

No. 738,838.

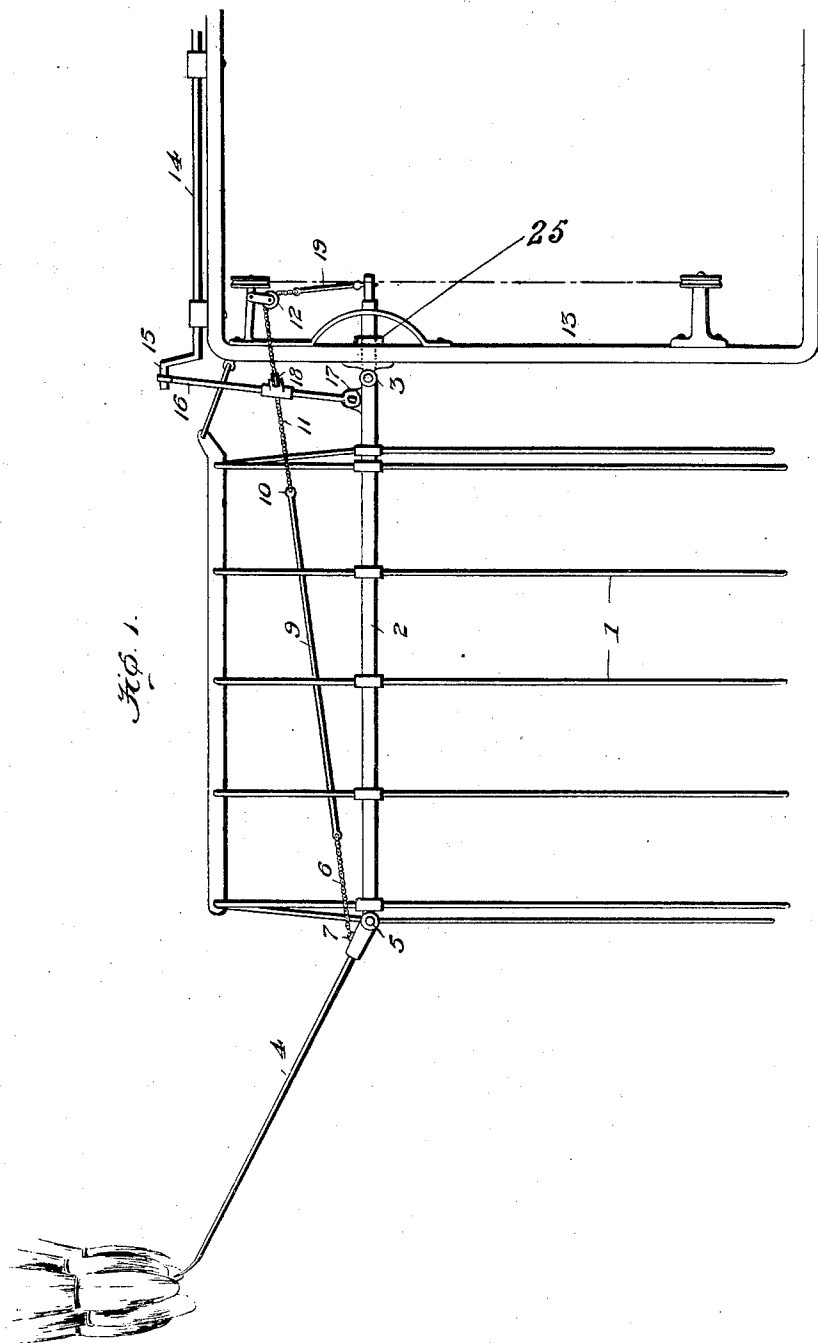
PATENTED SEPT. 15, 1903.

J. W. PARKER.  
SHEAF CARRIER.

APPLICATION FILED JAN. 15, 1902.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

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by

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*James W. Parker*  
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Attorney

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2 SHEETS—SHEET 2.

Fig. 2.

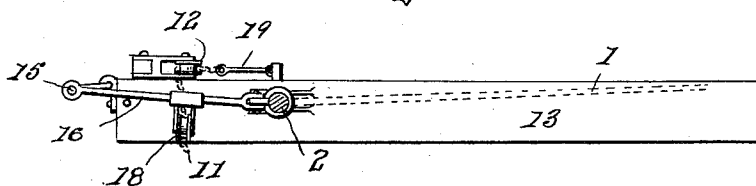


Fig. 3.

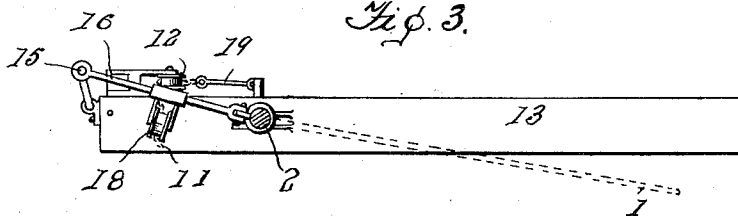
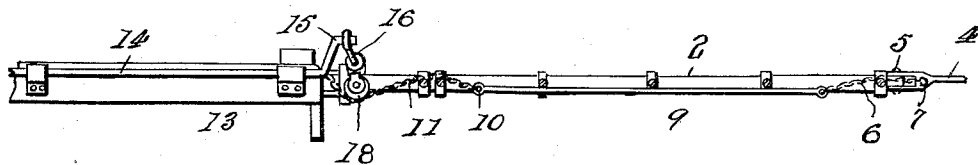


Fig. 4.



