

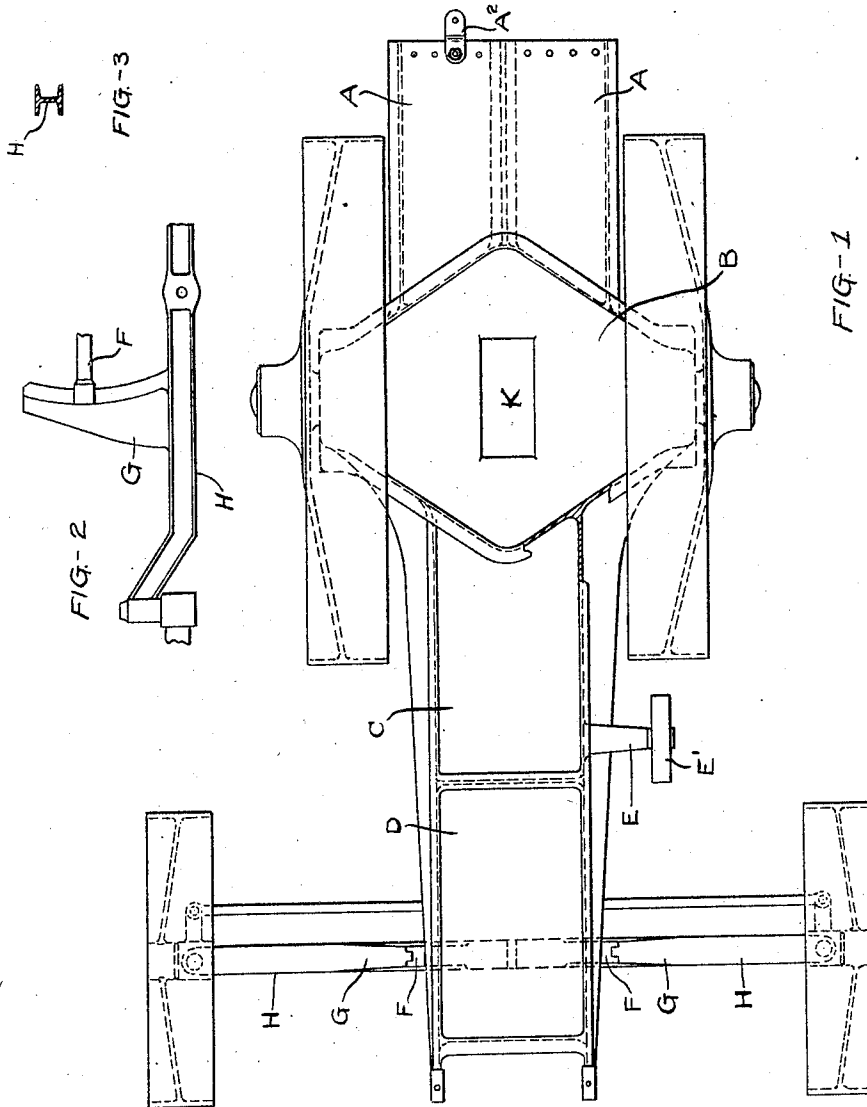
V. F. DECKERT.

TRACTOR.

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1,397,755.

Patented Nov. 22, 1921.



INVENTOR.
Virgil F. Deckert
BY *Gordon Grimes*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

VIRGIL F. DECKERT, OF MINNEAPOLIS, MINNESOTA.

TRACTOR.

1,397,755.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, VIRGIL F. DECKERT, a citizen of the United States of America, residing at the city of Minneapolis, in the county of Hennepin and State of Minnesota, have invented a new and useful Tractor, of which the following is a specification.

My invention relates to improvements in the construction of traction engines and more particularly to the frame and certain other parts thereof in close mechanical relation to the frame, and has for its objects to provide in a single unit a frame for all the working parts of the tractor which will serve to house the same from dust and other destructive elements, which will maintain a perfect alinement among the several working parts and which will be cheap and easy to construct and of great strength and durability. I accomplish these objects by means of the mechanism illustrated in the accompanying drawing, in which:

Figure 1 is a top view of the frame, wheels and front axle of my tractor, Fig. 2 is a front view of a portion of the front axle thereof and Fig. 3 a sectional view of said front axle. Similar reference letters refer to similar parts throughout the several views.

The entire frame of the machine is constructed in a single cast unit which comprises the operator's platform A which is provided with means for attaching drawbar A², a portion of the differential and rear axle housing B, a portion of the transmission case C, a portion of the engine case D, shaft hanger E, which is adapted to form, a hanger for the drive shaft of pulley E', and guides F which are adapted to form a sliding engagement with guide arms G which form a part of the front axle H, which is pivotally attached to the frame and thereby prevent the occurrence of a greater angle than predetermined between the plane of the frame and the longitudinal axes of the front axle.

It will be seen that the portion of the frame constituting an engine casing D, the transmission casing C, as well as the part which forms a portion of the rear axle housing B, form chambers having closed bottoms, the chamber B having a pad K with its surface above the bottom of the chamber cast therein. These chambers are clearly indicated in the drawings and the bottoms

thereof shown as solid, as is clearly indicated by the axle H showing dots beneath the bottom of chamber D. These chambers being closed and having closed bottoms, are obviously adapted to contain oil to lubricate the parts of the machine which are designed to be received therein.

By combining several parts having different functions, and forming these parts in and as a part of the frame of the machine, I attain an unchangeable alinement, great strength and simplicity. I also materially reduce the loss caused by friction, and protect the moving parts from dust and other destructive elements.

The advantages of my invention will be obvious from the foregoing description. The formation of the entire frame as an integral unit provides a stiff structure which moves as a rigid unit without distortion or relative movement of parts, thereby maintaining the alinement of driving and driven members regardless of irregularities existing in the ground traveled over by the tractor. The provision of the guide arms on the front of the axle which are engaged by guides rigidly attached to the frame serves to brace the front axle while at the same time providing for a three point suspension.

I claim:

A complete tractor frame in the form of an integral casting comprising a section adapted to be used as a portion of the differential and rear axle housing, a section comprising an operating platform at the rear of said section, a section adapted to be used as a portion of the transmission casing in front of the first mentioned section and a section adapted to form a part of the engine casing in front of said last mentioned section, said frame also comprising guide members formed near the front thereof, and a shaft hanger formed therewith adjacent the transmission casing, said section forming the engine casing, transmission casing and the rear axle housing being formed as closed chambers adapted to receive a lubricant.

In testimony whereof, I have affixed my signature in presence of two witnesses.

VIRGIL F. DECKERT.

Witnesses:

E. I. PEABODY,

D. F. McMAHON.