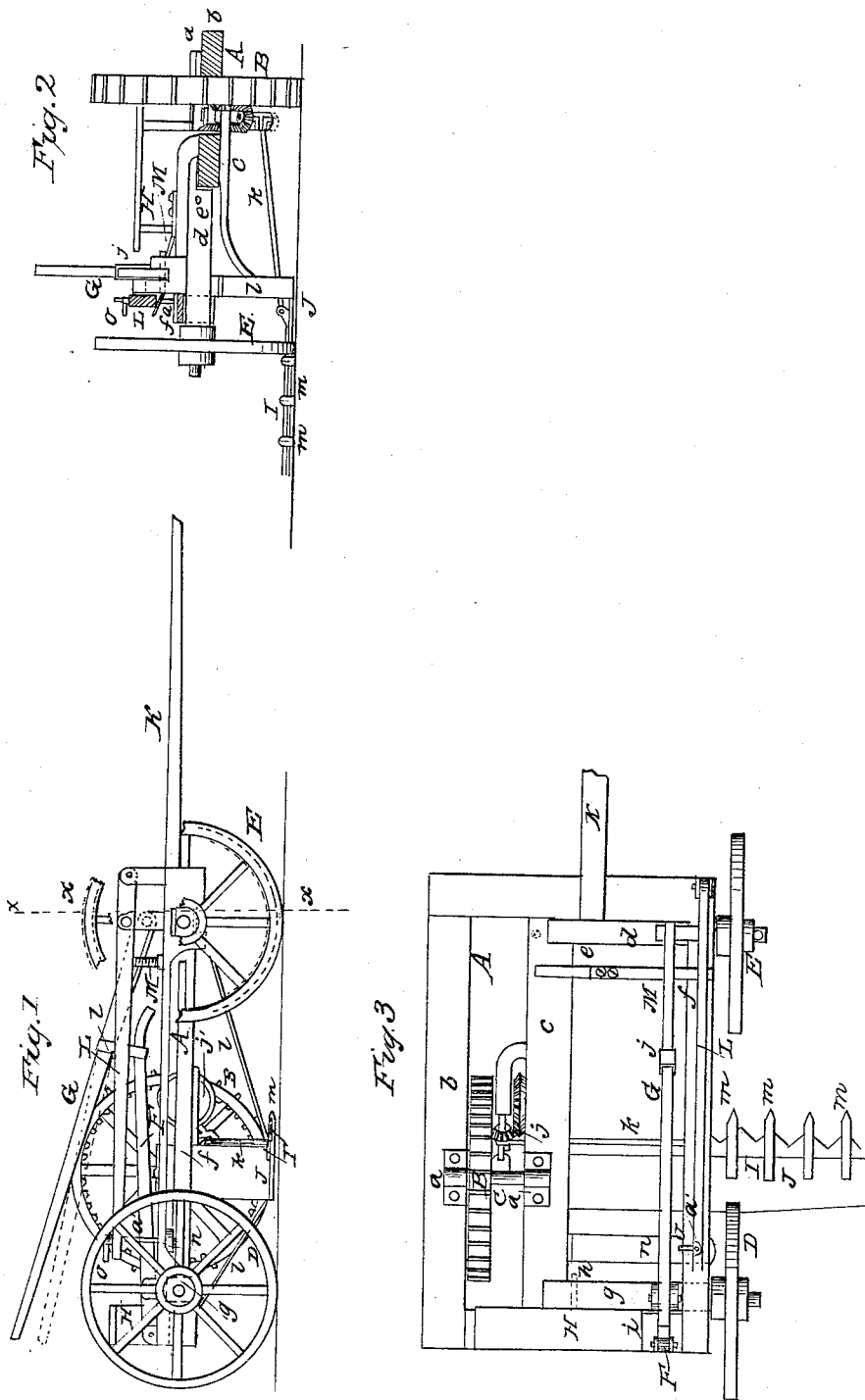


J. CARPENTER.

Harvester.

No. 16,313.

Patented Dec. 23, 1856.



UNITED STATES PATENT OFFICE.

JOSEPH CARPENTER, OF YORKTOWN, NEW YORK.

IMPROVEMENT IN HARVESTING-MACHINES.

Specification forming part of Letters Patent No. **16,313**, dated December 23, 1856.

To all whom it may concern:

Be it known that I, JOSEPH CARPENTER, of Yorktown, in the county of Westchester and State of New York, have invented a new and useful Improvement in Harvesting-Machines; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a side view of my improvement. Fig. 2 is a transverse vertical section of the same, *xx*, Fig. 1, showing the plane of section. Fig. 3 is a plan or top view of the same.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists in the peculiar means employed for raising and lowering the frame of the machine at one side, so that the forward or front wheel may be thrown upward in order to allow it to pass over any obstructions which may lie in its path, and also enabling the machine to be readily turned.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents the frame of the machine. This frame is of rectangular form, and is supported at one side by a wheel, B, the axle C of which works in bearings *a a*, attached to the side piece *b* of the frame, and to a longitudinal bar, *c*, attached to it. (See Fig. 3.)

To the front end of the bar *c* a short bar, *d*, is connected by a joint or pin, *e*. This bar forms right angles with the bar *c*, and its outer end passes beneath the side piece *f* of the frame A, as shown clearly in Fig. 2. To the back end of the bar *c* a similar bar, *g*, is connected by a pin or joint, *h*, the outer end of the bar *g* also passing underneath the side piece *f*. On the outer end of the bar *g* a wheel, D, is placed, and a wheel, E, is placed on the outer end of the bar *d*.

F represents a lever, one end of which is pivoted or jointed to the back end piece, *i*, of the frame A. This lever is also connected by a pivot to the bar *g*. The opposite end of this lever is connected by a strap, *j*, to a lever, G, one end of which is jointed to the bar *d*. The opposite end of the lever G extends to the back end of the frame A.

H is the driver's seat, placed on the back end piece, *i*, of the frame.

The wheel B is cogged on its inner periphery, and is connected by proper gearing, *j'*, with the connecting-rod *k*, which drives the sickle I.

J is the finger-bar, the inner end of which is attached the bar *c*, the finger-bar being supported by braces *l l*, attached to the frame.

The sickle I is fitted and works in the fingers *m* of the finger-bar, in the usual manner.

K is the tongue or draft-pole, which is attached rigidly to the front end of the frame A.

L is a lever, one end of which is jointed to the front end of the side piece *f* of the frame. This lever is also connected to the bar *d*, and the opposite end of this lever is connected by a screw-rod, *a'*, with a bar, *n*, which is jointed to the bar *c*. A spring, M, bears against the under side of both of the levers L G, and a thumb-nut, *o*, is placed on the upper end of the rod *a'*.

From the above description of parts it will be seen that by depressing the lever L the finger-bar and sickle will be raised, and they may be secured at the desired height from the surface of the ground by simply turning the nut *o*. It will also be seen that by depressing the lever G the right side of the frame and the front wheel, E, will be raised from the ground, the frame being supported by the two wheels D B. The front wheel is raised from the ground when the machine is to be turned, in order to facilitate the turning, and also when obstructions lie in the path of the wheel. The end of the lever G may catch underneath one end of the driver's seat, or any proper catch or fastening may be provided for it.

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

The employment or use of the two levers F G, connected by the strap *j* and attached to the frame A, and bars *d g*, to which the wheels D E are attached, as shown, for the purpose set forth.

JOSEPH CARPENTER.

Witnesses:

J. F. BUCKLEY,
J. W. COOMBS.