

J. A. BAKER.
 HEADER ATTACHMENT FOR ENGINES.
 APPLICATION FILED MAY 6, 1914.

1,154,595.

Patented Sept. 28, 1915.
 2 SHEETS—SHEET 1.

Fig. 1.

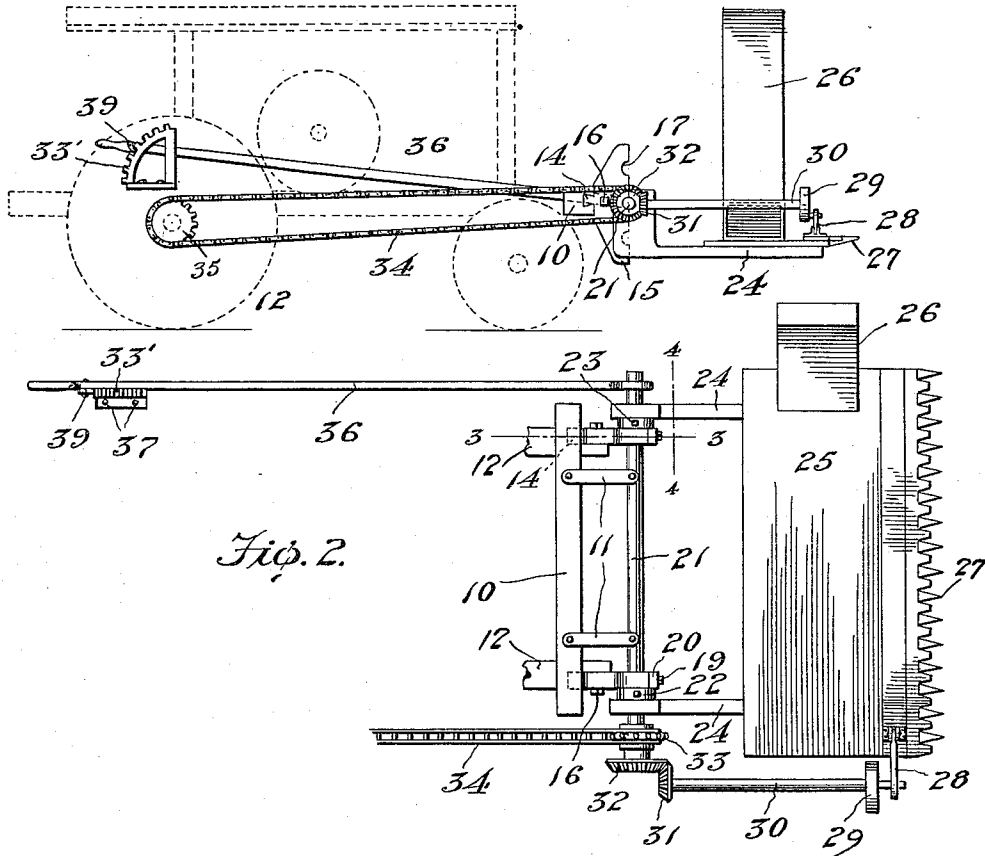
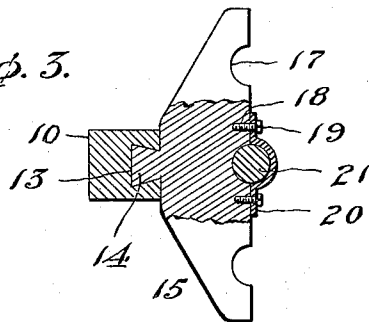


Fig. 2.

Fig. 3.



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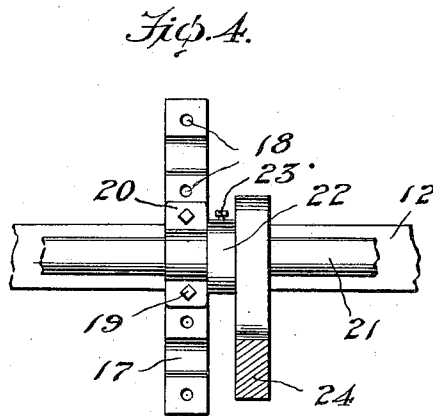
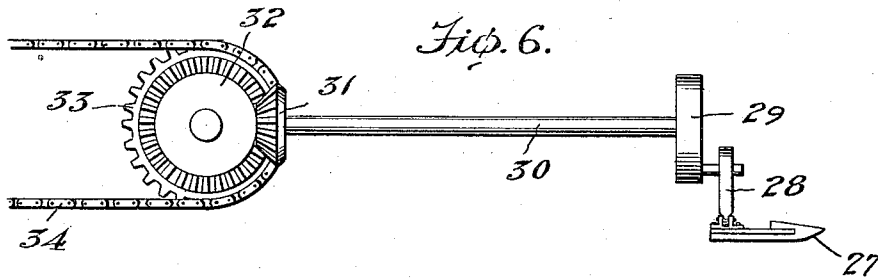
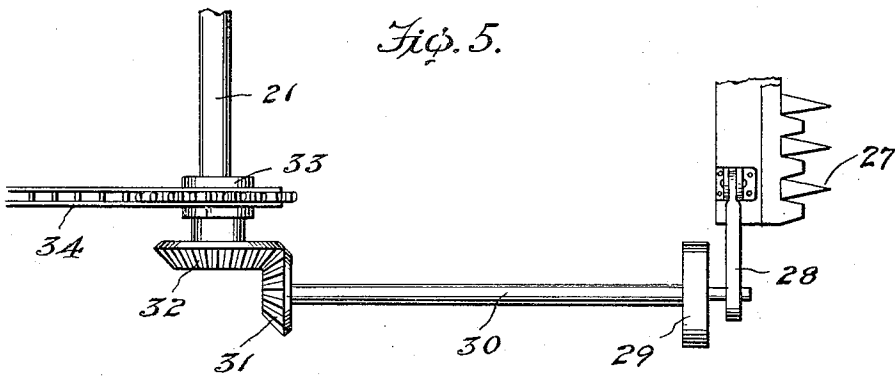
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HEADER ATTACHMENT FOR ENGINES.

