

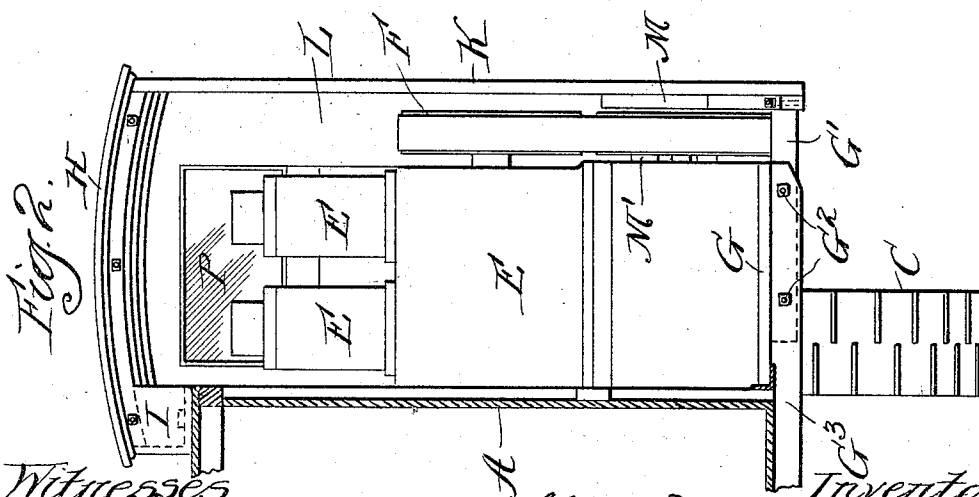
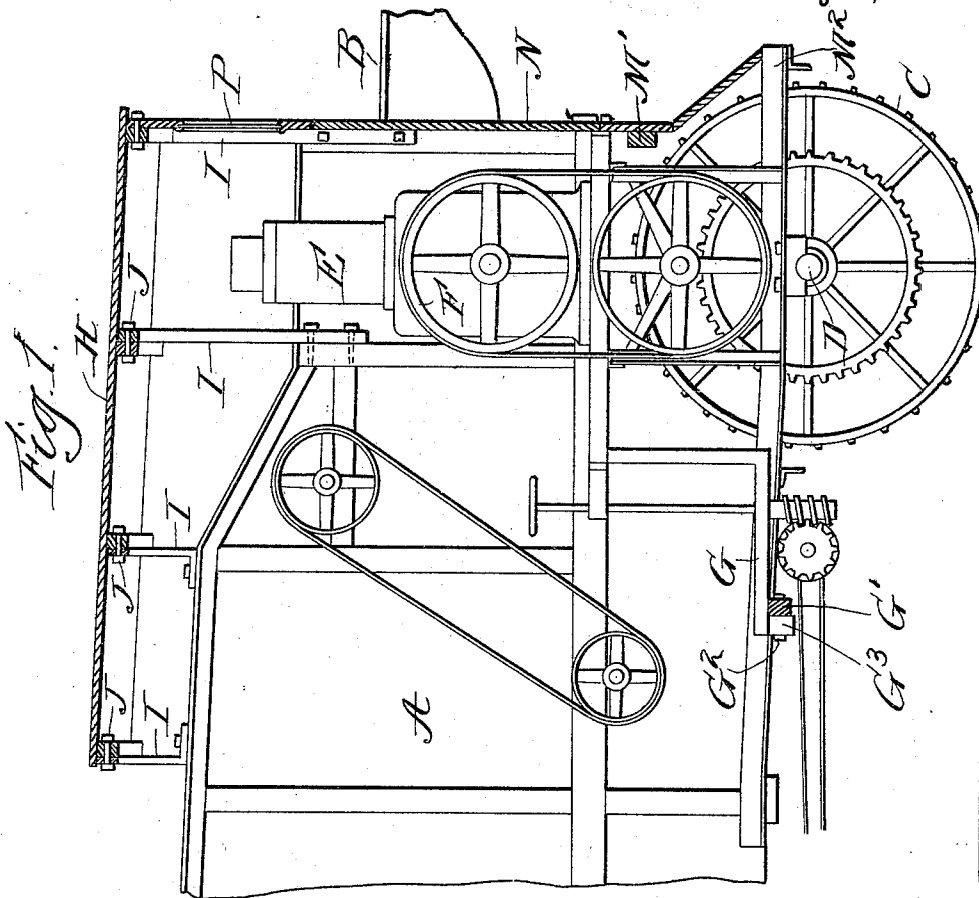
(No Model.)

2 Sheets—Sheet 1.

C. F. GODDARD.
THRASHING MACHINE.

No. 542,522.

Patented July 9, 1895.



Witnesses
Wm. J. Fleming
Donald M. Carter

Inventor
Charles F. Goddard
by Francis W. Parker,
Atty.

