

No. 819,581.

PATENTED MAY 1, 1906.

H. J. McNEILL.

DEVICE FOR SHIFTING THRESHING MACHINE BODIES.

APPLICATION FILED SEPT. 28, 1905.

Fig. 1.

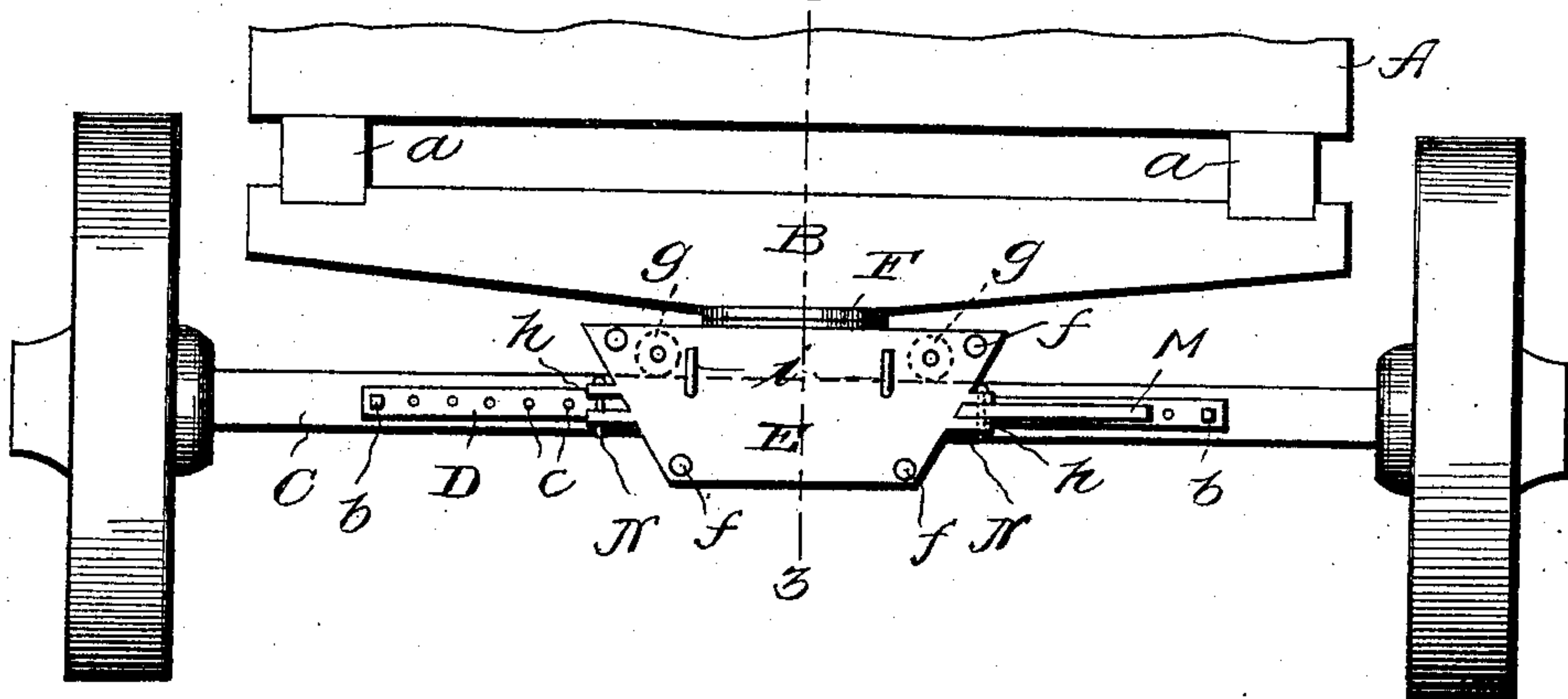


Fig. 2.

