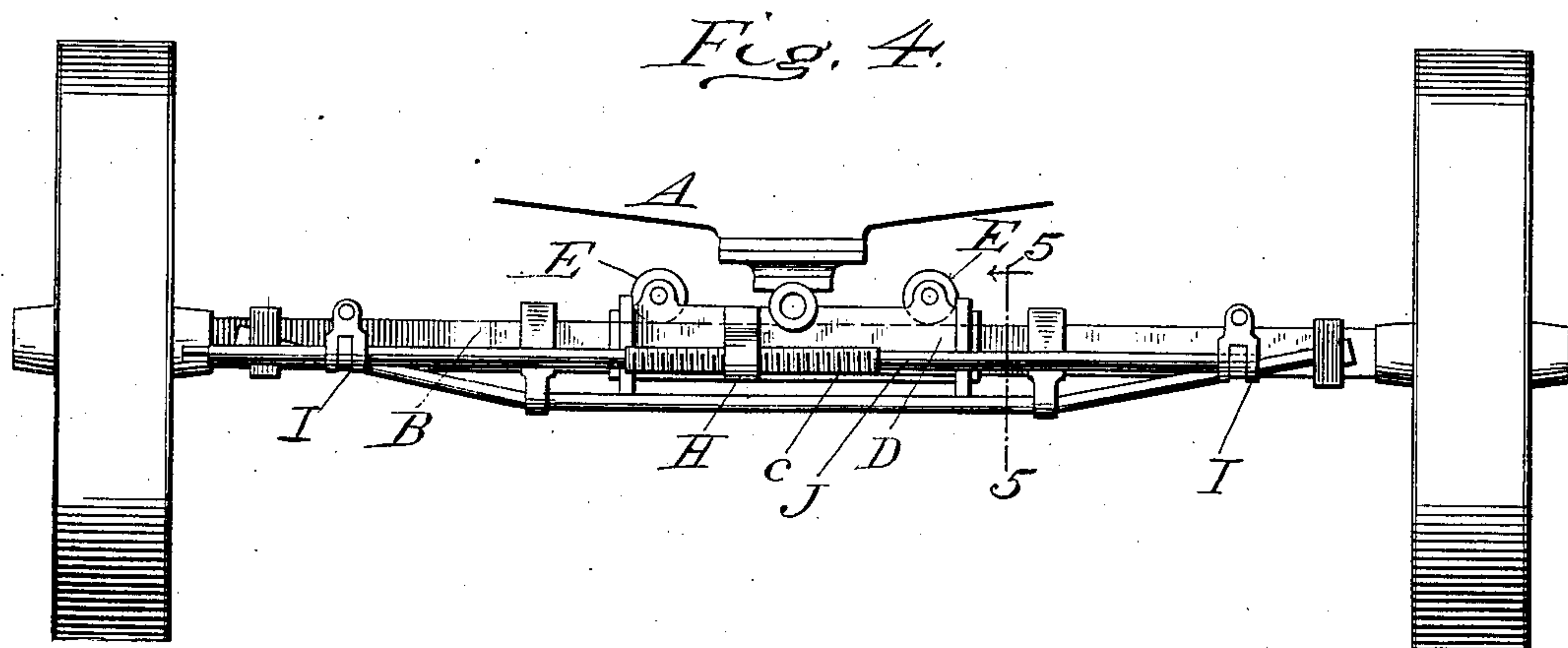
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Witnesses  
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# UNITED STATES PATENT OFFICE.

GEORGE GRAHAM, OF ROUNTHWAITE, CANADA.

## DEVICE FOR SHIFTING THRESHING-MACHINE BODIES.

**SPECIFICATION** forming part of Letters Patent No. 744,334, dated November 17, 1903.

Application filed August 14, 1903. Serial No. 169,525. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE GRAHAM, a citizen of Canada, residing at Rounthwaite, in the Province of Manitoba and Dominion of  
5 Canada, have invented new and useful Improvements in Devices for Shifting Threshing-Machine Bodies, of which the following is a specification.

