

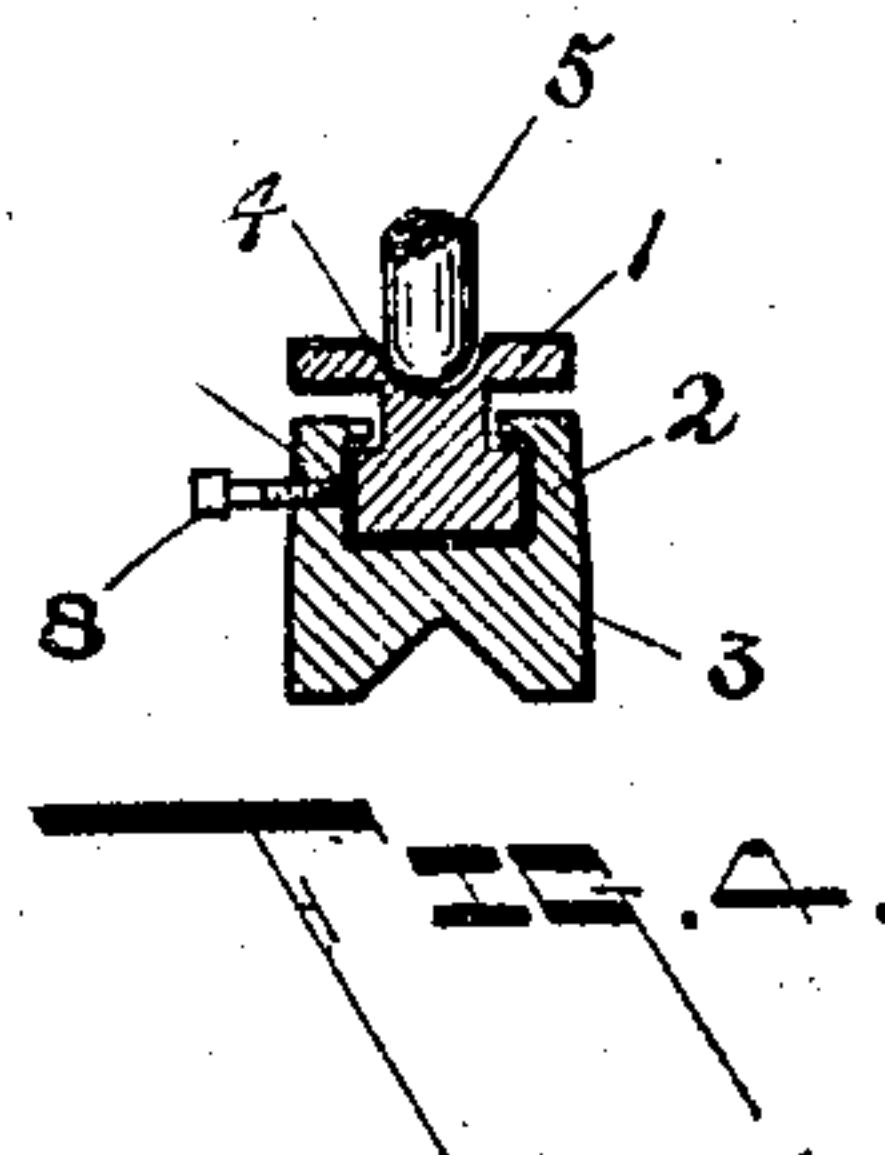
