C. Moul,
Mower.

No. 20,887 Patented July 13, 1858

FIG. I

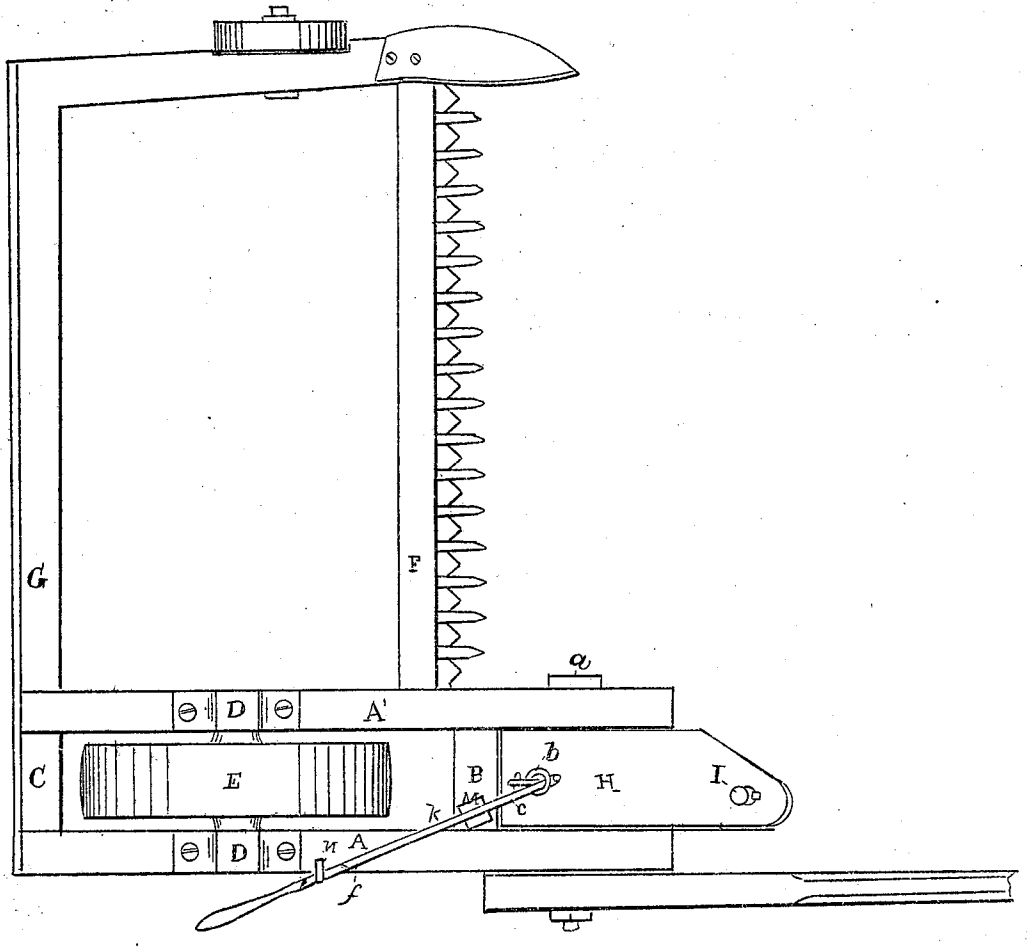
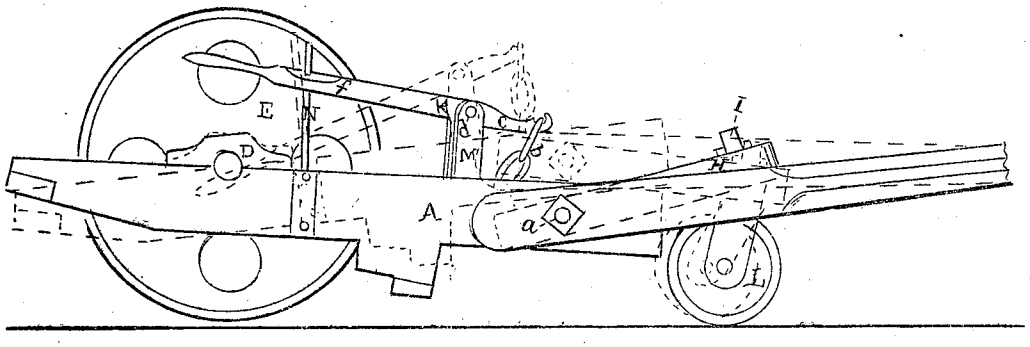


FIG. II



UNITED STATES PATENT OFFICE.