My invention pertains to devices for shifting  
10 ing the body of a threshing-machine laterally on its axles with a view of placing said body in alinement with an engine for driving the machine and assuring the connecting-belt remaining on the belt-wheels of the machine  
15 and engine; and it consists in the novel and advantageous construction hereinafter described, and particularly pointed out in the claims appended.

In the accompanying drawings, forming  
20 part of this specification, Figure 1 is a front elevation of a threshing-machine frame with parts in section and my improvements applied. Fig. 2 is a plan view. Fig. 3 is a detail sectional view taken in the plane indicated by the dotted line 3 3 on Fig. 1. Fig. 4  
25 is a front elevation illustrative of a modification hereinafter referred to, and Fig. 5 is a transverse section taken in the plane indicated by the line 5 5 of Fig. 4.

30 My invention contemplates providing shifting devices in connection with the front and back axles of a threshing-machine; but as the said devices are similar in construction I have deemed it sufficient to illustrate one device  
35 in connection with the front axle of the machine.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which—

40 A is the body of a threshing-machine having longitudinal bars *a* at its under side.

B is the front axle, and C is a bolster interposed between the body and the axle and suitably connected to the latter.

45 D D are parallel transverse bars disposed below and fixedly connected to the bars *a* of the body; E E, antifriction-rollers journaled in the bars D and bearing on the upper side of the bolster C; F F, U-shaped metallic  
50 straps receiving and fixedly connected to the bolster, and G G antifriction-rollers journaled in the end portions of the straps F and

bearing on the upper sides of the bars D. In virtue of this construction it will be observed that the bars D are adapted to move endwise  
55 on the rollers E, which bear on the bolster C and under the rollers G, and in consequence the body A may be very easily moved in the direction of its width on the axle. It will also be observed that the lateral movement of the  
60 body will be attended with but little friction and but little or no wear of the parts.

H is a lug fixedly connected to and depending from the middle of the front bar D and having a transversely-disposed threaded ap-  
65 erture *b*.

I I are bearings arranged on the forward side of the bolster C.

J is a shaft journaled in the bearings I and having a threaded portion *c*, disposed in  
70 the threaded aperture *b* of lug H, and also having an angular end *d*, and K is a removable crank having an angular socket *e* to receive and engage the said angular end of the shaft. The crank is designed to be passed  
75 between the spokes of one of the wheels on axle B and placed in engagement with the angular end of the shaft J after the manner shown.

When the crank K is applied, as above  
80 stated, and rotated it will be observed that the shaft J will also be rotated and the body A moved sidewise to the left or right, according to the direction of rotation of the crank and shaft. It will also be observed that be-  
85 cause of the antifriction devices before described and the leverage afforded the body may be quickly shifted to the extent desired with but a minimum amount of effort on the  
90 part of the operator.

As will be gathered from the foregoing the bars D constitute a carriage connected to and movable with the body A and connected with the axle B and movable with respect to the same in the direction of the length there-  
95 of, also that the said carriage carries traveling rollers to ease its movement.

In the modification shown in Figs. 4 and 5 the carriage D is formed of a casting instead of bars, as in Figs. 1 to 3, and is arranged  
100 directly on the axle B and provided with antifriction-rollers E, which bear and are designed to travel on the axle. Said carriage is connected in a suitable manner to the body



A and is provided with a lug H, having a threaded aperture *b*, receiving the threaded portion *c* of a shaft J, which is journaled in suitable bearings I on the axle. When the  
 5 said shaft J is rotated through the medium of the crank K or other means, it will be observed that the body A will be shifted laterally on the axle.

As before stated, my invention contem-  
 10 plates the provision of a shifting device above the back axle of the threshing-machine as well as above the front axle, and I prefer to so arrange the devices that the forward end of the body may be shifted six inches either way  
 15 and the rear end thereof four inches either way. This will permit of the body being properly alined with an engine under all conditions.