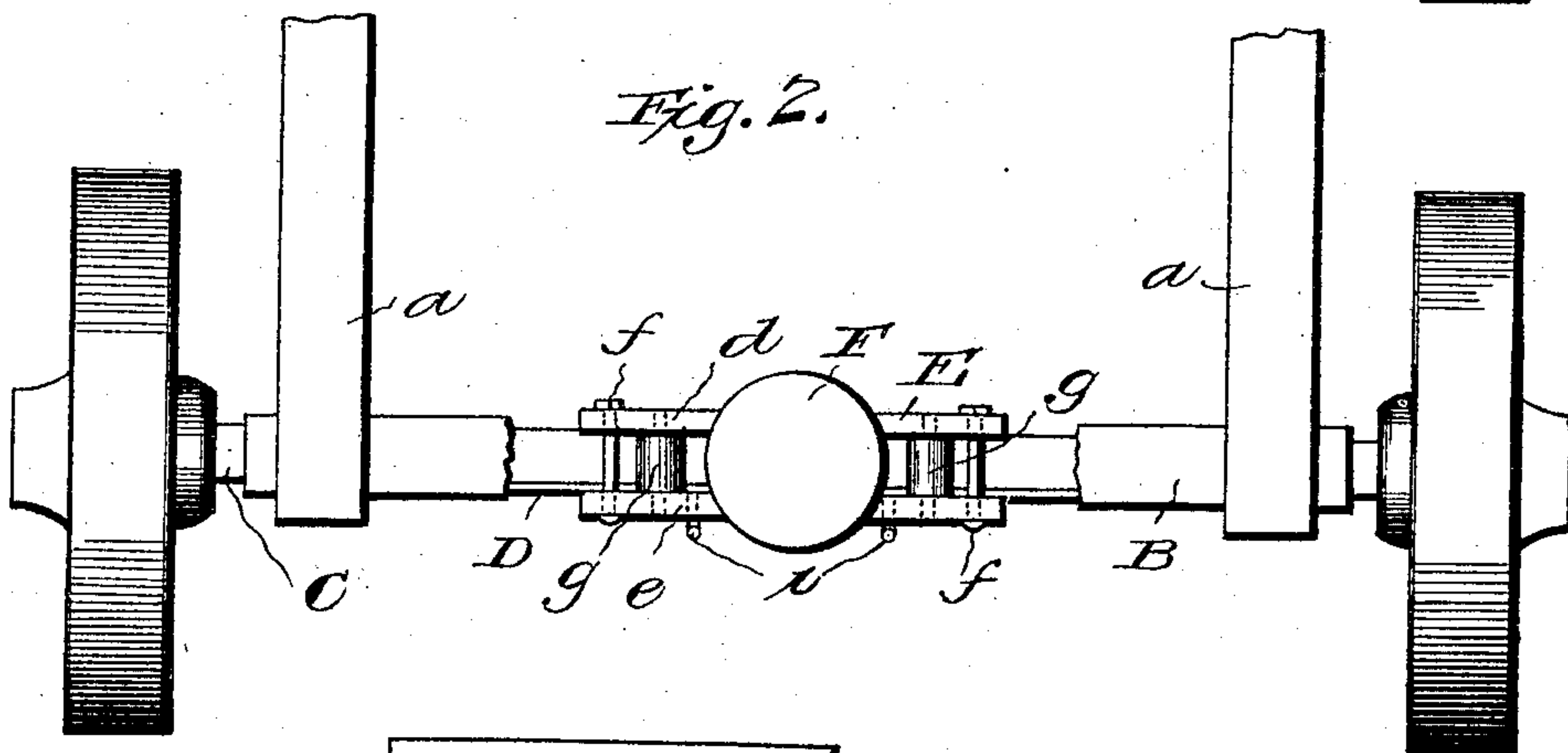


Fig. 3.