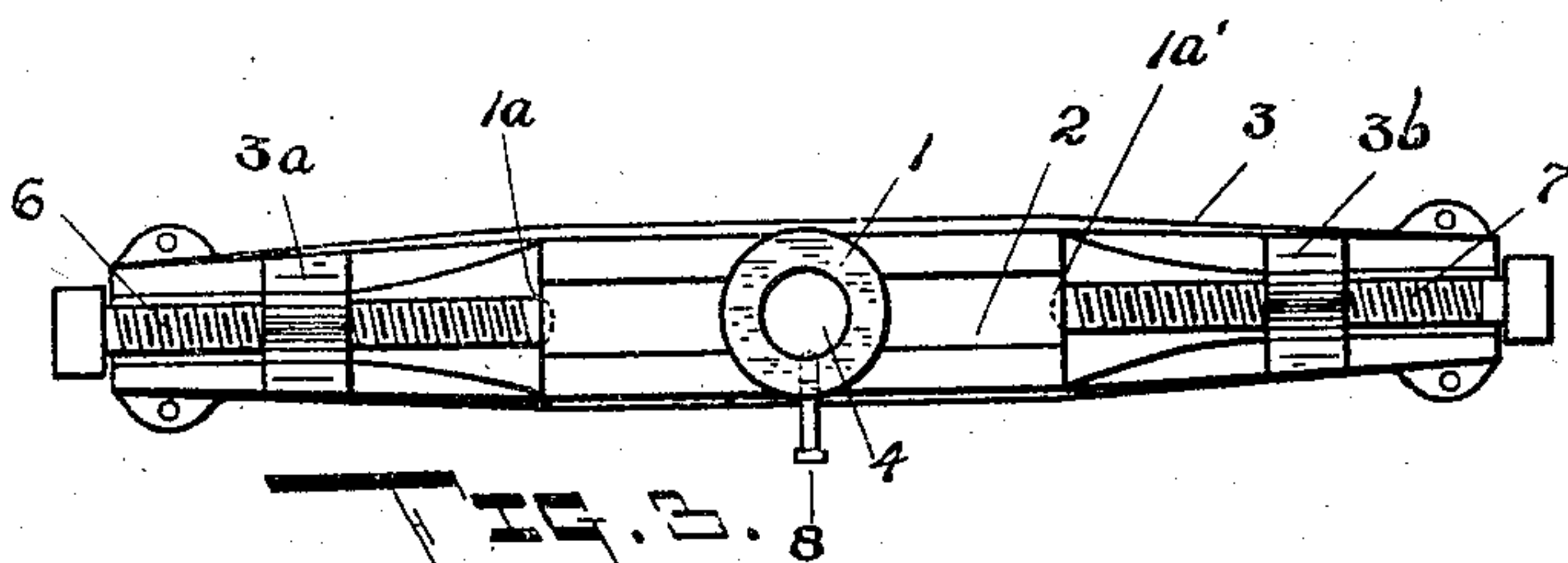
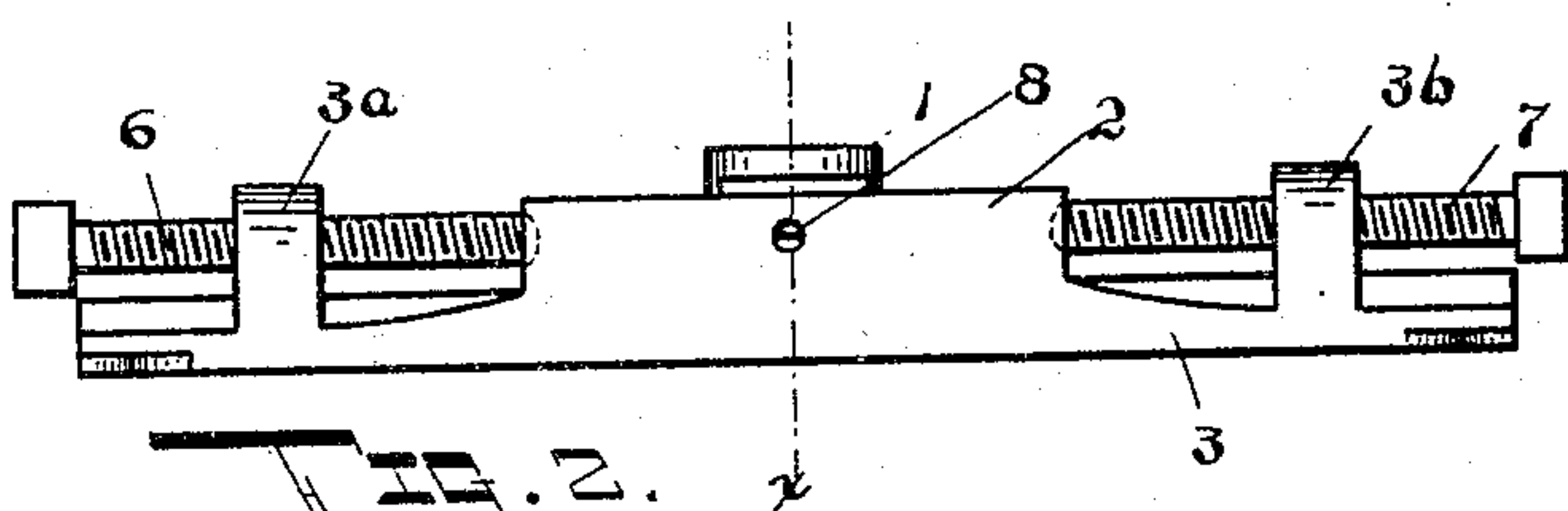
