(No Model.) 4 Sheets—Sheet 1.

W. N. WHITELEY.

REAPING MACHINE.

No. 261,114. Patented July 11, 1882.

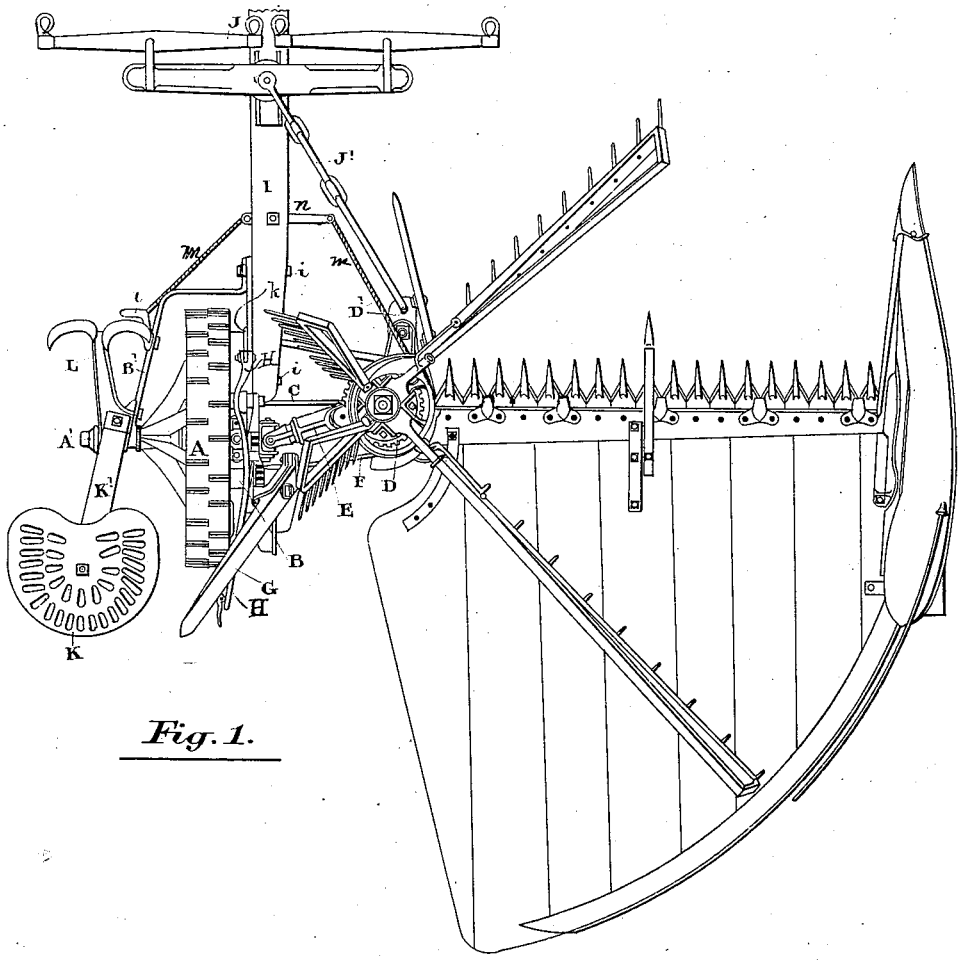

Fig. 1.

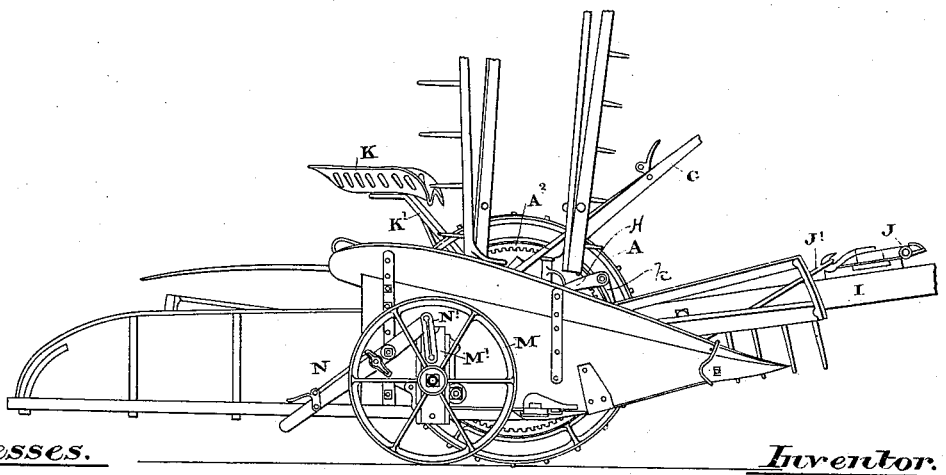

Fig. 2.

