

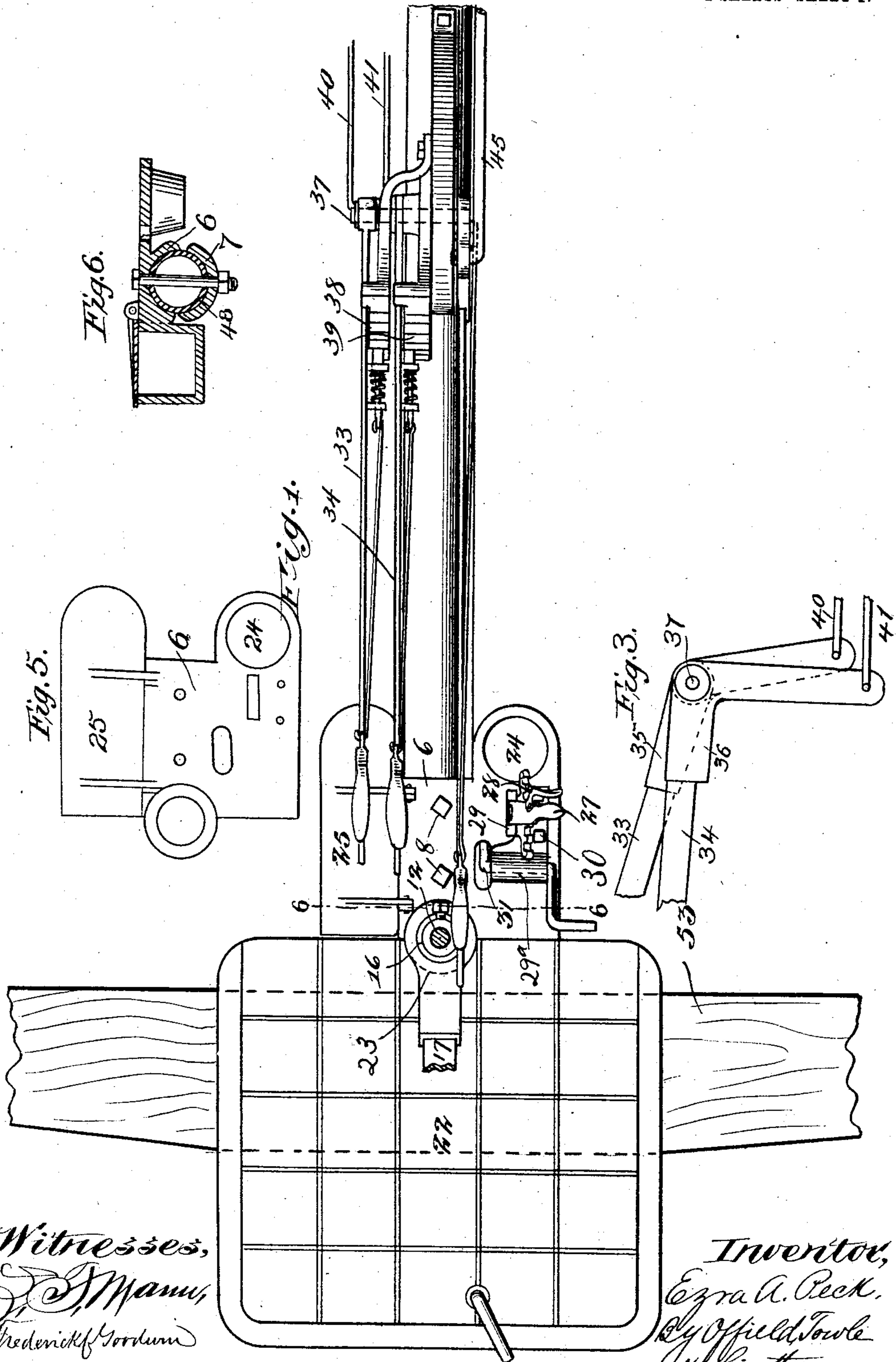
No. 765,253.

PATENTED JULY 19, 1904.

E. A. PECK.
HARVESTING MACHINE.
APPLICATION FILED AUG. 5, 1901.

NO MODEL.