(No Model.)

2 Sheets—Sheet 2.

C. F. GODDARD.
THRASHING MACHINE.

No. 542,522.

Patented July 9, 1895.

Fig. A.

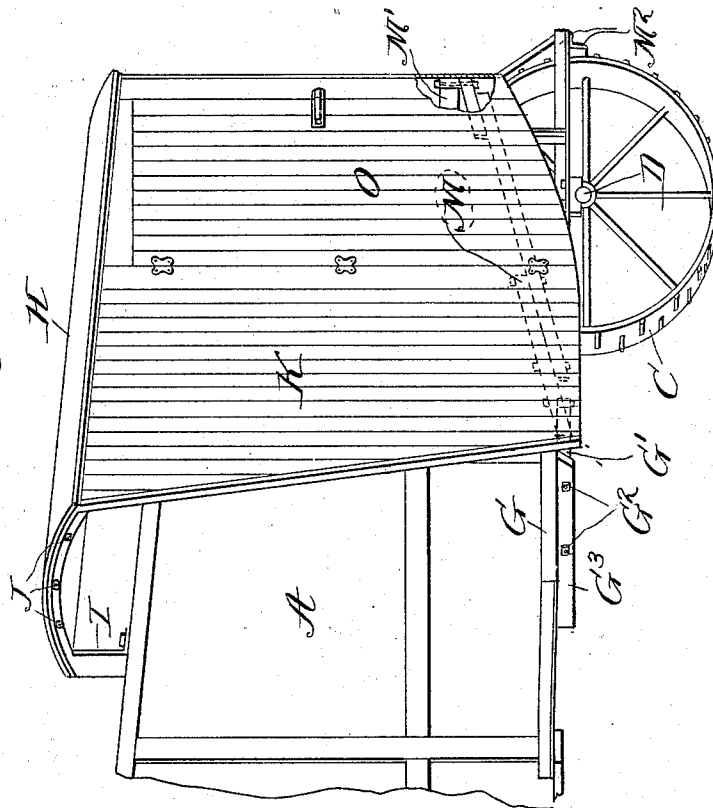
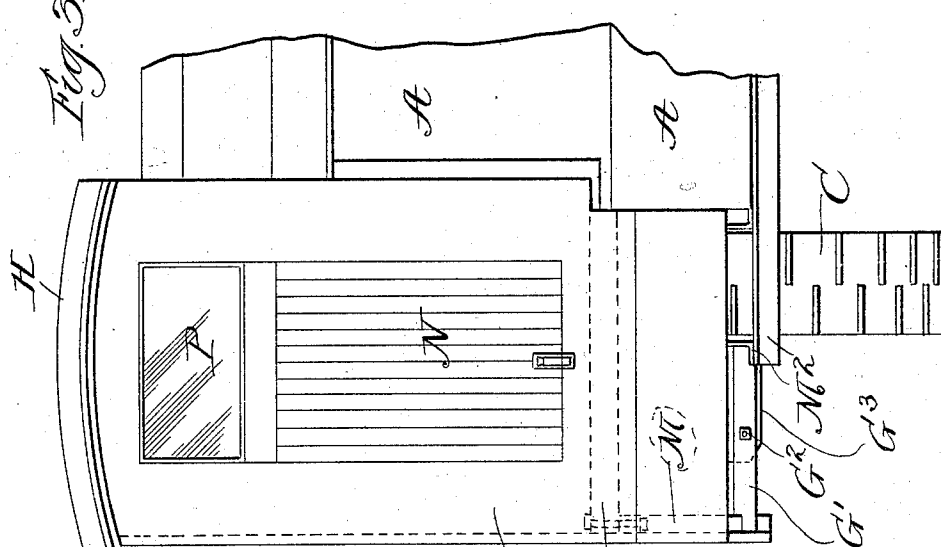


Fig. B.



Witnesses.
Wm. S. Humming
Donald M. Carter.

Inventor
Charles F. Goddard
by Francis W. Parker,
Atty.

UNITED STATES PATENT OFFICE.

CHARLES F. GODDARD, OF CHICAGO, ILLINOIS.

THRASHING-MACHINE.

SPECIFICATION forming part of Letters Patent No. 542,522, dated July 9, 1895.

Application filed February 14, 1895. Serial No. 538,364. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. GODDARD, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Thrashing-Machines, of which the following is a specification.

My invention relates to thrashing-machines, and particularly to that species of thrashing-machines in which the mechanism is associated with the separator—that is, to such separators as contain not only the ordinary separating mechanism, including a cylinder, but also an engine mounted upon the separator-frame and adapted to drive the cylinder.

My invention is also related to such machines, including separator, cylinder, and engine, as contain also a traction-gear organized so that the traction-gear or wheel is driven from the same engine.