It will be appreciated from the foregoing  
 20 that my improvements are simple and inexpensive and do not add materially to the cost of the machines in which they are embodied, also that the improvements may be readily applied to threshing-machines of various  
 25 kinds at present in use.

I have entered into a detailed description of the construction and relative arrangement of the parts embraced in the present and preferred embodiments of my invention in order  
 30 to impart a full, clear, and exact understanding of the same. I do not desire, however, to be understood as confining myself to such specific construction and relative arrangement of parts, as such changes or modifica-  
 35 tions may be made in practice as fairly fall within the scope of my invention as claimed.

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

40 1. In a device for shifting vehicle-bodies on their axles, the combination of an axle, a bolster thereon, a body connected with and movable in the direction of its width on the bolster, a lug connected with the body, and hav-  
 45 ing a transversely-disposed, threaded aperture, and a transverse shaft journaled in bearings, on the bolster, and having a threaded portion disposed in the threaded aperture of the lug.

50 2. In a device for shifting vehicle-bodies on their axles, the combination of an axle, a bolster thereon, a body connected with and movable in the direction of its width on the bolster, antifriction-rollers interposed between  
 55 the body and the bolster, a lug connected with the body, and having a transversely-disposed threaded aperture, and a transverse shaft journaled in bearings, on the bolster, and having a threaded portion disposed in the thread-  
 60 ed aperture of the lug.

3. In a device for shifting vehicle-bodies on their axles, the combination of an axle, a bolster thereon, a body, a transverse bar carried by the body, straps connecting said transverse  
 65 bar and the bolster, antifriction-rollers carried

by the straps, and bearing on the transverse bar, antifriction-rollers interposed between the transverse bar and the bolster, a lug connected to and depending from the transverse bar, and having a transversely-disposed,  
 70 threaded aperture, and a transverse shaft journaled in bearings, on the bolster, and having a threaded portion disposed in the threaded aperture of the lug.

4. In a device for shifting vehicle-bodies on  
 75 their axles, the combination of an axle, a bolster thereon, U-shaped straps receiving and connected to the bolster, antifriction-rollers mounted in the upper portions of said strips, a body, parallel transverse bars connected to  
 80 the body, and interposed between the rollers carried by the straps and the bolster, antifriction-rollers carried by the bars, and bearing on the bolster, a lug connected to and depending from one of the bars, and having  
 85 a transversely-disposed, threaded aperture, and a transverse shaft journaled in bearings on the bolster, and having a threaded portion disposed in the threaded aperture of the lug; said shaft being adapted to be engaged by a  
 90 removable crank, as described.

5. In a device for shifting vehicle-bodies on their axles, the combination of an axle, a body connected with and movable in the direction  
 95 of its width on the axle, a lug connected and movable with the body, and having a transversely-disposed threaded aperture, and a transverse shaft journaled in bearings connected with the axle, and having a threaded  
 100 portion disposed in the threaded aperture of the lug.

6. In a device for shifting vehicle-bodies on their axles, the combination of an axle, a laterally-movable body, a carriage connected with the body and the axle, and movable on  
 105 the latter in the direction of the length thereof, and having a lug provided with a transversely-disposed threaded aperture, and a shaft journaled in bearings connected with the axle, and having a threaded portion dis-  
 110 posed in the threaded aperture of the lug.

7. In a device for shifting vehicle-bodies on their axles, the combination of an axle, a laterally-movable body, a carriage connected with the body, and arranged directly on and  
 115 movable in the direction of the length of the body; said carriage carrying rollers, and a lug having a transversely-disposed threaded aperture, and a transverse shaft journaled in bearings connected to the axle, and having  
 120 a threaded portion disposed in the threaded aperture of the lug.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE GRAHAM.

Witnesses:

W. H. HAM,

R. G. MACDONALD.