2 SHEETS—SHEET 1.



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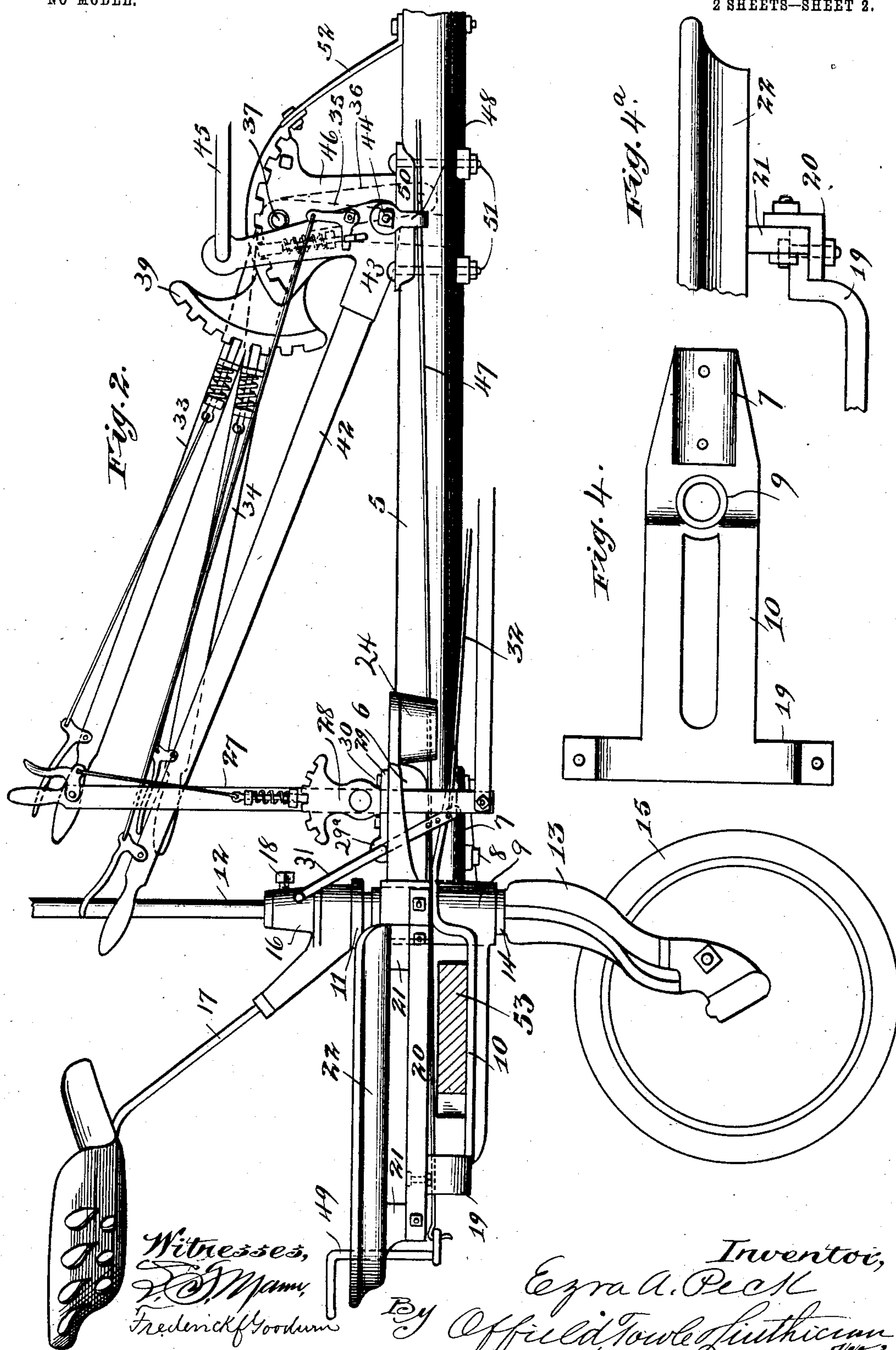
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UNITED STATES PATENT OFFICE.

EZRA A. PECK, OF PEKIN, ILLINOIS, ASSIGNOR TO THE ACME HARVESTER COMPANY, OF PEORIA, ILLINOIS, A CORPORATION OF ILLINOIS.

HARVESTING-MACHINE.

SPECIFICATION forming part of Letters Patent No. 765,253, dated July 19, 1904.

Application filed August 5, 1901. Serial No. 70,902. (No model.)

To all whom it may concern:

Be it known that I, EZRA A. PECK, of Pekin, Illinois, have invented certain new and useful Improvements in Harvesting-Machines, of which the following is a specification.

My invention relates to certain improvements in the construction of harvesting-machines of the push-pole type, and more particularly to certain features of construction of the driver's platform and the means for supporting and locking the operating-levers.

My invention is shown in the accompanying drawings, in which—

Figure 1 is a plan view of the platform, the rear end of the push-pole connected thereto, and certain parts associated therewith, the steering-wheel standard being in section and the seat-post broken away. Fig. 2 is a side elevation, and Fig. 3 is a detail, showing the cranked and pivoted ends of two of the operating-levers. Figs. 4 and 4^a are details of the platform construction. Fig. 5 is a plan view of the casting just above the rear end of the push-pole; and Fig. 6 is a sectional view on line 6 6, Fig. 1.

In the drawings, 5 represents the push-pole, usually constructed from a metal tube, the rear end of which is embraced by the clamp-castings 6 7, which conform to the curved surface of the push-pole and are bolted thereto, as shown at 8. The clamp-casting 7 has a tubular portion 9 and a laterally-extending member 10, Fig. 4, and the clamp-casting 6 has a tubular portion 11, such tubular portion affording a bearing for the steering-wheel post 12, the steering-wheel yoke 13 being shouldered, as shown at 14, and the tubular portion 9 resting thereon.