Witnesses.

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H. H. Warren

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W. N. Whiteley

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Attys.

(No Model.)

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W. N. WHITELEY.

REAPING MACHINE.

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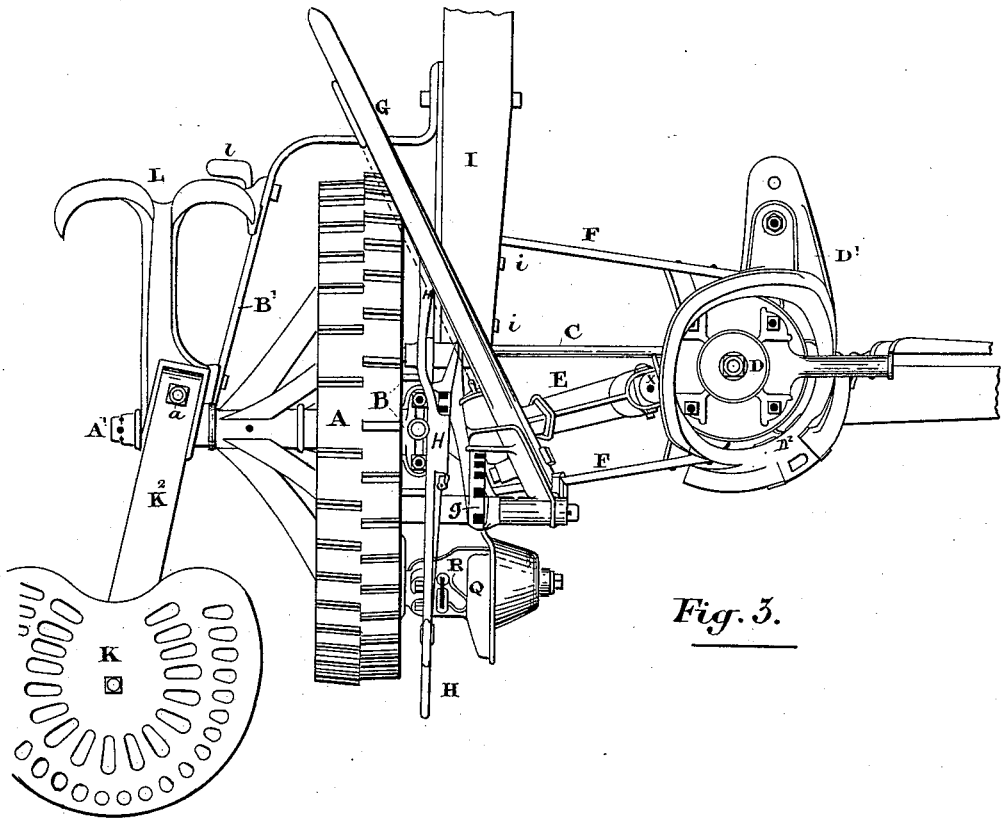

Fig. 3.