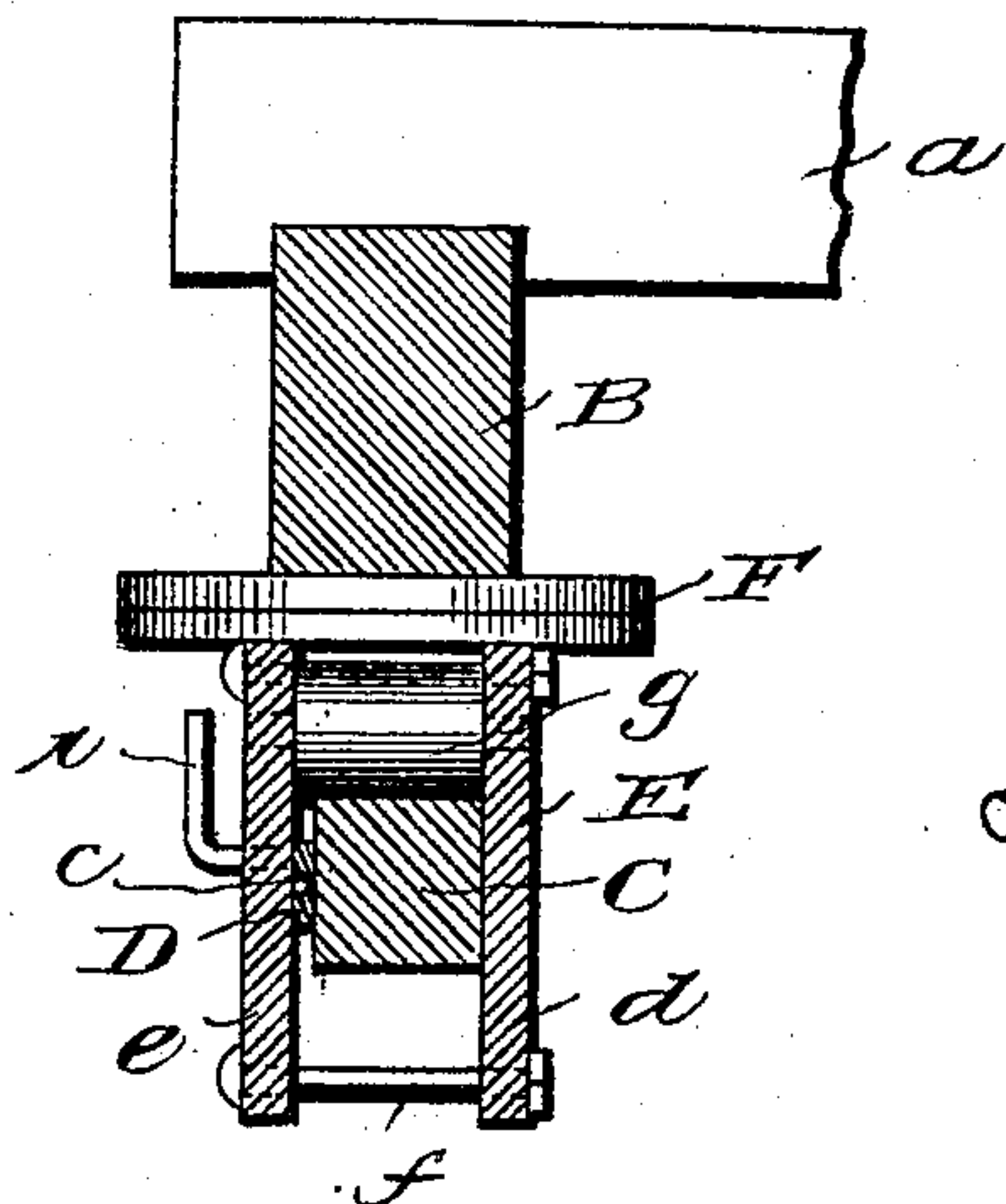