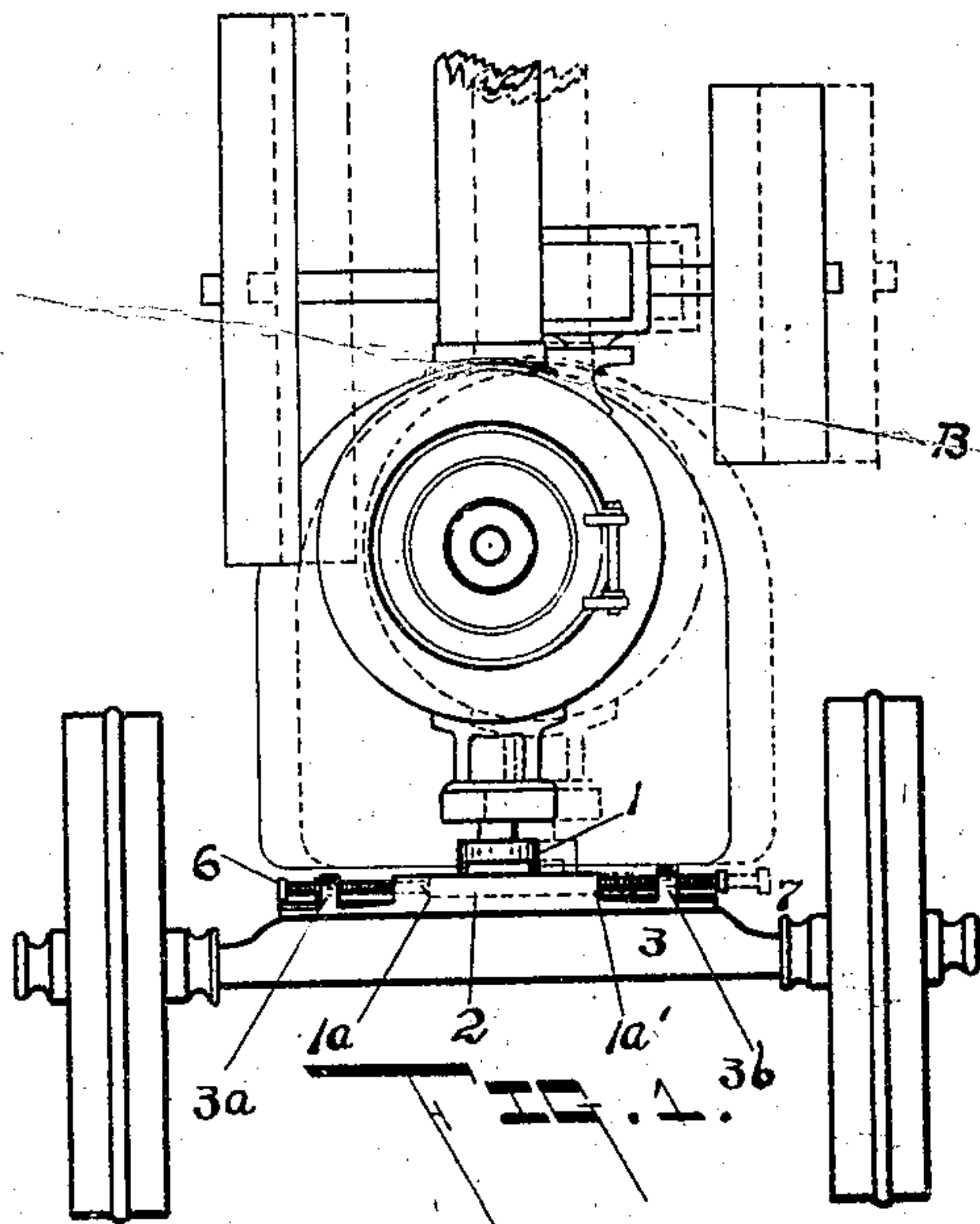
No. 762,380.