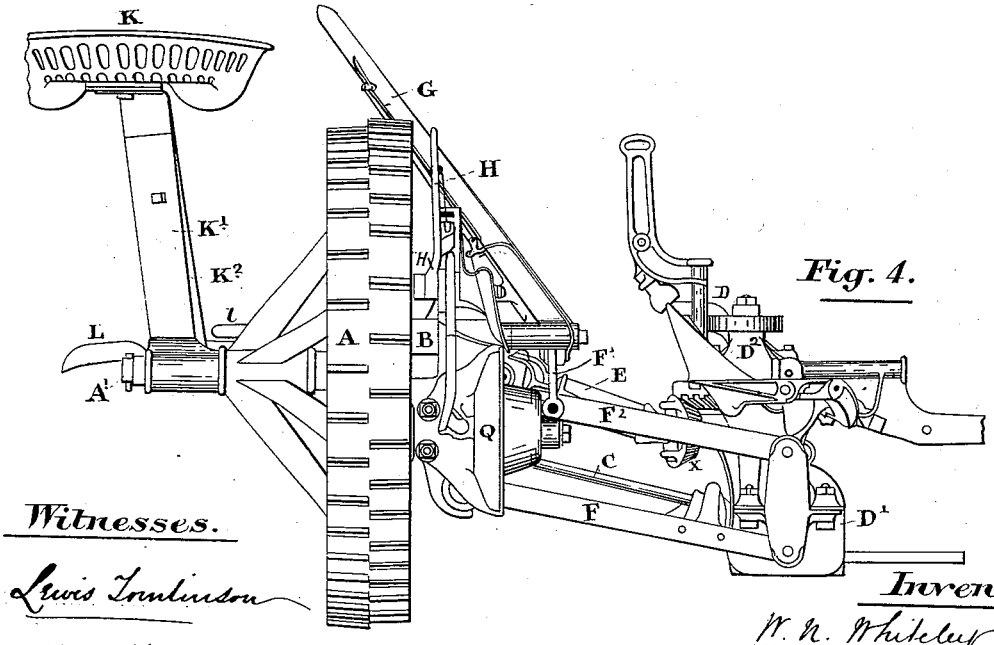

Fig. 4.

Witnesses.

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(No Model.) 4 Sheets—Sheet 3.

W. N. WHITELEY.

REAPING MACHINE.

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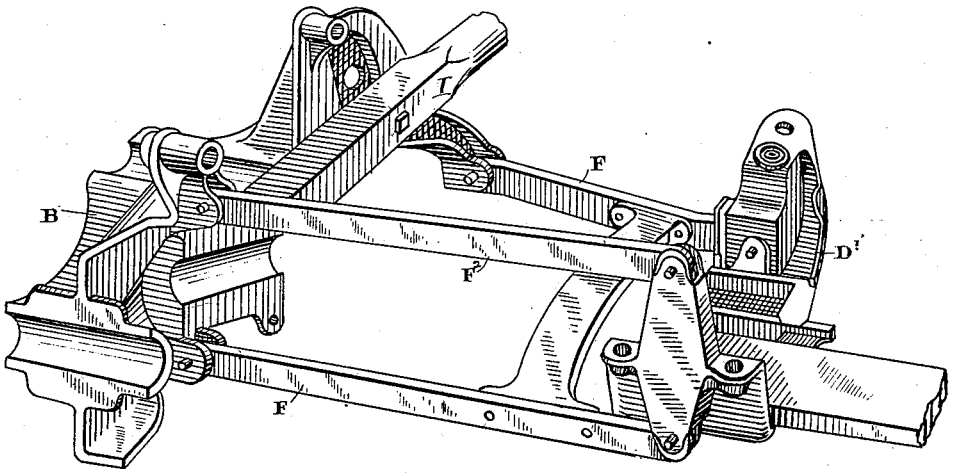

Fig. 5.

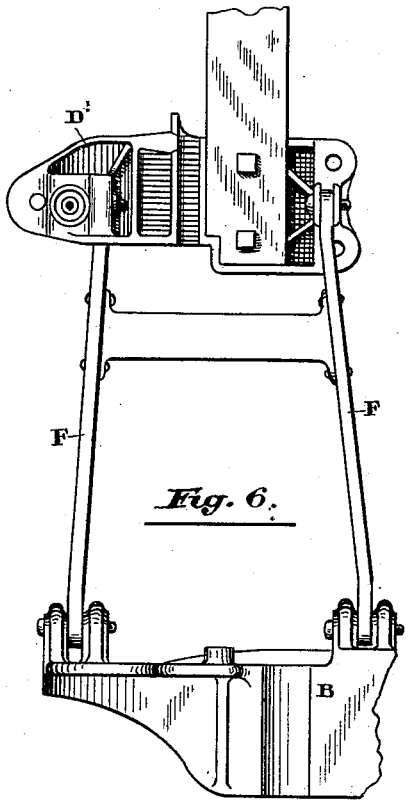

Fig. 6.

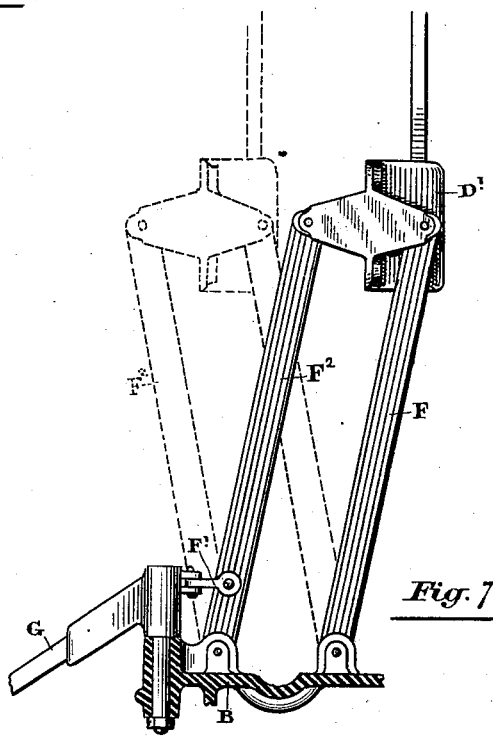

Fig. 7.