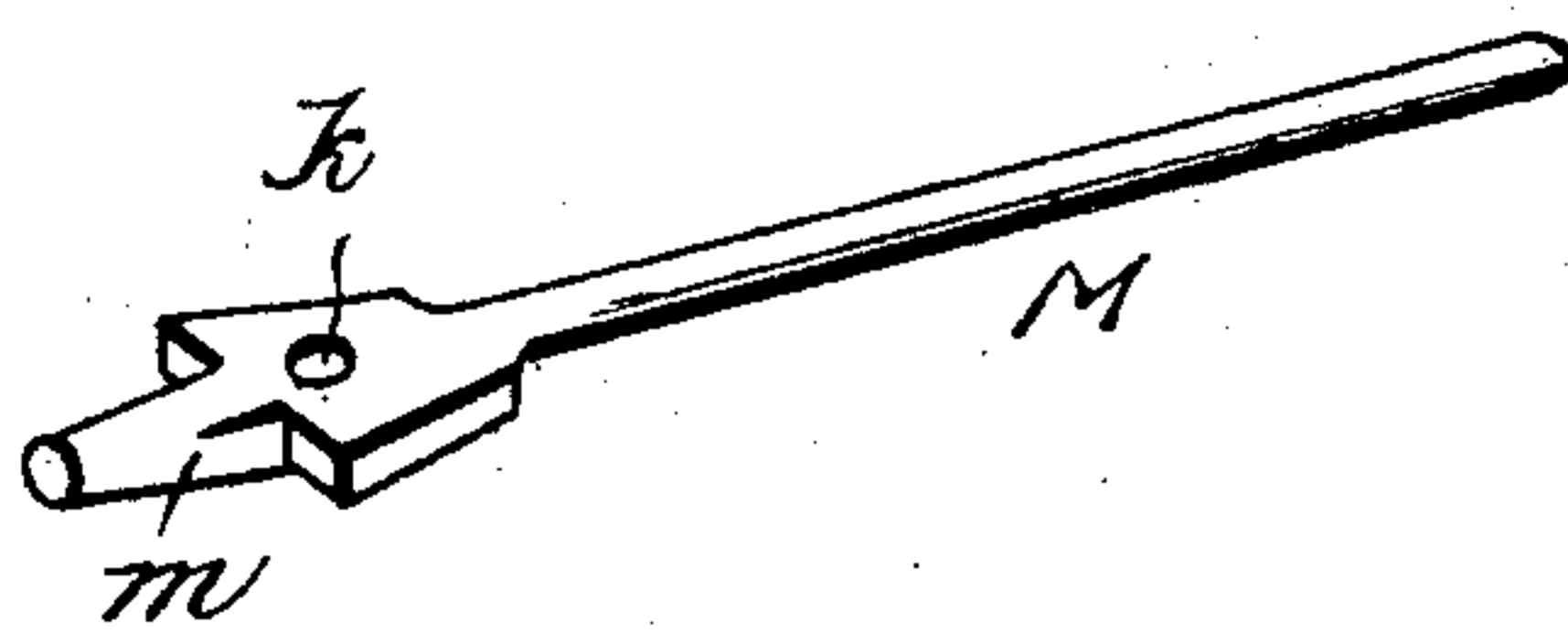