Witnesses

Chas. K. Davies.  
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James W. Parker, Inventor  
Mo. E. Moore, Attorney

## UNITED STATES PATENT OFFICE.

JAMES W. PARKER, OF WEST PULLMAN, ILLINOIS.

## SHEAF-CARRIER.

SPECIFICATION forming part of Letters Patent No. 738,838, dated September 15, 1903.

Application filed January 15, 1902. Serial No. 89,899. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES W. PARKER, a citizen of the United States, residing at West Pullman, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Sheaf-Carriers, of which the following is a specification.

This invention relates to certain new and useful improvements in sheaf-carriers for grain-binders, corn-harvesters, and the like; and it has for its objects, among others, to provide a simple and cheap yet positive and efficient construction by which the bundles will be automatically dumped at predetermined periods.

I provide a trip-arm designed to engage the previously-dumped sheaves and thus tripping the carrier. The tripping-arm is connected by novel means with the crank-arm, so that when the tripping-arm is acting or actuated by its engagement with the dumped sheaves it will cause the lifting of a pulley, and this lifting of the pulley by the means hereinafter described will throw the crank off its center and so allow the fingers of the carrier to drop and release the sheaves. The pitman is provided with a roller under which the chain connected to the frame passes, and a second roller or pulley is provided over which the said chain passes, this second roller being so disposed as to bring the same in line with the point of connection of the chain with the tripping-arm and thus avoid friction.

Other objects and advantages of the invention will hereinafter appear and the novel features thereof will be specifically defined by the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the numerals of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a plan view showing the application of my present invention. Fig. 2 is a detail view with the parts in the position they assume when the fingers of the sheaf-carrier are elevated. Fig. 3 is a similar view with the fingers of the sheaf-carrier dropped. Fig. 4 is a rear sectional elevation.

Like numerals of reference indicate like parts in the different views.

Referring now to the details of the drawings, 1 designates the fingers of a sheaf-carrier,

and 2 the shaft to which they are attached. 3 is the pivot of the said shaft and 4 the tripping-arm, which is pivoted or hinged at its inner end, as seen at 5, and the shaft 2, near the vertical pivot 3, is pivoted at 25 in the frame to allow the shaft 2 to turn in the frame.

6 is a short piece of chain attached at one end to a lug or eye or analogous device 7, affixed to the inner end of the trip-arm, and its other end is connected to one end of a rod or bar 9, the other end of which is attached, as at 10, to one end of a chain 11, which passes around a roller or pulley 12, which is attached in any suitable manner to the adjacent portion of the frame 13. This pulley or roller is disposed at this point so as to bring the rod in line with the rollers 12 18 and the eye 7, as shown.

14 is the crank-shaft, and 15 the crank thereon. To one end of the pitman 16 this crank is connected in any suitable manner, the other end of the pitman being pivotally connected, as at 17, to the shaft 2, as shown.

18 is a roller or pulley carried by the pitman near the center of its length, and under this pulley passes the chain 11, the other end of which is connected to the arm 19, connected with the post of the binder, as shown.

With the parts constructed and arranged substantially as above described the operation is as follows: When the arm 4 meets a dumped sheaf, it is made to move on its pivot. In its swing backward it pulls the rod 9 and chain 11, and this carries the pulley 18 into the position indicated by Fig. 3. The lifting of this pulley throws the crank 15 off its center, and thus allows the fingers of the carrier to drop and release the sheaves. By placing the roller 12 at the point described and shown I not only bring the end of the chain 11 in line with the roller 18 and the hinge of the trip-arm, but provide for the folding of the carrier without unhooking the chain. Each time the tripping-arm is swung on its pivot by reason of its engagement with a previously-dumped sheaf the pulley 18 will be lifted and the crank thrown off its center, so as to permit of the dropping of the fingers of the carrier and the consequent dumping of the bundles or sheaves.

It will thus be seen that I have provided a novel and cheap construction by which the

sheaves will be automatically dumped, and the parts being compactly arranged and in such position as not to be liable to injury during the operation of the machine there is no danger  
5 of the parts becoming deranged, and while the structural embodiment of the invention as herein disclosed is what I at the present time consider the preferable one it is evident that changes, variations, and modifications  
10 may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages, and I therefore reserve the right to make such changes, variations, and modifications as come properly within the  
15 scope of the protection prayed.

What I claim as new is—

1. The combination of a pivoted tripping-arm, a crank, the shaft of the carrier, a connection between said shaft and crank, a con-  
20 nection between the tripping-arm and frame

of the binder, and the pulley on the connection between the crank and shaft and engaged by the connection between the tripping-arm and binder-frame to be raised as the tripping-arm swings backward.

2. In a sheaf-carrier, the combination of a frame, a shaft pivoted in said frame at its inner end, a tripping-arm pivoted to the outer end of said shaft, a carrier mounted upon the shaft, a crank mounted in the frame, a pit-  
30 man having one end connected to the crank and the other end connected to the shaft, connections between the shaft, pitman and tripping-arm, and guides for said connections.

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

JAMES W. PARKER.

Witnesses:

C. H. REIMERS,  
C. I. SPARKS.