PATENTED JUNE 14, 1904

W. M. BROWN.
TRACTION ENGINE.

APPLICATION FILED MAR. 31, 1904.

NO MODEL.



WITNESSES:

W. J. Cathcart.

J. S. See.

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INVENTOR

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UNITED STATES PATENT OFFICE.

WELLINGTON M. BROWN, OF LAPORTE, MICHIGAN, ASSIGNOR OF ONE-HALF TO SHELDON RINEHART, OF LAPORTE, MICHIGAN.

TRACTION-ENGINE.

SPECIFICATION forming part of Letters Patent No. 762,380, dated June 14, 1904.

Application filed March 31, 1904. Serial No. 200,939. (No model.)

To all whom it may concern:

Be it known that I, WELLINGTON M. BROWN, a citizen of the United States, residing at Laporte, in the county of Midland and State of Michigan, have invented certain new and useful Improvements in Threshing-Engines; and I do hereby 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.

This invention is an improved front-axle construction for traction or plain threshing engines which provides for lateral adjustment of the front end of the boiler.

As is well known it is customary to belt the belt-wheel of a traction-engine standing at a distance from the threshing-machine to a driving-pulley on the machine to be driven, usually located inside a barn. To insure safety from fire, the engine is usually required to be not less than fifty feet from the barn. It is thus seen that a long belt is necessary. It is found in practice that these long belts are thrown out of line very easily. A strong wind frequently shifts the belt, or the pulsation of the engine causes the engine-wheels to shift, throwing the belt off the pulley and partly displacing it, thereby greatly reducing the power-transmitting capacity of the belt. It is then necessary to move the engine back into line, and this has heretofore been accomplished by jacking the front wheels to one side or the other. To more easily attain this object, I have devised a simple hand-operated means for shifting the king-bolt, which is attached to the front end of the boiler, along the front axle without moving the engine-wheels.

The construction and operation of my device will be more readily understood by reference to the accompanying drawings, in which—

Figure 1 is a front elevation of an engine with my improvement attached. Fig. 2 is a front view, and Fig. 3 is a top view, of the device. Fig. 4 is a vertical section on the line *xx* of Fig. 2.

In the top of a block 1, mounted to slide in

grooved guides 2, fastened to the front axle 3, is provided a footstep-bearing 4 for the king-bolt 5. Near the ends of the axle are threaded lugs 3^a and 3^b, in which work set-screws 6 and 7, that bear against opposite ends 1^a and 1^b of the block 1 to move it along the axle. A set-screw 8 is provided in the front of the guide 2 to lock the block 1 firmly in any location.

The operation will be easily understood by reference to Fig. 1, which shows in full lines the front end of the engine and boiler in a position from which it is desired to shift it, say, to the right, for the purpose above noted.

First the set-screw 8 is unscrewed, then the screw 7 on the right is unscrewed and the screw 6 on the left is screwed up, moving the sliding block 1 to the right and shifting the boiler (and the belt-wheel B) into the position shown in dotted lines, thus bringing the belt back into line. The set-screw 8 is again screwed in to lock the block 1 firmly in this new position. Similarly, the boiler and belt-wheel may be shifted to the left, if desired.

By the means above described I have produced a hand-operated device for laterally adjusting the front end of a traction or threshing engine to keep the belt in line, which is simple in construction and not difficult to apply. In its operation it is independent of any working part of the engine and may be used to shift the boiler along the front axle whether the engine be running or not.

What I claim as my invention, and desire to secure by Letters Patent, is as follows:

1. In combination with the front axle and king-bolt of an engine of the class described, means for shifting the belt-wheel of said engine laterally, said means comprising guides on said front axle, a sliding block mounted in said guides and having a footstep-bearing for said king-bolt, and means independent of the driving mechanism of the engine adapted to shift said block along the guides for the purpose set forth.

2. In combination with the axle and king-bolt of an engine of the class described, guides secured lengthwise said axle; a block slidable

along said guides and having a recess to receive said king-bolt; threaded lugs near the ends of the axle; screws threaded in said lugs; the inner ends of said screws bearing against
5. said sliding block; and a set-screw in said guides to lock the block, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WELLINGTON M. BROWN.

Witnesses:

D. L. CHAMBERLIN,
BION R. HUTCHINS.