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

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DEVICE FOR SHIFTING THRESHING-MACHINE BODIES.

No. 819,581.

Specification of Letters Patent.

Patented May 1, 1906.

Application filed September 28, 1905. Serial No. 280,514.

To all whom it may concern:

Be it known that I, HUGH JOSEPH McNEILL, a citizen of the Dominion of Canada, residing at Brandon, in the Province of Manitoba, 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 threshing-machine bodies on their axles with a view of placing said bodies in line with traction-engines from which their machinery derives motion; and it contemplates the provision of a simple and inexpensive device of the character stated and one calculated to enable a single person to quickly shift a threshing-machine body to the extent desired with but a minimum amount of effort.

With the foregoing in mind the invention will be fully understood from the following description and claims, when taken in connection with the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevation illustrating a portion of a threshing-machine equipped with the device constituting the present and preferred embodiment of my invention. Fig. 2 is a plan view. Fig. 3 is a transverse section taken in the plane indicated by the line 3-3 of Fig. 1, and Fig. 4 is a perspective view of the lever of the device removed.

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

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

B is a bolster or cross-bar disposed below and fixed to the bars *a*.

C is a front axle, and D is a metallic bar arranged on the forward side of said axle and extending in the direction of the length thereof. The said bar D is fixedly connected to the axle through the medium of bolts *b*, and is provided at intervals of its length with indentations *c* for a purpose presently set forth.

E is a carriage mounted on and movable in the direction of the length of the axle C and connected to the under side of the bolster B through the medium of the ordinary fifth-wheel construction F, or any other suitable means. The said carriage may be of any construction compatible with the purpose of my invention without involving a departure from the scope thereof. I prefer, however, to have it comprise a plate *d*, disposed at the

rear side of the axle C, a plate *e*, disposed at the forward side of said axle, bolts *f*, disposed above and below the axle and connecting said plates, and antifriction-rollers *g*, mounted between and carried by the plates and arranged to bear upon the upper side of the axle. The forward plate E is provided at its ends with apertured lugs *h* and it is also provided, by preference, with two set-screws *i*, the latter being arranged on its forward side and designed to serve a purpose presently set forth.

M is a hand-lever having an aperture *k* and also having an end *m* adapted to bear in the indentations *c* of the bar D, and N is a pintle for detachably connecting the said lever to the lugs *h* at the ends of the carriage-plate *e*.

In the practical use of my improvements when it is desired to shift the body A toward the left the lever M is mounted in the lugs *h* at the right of the carriage E in the position shown in Fig. 1 and so that its end *m* rests in one of the indentations *c* of bar D. The handle-arm of the lever is then moved toward the left, when, as will be readily apparent, the carriage E and the body A will be moved a short distance toward the left, and this with but a minimum amount of effort on the part of the operator. The carriage E is free to play to a slight extent on the axle C, and hence it will be seen that subsequent to the described short movement of the carriage the end *m* of lever M may be placed in the next depression *c* toward the left of the bar D, and the operation described may be repeated. In this way the body A may be quickly and easily moved step by step on the axle in the direction of the length thereof.

When it is desired to shift the body A toward the right on axle C, the lever M is removed from the lugs *h* at the right end of the carriage and mounted in the lugs *h* at the left end thereof and is operated in the manner before described.

The set-screws *i* have for their purpose to fix the carriage E with respect to the axle C when the threshing-machine is traveling on the road.

My invention contemplates the provision of a shifting device above the back axle of a threshing-machine as well as above the front axle thereof, but as the said devices are similar in construction I have deemed it sufficient to illustrate the front one.

In addition to the advantages which I have hereinbefore ascribed to my novel

shifting device, it will be noticed that the same is simple and inexpensive in construction and is well adapted to withstand the rough usage to which such devices are ordinarily subjected.

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

1. In a device for shifting a threshing-machine body on its axle, the combination of an axle provided at intervals in its length and at one of its sides with indentations, a body, a carriage connected to the body and movable on the axle in the direction of the length thereof, and an oscillating lever mounted at an intermediate point of its length on the carriage and having an outer arm adapted to serve as a handle and an inner arm the end of which is arranged to directly engage in succession the indentations with which the axle is provided.

2. In a device for shifting a threshing-machine body on its axle, the combination of an

axle provided at intervals in its length and at one of its sides with indentations, a body, a carriage connected to the body and movable on the axle in the direction of the length thereof; said carriage being provided at its ends with devices for fulcruming a lever, antifriction devices carried by the carriage and bearing on the axle, and an oscillating lever detachably connected at an intermediate point of its length to one of the fulcruming devices of the carriage and having an outer arm adapted to serve as a handle and an inner arm the end of which is arranged to directly engage in succession the indentations with which the axle is provided.

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

HUGH JOSEPH McNEILL.

Witnesses:

LOUISE BARTON,
G. B. COLEMAN.