The particular object of the invention is to provide a suitable cab, cover, or case on the thrashing-machine adapted to protect the machinery, and particularly to separate the machinery from the straw and grain with which the air is more or less filled during the operation of the thrasher. Such a protection is all the more necessary in view of the fact that when an engine is so mounted on the separator it would ordinarily be placed in very close proximity to the point at which the grain and straw are fed into the machine. The engine is so placed because it is the most convenient position in which to place it for the purpose of forming a suitable driving connection with the cylinder. In the ordinary operation of thrashing-machines the work is done with great rapidity, and the grain is thrown with considerable violence often toward the cylinder or upon the end of the machine near the cylinder, and should there be any exposed mechanism at this point it would be certain to be tangled and interfered with by such straw and grain. The sudden and severe strains to which thrashing-machines are subjected also require that in the use of such an engine there should be an attendant constantly present, and such an attendant could not easily perform the duties or properly care for the apparatus under the conditions which prevail about the cylinder end of the thrashing-machine unless quite

thoroughly protected. Such engineer or assistant must also be able to descend from his usual stand or mount it readily, so that it cannot be placed at any great elevation. Moreover, such a cab or protection must be arranged so as to permit quick and easy access to all the parts of the machinery and must be itself capable of easy and quick removal without disturbing any other parts of the machine. These conditions are necessary because of the constant strains and irregularities to which the machine is subjected and the necessity of prompt and continuous care for the apparatus when it is in the slightest degree deranged or out of order.

My improvements are illustrated in the accompanying drawings, wherein I have shown only so much of the thrashing-machine as is necessary to set out the construction, use, and operation of my invention.

Figure 1 is a longitudinal vertical section through the cab with parts of the machinery removed. Fig. 2 is a rear view looking into the cab with a section of the side of the separator. Fig. 3 is a front view of the cab with a portion of the separator shown. Fig. 4 is a rear perspective view.

Like parts are indicated by the same letters in all the figures.

A is the thrashing-machine body or the body of the separator.

B is the grain board or platform along and down which the grain is moved toward the cylinder.

C is a wide-tread heavy wheel, which in the case of the use of a traction-gear may be so constructed as to serve as a traction-wheel. As indicated, this wheel is on the axle D, on which axle the forward end of the machine is supported.

E is the engine, which I do not here stop to describe, but which consists of the several parts necessary to constitute a driving-engine, and in this case I have roughly indicated a gas-engine.

F F are wheels associated with such engine and adapted for the transmission of power.

G is a platform upon which the operator stands.

The engine is mounted upon the frame of the separator at one side thereof, as shown, and is adapted to be connected to the cylin-

der of the separator and to the traction-wheel C. The platform G rests upon the brace G³, which is rigidly connected in any convenient manner with the separator. The brace G' is
 5 removably connected to the brace G³ by the bolts G² G².

The top H of the cab rests at one side on the supports I I, which are connected in any convenient manner to the separator A. The
 10 cab is fastened to said supports by the bolts J J, so that it can be removed therefrom. The side of the cab next to the separator is completely closed. The side K and end L are provided with braces M M', and are remov-
 15 ably connected to the frame M².

This construction allows the cab to be easily and quickly removed or put in place. The end L of the cab is provided with the door N, which when open exposes the working parts
 20 of the engine so that they can be examined and attended to. The side K is provided in a similar manner with a door O. A window P in the front end of the cab admits light into the interior. The rear end of the
 25 cab is preferably left open, as shown.

It will be seen that I have here an engine located upon the frame of the separator, and so protected as not to be affected in any manner by the material that is being thrashed by
 30 the machine.

I have described the several parts of the cab in detail, but it is evident that these parts may be greatly varied in form, construction,

and arrangement without departing from the spirit of my invention, and I therefore do not
 35 wish to be limited to the construction shown.

The window P in the front end of the cab gives the operator a view of the road over which the machine is traveling.

I claim—

1. The combination in a thrashing machine of a separator and an engine upon a common frame, said engine provided with a protecting
 40 cab that prevents the grain from becoming entangled therewith.

2. The combination in a thrashing machine of a separator and an engine upon the same frame, a protecting cab for said engine that prevents the grain from becoming entangled
 45 therewith, the partitions of said cab nearest the engine being removable so as to allow the machinery to be inspected.

3. The combination in a thrashing machine of a separator, an engine located at one side thereof and adapted to be connected to the
 50 cylinder of said separator, said separator and engine having a common frame, and a protecting cab removably connected to said separator and adapted to protect the engine and prevent the grain from becoming entangled
 55 therewith when the machine is in operation.

CHARLES F. GODDARD.

Witnesses:

DONALD M. CARTER,
 J. H. COULTER.