C. MOUL, OF HANOVER, PENNSYLVANIA.

IMPROVEMENT IN REAPING AND MOWING MACHINES.

Specification forming part of Letters Patent No. **20,887**, dated July 13, 1858.

To all whom it may concern:

Be it known that I, C. MOUL, of Hanover, in the county of York and State of Pennsylvania, have invented a certain new and useful Improvement in Reaping and Mowing Machines, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 represents a plan of a machine having my improvement applied, and Fig. 2 a side elevation of the same.

My invention relates to a new and improved device for regulating and adjusting the height of the cut, and for instantaneously raising the cutting apparatus for the purpose of surmounting stumps, stones, and other obstacles, which may suddenly present themselves in the path of the machine, by means of which serious damage to the machine is prevented, without the necessity of its being turned out of its direct path to avoid the obstacle. The means which I have devised to effect these objects in a simple, easy, and effectual manner consist in connecting the rear end of the truck-frame, when the latter is arranged in front and on one side of the machine, and suitably pivoted for this purpose to the main frame of the machine, to the short arm of a lever having its fulcrum on the main frame, and arranging in front of the truck a caster-wheel in such manner that as the lever is depressed it will cause the truck-frame to turn on its pivot, depressing its front end, and thereby raising the front part of the machine or cutting apparatus, and vice versa.

In order to maintain the cutter-bar at the required elevation from the ground, an inverted rack or other suitable device is so arranged as to engage with the rear arm of the lever for the purpose of retaining the latter in the required position.

To enable others skilled in the art to make, construct, and use my improvement, I will now proceed to describe it in detail, omitting the description of such parts of a harvesting-machine as are not essential to the full understanding of my present improvement.

In the accompanying drawings, the main frame of the machine, on which the gearing parts are to be supported, is represented as consisting of two parallel main bars, A and A′, firmly bolted and braced together in front and rear by means of cross-bars B and C. These main bars are provided with suitable bearings, D, for the reception of the axle of the driving-wheel E. To this main frame is firmly secured in any suitable manner, in front, the inner end of the cutter-bar F, and in rear the bar or rail G, forming the rear portion of the frame.

Between the bars A and A′, at their front end, is pivoted by means of a horizontal bolt, *a*, a block or beam, H, which constitutes the truck-frame.

At one end of the block H—that is to say, at the front end, is formed a vertical bearing, through which is passed and properly secured a revolving arm, I, mounted on the frame of a small caster-wheel, L, and at the other end—that is to say, at the rear end—the block is connected by means of a rod or connecting-link, *b*, with the short arm *c* of a lever, H, whose fulcrum *d* is formed on a standard, M, which, in this instance, is mounted on and secured to the cross-bar B, and whose other arm, *f*, extends backward to a point within convenient reach of the driver's seat. (Not represented in the drawings.)

On the bar A, at a place near the rear end of the lever, is erected, in this instance, an inverted rack, N, so arranged in relation to the lever that the rear end of the latter will engage with the indentations formed on the rack for the purpose of maintaining the lever in the required position.

From the foregoing description it will be apparent that by depressing the rear or long arm of the lever as its front or short arm is lifted up it will cause the truck-frame to turn on its pivot—that is to say, the truck-frame will be brought in an inclined plane, the rear end elevated and the front depressed. This, as it brings the caster-wheel nearer to the machine, causes it to raise or lift up the pivot-point of the truck-frame, thereby elevating the whole front end of the machine, and vice versa.

Having thus fully described my improvement, what I claim as new, and desire to secure by Letters Patent, is—

The combination of the truck-frame H, caster-wheel L, and lever K, the whole being arranged and operated in the manner and for the purposes substantially as set forth.

In testimony whereof I hereunto set my hand.

C. MOUL.

Witnesses:
P. HANNAY,
W. LESKI.