1,154,595.

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To all whom it may concern:

Be it known that I, JAMES A. BAKER, a citizen of the United States, residing at Mutual, in the county of Woodward, State of Oklahoma, have invented certain new and useful Improvements in Header Attachments for 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 relates to agricultural machinery and has special reference to a header adapted for attachment to any ordinary traction engine such as is used about a farm.

The principal object of the invention is to provide an improved header attachment for engines, the attachment being arranged to fit any engine and of such character as to enable the header to be used at the proper height without regard to the height of the engine.

With the above and other objects in view the invention consists in general of certain novel details of construction and combination of parts hereinafter fully described, illustrated in the accompanying drawings, and specifically claimed.

In the accompanying drawings, like characters of reference indicate like parts in the several views, and Figure 1 is a side elevation of the attachment, a traction engine being indicated in dotted lines to show the relation of the attachment and engine. Fig. 2 is a plan view of the attachment. Fig. 3 is a section on the line 3—3 of Fig. 2. Fig. 4 is a section on the line 4—4 of Fig. 2. Fig. 5 is an enlarged detail plan of a portion of the attachment showing the drive for the sickle. Fig. 6 is a detail elevation of the parts shown in Fig. 5.

In carrying out the objects of this invention there is provided a frame bar 10 which carries suitable clips 11 which are arranged for connecting the frame bar to the front of the traction engine which is indicated in general at 12. This frame bar is provided with a dove-tailed slot 13 so that the dove-tailed projections 14 of the bearing brackets 15 may fit therein, the brackets being thus slidable along the frame bar. Moreover these brackets 15 are provided with suitable set screws as indicated at 16 so that the brackets may be held in adjusted position.

Each of the brackets 15 is provided with a series of spaced semi-circular recesses 17,

said recesses forming the rear halves of bearings. Suitable threaded bolt openings 18 are formed adjacent said recesses and are arranged to receive bolts 19 which pass through the bearing caps 20 so that the bearings may be completed. By this means these caps may be raised or lowered and thus serve to confine a shaft 21 in any desired position in said bearings, the shaft being provided with suitable collars 22 held in position on said shaft by means of the set screws 23. Thus the position of the shaft longitudinally in the bearings may be regulated. Fixed upon the shaft 21 are forwardly extending arms 24 which support the platform 25 which has thereon a conveyer 26. Moreover at the forward end of this platform is provided a sickle 27 of the reciprocating type and this sickle is driven by means of a pitman 28 operated by the cam wheel 29 carried on the conveyer shaft 30. This conveyer shaft is connected by means of the gearing 31 with a beveled gear 32 mounted on the shaft 21. This bevel gear is loosely mounted on the shaft and is fixed to a sprocket 33 also loosely mounted on said shaft. This sprocket 33 is connected by means of a sprocket chain 34 with a removable sprocket 35 which is secured to one of the wheels of the traction engine.

Fixed to the shaft 21 is a long lever 36 which works over a quadrant 37 at the rear of the engine. This quadrant is secured to the engine in any suitable manner, as for instance by the bolts 37. Furthermore the lever is provided with a latch 39 engaging said quadrant.

From the foregoing it will be seen that the device may be readily applied to any ordinary form of traction engine and can be adjusted roughly for height by shifting the caps for the bearings up and down on the bearing brackets. A finer adjustment may then be obtained by proper manipulation of the lever 36. Furthermore by shifting the brackets in and out the sprockets may be brought into proper alinement.

There has thus been provided a simple and efficient device of the kind described and of the character specified.

It will be obvious that many minor changes may be made in the form and construction of this invention without departing from the material principles thereof. It is not therefore desired to confine the invention to the exact form herein shown and

described, but it is wished to include all such as come properly within the scope claimed.

Having thus described the invention, what is claimed as new, is:—

- 5 In an attachment for traction engines, a frame bar, bearing brackets adjustable along said frame bar and each provided with a plurality of bearings, a shaft supported in a bearing of each bracket, bracket
10 arms extending forwardly from said shaft and fixed thereon, a header platform supported on said arms, header mechanism car-

ried by said platform, a lever fixed to said shaft, a quadrant adapted for attachment to an engine, a latch on said lever coöperating with the quadrant, and means to drive the header.

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

JAMES A. BAKER.

Witnesses:

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W. A. LAY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."