Witnesses.

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(No Model.) 4 Sheets—Sheet 4.

W. N. WHITELEY.

REAPING MACHINE.

No. 261,114. Patented July 11, 1882.

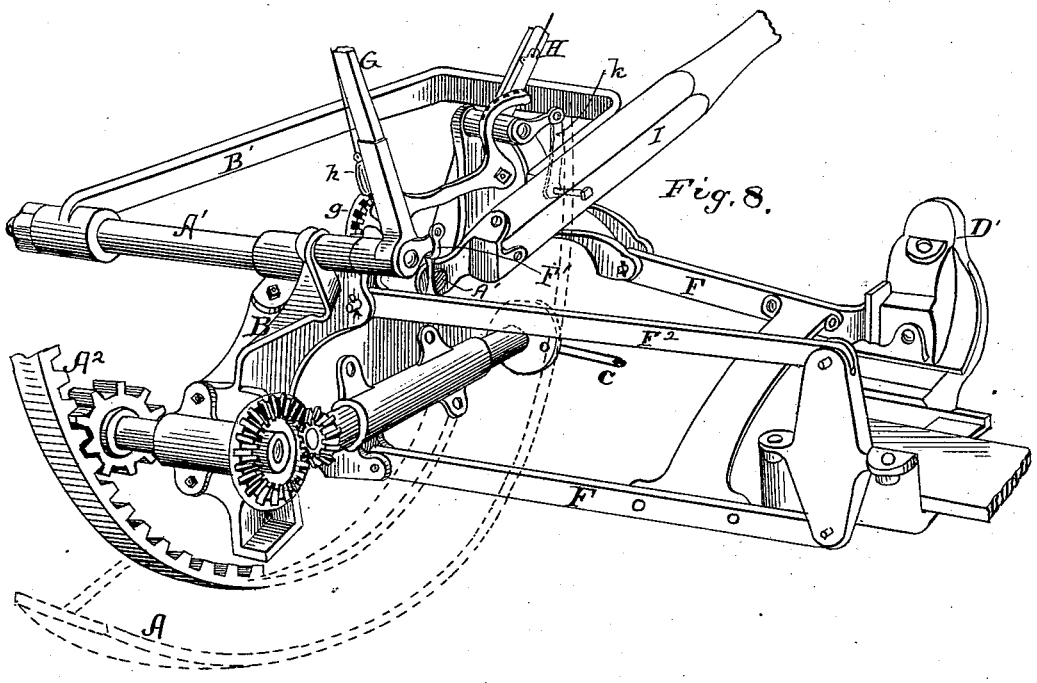

Fig. 8.

Attest:
Robert W. Smith.
J. C. Turner

Inventor:
Wm. N. Whiteley
By his atty
R. D. O'Smith

UNITED STATES PATENT OFFICE.

WILLIAM N. WHITELEY, OF SPRINGFIELD, OHIO.

REAPING-MACHINE.

SPECIFICATION forming part of Letters Patent No. 261,114, dated July 11, 1882.

Application filed June 27, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM NEEDHAM WHITELEY, of the city of Springfield, in the county of Clarke, in the State of Ohio, one of the United States of America, manufacturer, have invented certain new and useful Improvements in Reaping-Machines, of which the following is a specification.

This invention has relation to improvements, first, in the construction of the main frame of machine and in the manner of connecting the cutting apparatus thereto; second, in the construction and arrangement of the lever and parts for raising and lowering the cutting apparatus; third, in the manner of mounting the master-wheel axle upon the main frame of machine and the arrangement of the seat and outer support upon said axle.

In the accompanying drawings, Figure 1 is a plan and Fig. 2 a side view of a machine embodying my improvements. Fig. 3 is a plan and Fig. 4 a rear view, on an enlarged scale, of the driving-wheel, gear, and rake-head. Fig. 5 is a perspective view of the coupling-arm and parallel bars. Fig. 6 is a plan of the same. Fig. 7 is a side elevation of the same. Fig. 8 is a perspective representing the gearing.