15 represents the steering-wheel, and 16 the tubular member, forming a support in which the seat-post 17 is mounted. The tubular casting 16 is secured by the set-screw 18 to the steering-wheel post, and the steering-wheel is turned by shifting the seat laterally.

19 is a transverse bridge-piece forming a part of the member 10 and bolted at its ends to the straps 20, Fig. 4^a, which are bolted in turn to the clamp-casting 6 and to downwardly-depending lugs 21 on the platform-

casting 22. The latter is preferably made in one piece, and its forward end is conformed, as shown at 23, to the circular rear wall of the clamp-casting 6.

By the above construction a substantial platform is provided, having suitable rigid connections to the push-pole and affording extended bearing-supports for the steering-wheel post.

The casting 6 is enlarged laterally and chambered to provide an oil-cup holder 24 and a tool-box, the lid of which is shown at 25.

27 represents an operating-lever for shifting the binder. The locking-segment for this operating-lever is provided on bracket 28, and the latter has a foot-plate 29, bolted at 30 to the casting 6. Said casting is apertured for the passage of lever 27 and foot-lever 31, whose crank portion is confined in a bearing 29^a, formed in the plate 29. Foot-lever 31 operates through rod 32 to trip the bundle-carrier. (Not shown.)

33 34 represent the reel-operating levers, which terminate in bell-cranks or knee-pieces 35 36, (shown in Fig. 3,) turning upon the pivot-bolt 37.

38 39 represent the ratchet-segments for locking said levers, which segments are also secured to bracket 46, and 40 41 represent the rods extending to the reel connections. (Not shown.) A lever 42, which is the main platform-tilting lever, is provided with or terminates in a bell-crank 43, which is pivoted on the bolt 44, and an operating-rod 45 is connected to the upwardly-extending arm of said bell-crank. Bracket 46 has ratchet-teeth, which project downwardly from the flange thereof.

47 represents an operating-rod which controls the gearing, and this rod is supported in a stirrup 48, suspended from the pivot-bolt 44, and is connected to the crank-lever 49, passing upwardly through the platform beneath the driver's seat. The bracket-plate 46 is clamped to the push-pole by means of its foot-plate 50 and the bolts 51. The operating-levers 33 34 are pivoted to the bracket-plate 46 by means of the bolt 37 and the bell-crank 43 to the same bracket by means of the

bolt 44. The bracket-plate 46 is steadied by the brace 52 and is clamped to the push-pole, as before described. By reason of this construction it will be seen that the three main
 5 operating-levers are all secured to the push-pole by a single connection and yet in a substantial and effective manner.

These several improvements not only simplify the construction of the machine, but
 10 they render it stable and afford the necessary rigidity of construction to place the machine within the easy control of the operator. It will be observed that all of the levers are carried into convenient proximity to the driver's
 15 seat and are so arranged that he may tilt the machine, raise and lower the reel, shift the binder, the bundle-carrier, and throw the machine into and out of gear without leaving his station and with the minimum exertion.
 20 The reel-operating levers and the platform-tilting levers all project rearwardly and stand in such position that they are depressed in operation. This enables the driver not only to reach them conveniently, but also to throw
 25 his weight upon them in tilting the platform and adjusting the reel, while the gear-shifting and bundle-carrier-operating levers, which require only small force to operate them, are disposed so that they can be controlled by the
 30 foot of the driver. The platform-casting is massive and is of sufficient breadth to afford a stable support and room for operation, and its weight assists as a counterbalance. The casting 10 affords a broad support for the evener
 35 53, and the straps 20, lying above the evener, will prevent it from tilting. In turning corners the driver rises from his seat and turns

the steering-wheel by hand, standing on the evener meanwhile, which is sufficiently steady to afford a sure footing by the breadth of the
 40 casting 10 and the straps 20.

I claim—

1. In a harvester of the type described, the combination with a push-pole, of a pair of castings clamped thereto and provided re-
 45 spectively with upwardly and downwardly extending tubular portions or sleeves to afford a bearing for the steering-wheel post, and a driver's platform supported by and in rear of said castings, substantially as described. 50

2. In a machine of the type described, the combination with a push-pole having castings clamped thereto, said castings being provided with tubular portions, a platform formed in a
 55 single casting and supported upon said clamp-castings, a steering-wheel having its post extended through the tubular portion, and a seat-support sleeved upon said post, and means for securing the support with the post, substan-
 60 tially as described.

3. In a harvesting-machine of the type described, the combination with a push-pole, of a bracket clamped thereto and provided with locking-teeth, and a plurality of operating-
 65 levers disposed on opposite sides of said bracket, and terminating in bell-cranks pivoted to said bracket, the bell-cranks on opposite sides extending in opposite directions, substantially as described.

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Witnesses:

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