A is the driving-wheel, mounted on the shaft A′. Upon this shaft the frame B is mounted at the inner side of the driving-wheel, and is connected to the outer end of shaft A′ by the wrought-iron tongue-bar B′. The wheel A is provided with an inside geared wheel, A^2, from which a driving-connection is made to the knife-pitman C by pinion-shaft bevel-wheel and crank-shaft, as shown, the whole of these parts being supported in and upon suitable bearings and brackets on the gear-frame B, as is shown in Fig. 8. The working-connection to the revolving rake-head D is made directly from the shaft A′ by the tumbling-shaft E. The rake-head and connections are supported by the standard-frame D^2, which in turn is supported directly upon and from the main shoe D′, and the connection between the main frame of the machine and the rake-head and cutting apparatus is made by the parallel bars F F F^2, the bars F F being rigidly coupled, so as to constitute a single member located in a plane parallel with the plane of bar F^2.

G is the lever by which the cutting apparatus is raised and lowered. The end of this lever is pivoted to the frame B, and a suitable notched quadrant-plate, *g*, is provided for engagement with a spring-latch, *h*, on the lever G, whereby the cutting apparatus may be held at any desired elevation. The lever G is connected at a suitable intermediate point between its ends to the bar F^2 by the lifting-link F′, which connection, when the lever is operated, will, as will readily be understood, move the cutting apparatus up or down, as required, without changing its horizontal parallelism. (See Fig. 7.)

H is a compound-acting tilting-lever, pivoted to the frame B, and connected to the tongue I by the link K in such manner that a tilting or rocking motion may be given to the cutting apparatus independent of the tongue or seat.

I is the tongue, the end of which is hinged upon the axle or shaft A′ and bolted to the tongue-frame at *i i*.

J are the whiffletrees, from which an independent draft-connection is made directly to the main shoe D′ and cutting apparatus by the flexible draft-rod J′.

K is the operator's seat, supported from the outer end of shaft or axle A′ by the bar K′ and spring-plate K^2.

L is a foot-board casting, attached at one end to the shaft A′, and extending forward and secured at the forward end by a bolt to the frame-bar B′, suitable provision being made for the operator's feet.

l is a foot tripping-lever, pivoted in the foot-board, and connected by a rope, *m*, and pivoted lever *n* on the tongue with the rake-head D.

M is the grain-wheel, mounted on a sliding block, M′, to which an adjusting-lever, N, is connected by the link N′. The lever N is pivoted on the side of cutting-table, and is provided with a spring latch-bolt, which engages with suitable stop-holes and retains the outer end of the platform at any elevation desired.

Having described my invention, what I claim as new is—

1. In a mowing-machine having a single wheel, a main frame around the same, and a cutting apparatus connected to said frame by brace-rods jointed at both ends to said frame and cutting apparatus, respectively, but located on parallel planes, so as to constitute so-called "parallel rods," combined with a lever

jointed to the main frame, a rigid link jointed at its ends to said lever and to one of said rods, respectively, and a segment-rack and latch to hold said lever in position, whereby the said cutting apparatus and parallel bars may be adjusted with reference to said main frame, and locked in position to make the whole structure rigid.

2. The main frame, tongue-bar B′, and axle A′ mounted thereon, in combination with the seat K K′ and the casting L, bolted to said seat and tongue-bar, substantially as shown and described.

3. In a mowing-machine having a single wheel, a main frame around the same, a driver's seat mounted at the outer side of said wheel, and a cutting apparatus connected to said frame by so-called "parallel rods," jointed at both ends to said frame and cutting apparatus, respectively, combined with a lever jointed to said frame to move in a plane parallel with the line of progression, and a rigid link jointed at its ends to said lever and to one of said parallel rods, respectively, and a segment-rack and latch to hold said lever and connected parts rigidly in the relative positions to which they are adjusted, whereby the driver may control and move said lever and shift said adjustment while sitting on his seat and without turning his body to reach said lever.

4. In a mowing-machine having a single wheel, A, and a main frame around the same, a driver's seat, K, mounted at the outer side of said wheel, a cutting apparatus connected to said frame by rods F F F², jointed at both ends to said frame and said cutting apparatus, respectively, but located in parallel planes, so as to constitute so-called "parallel rods," combined with a bell-crank lever, G, jointed to said frame to move in a parallel with the line of advance, a rigid link, F′, jointed at its ends to said lever G and bar F², and a segment-rack and latch, as set forth.

WILLIAM N. WHITELEY.

Witnesses:
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C. L. BOGLE.