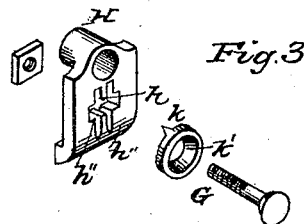
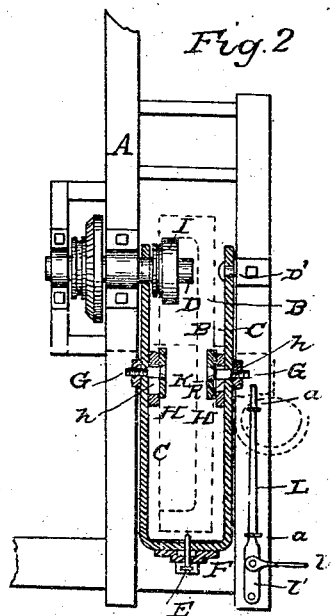
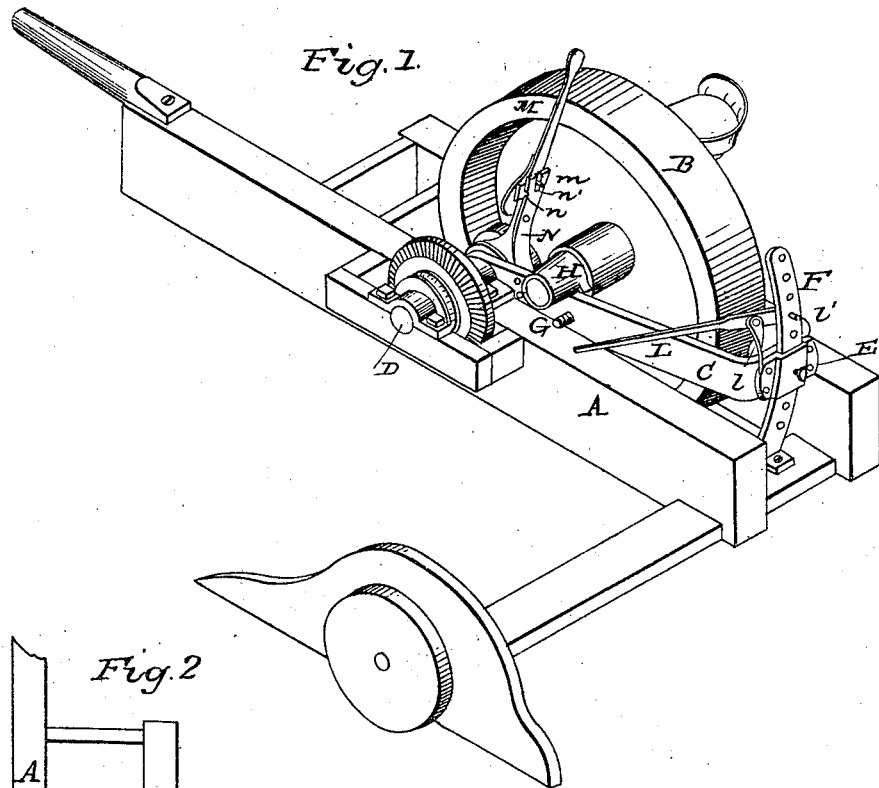


J. L. GARVER.

## Harvester.

No. 51,579.

Patented Dec. 19, 1864



Witnesses  
James H. Layman  
J. Miller and

Inventor  
J. L. Garver  
By Wm. H. Brown attys

# UNITED STATES PATENT OFFICE.

JACOB L. GARVER, OF HAMILTON, OHIO.

## IMPROVEMENT IN HARVESTERS.

Specification forming part of Letters Patent No. 51,579, dated December 19, 1865; antedated December 14, 1865

*To all whom it may concern:*

Be it known that I, JACOB L. GARVER, of Hamilton, Butler county, Ohio, have invented a new and useful Improvement in Harvesters; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My invention relates to, first, a provision for preserving an accurate mesh of the driving-wheel with pinions of diverse diameters; secondly, a provision for the more easy vertical adjustment of the cutting apparatus; thirdly, a more convenient arrangement of the unshipping-lever.

Figure 1 is a perspective view of my improvements. Fig. 2 is a top view of the same. Fig. 3 shows my device for the positive and stable adjustment of the drive-wheel bearing.

The main frame A is supported at any desired height with reference to the ground-wheel or driver B by the intervention of a yoke, C, one of whose forward extremities journals with the counter-shaft D of the reel and sickle, while the other forward extremity journals in the frame at D', and whose rear end is secured by bolt E to any part of a perforated rack, F, which rises from the rear part of the main frame, while to the intermediate portions of said yoke are bolted (G) the journal-box H of the drive-wheel B.

I represents the larger of two interchangeable pinions, which gear with and are driven by the cogs on the concavity of the driving-wheel.

The bolt G, which holds the journal-plate H to the yoke, traverses a slot, *h*, in said plate, so as to enable the latter, when the bolt is slackened, to be adjusted longitudinally of the yoke, in order to bring the drive-wheel accurately in mesh with the particular pinion for the time being employed; but in order to make the adjustment accurate, positive, and immovable, and thus avoid the present liability of the drive-wheel cogs to become jammed with those of the larger pinion or disengaged from those of the smaller pinion, I have provided V-grooves *h' h''*, (see Fig. 3,) whose distance apart precisely corresponds with the difference of radii of the pinions.

K is a washer, which receives and fits the neck of the bolt G, and which is armed with a V-formed tongue, *k*, which, being placed in one or other of the V-grooves *h'* or *h''* in the journal-plate before the screw G is made fast, secures the exact distance of centers of drive-wheel and pinion without any delay or necessity of careful adjustment, and free from danger of dislodgment.

In order to enable the easy adjustment of the rear end of the yoke, I provide a lever, L, having a notched foot or fulcrum, *l*, and pin *l'*, the former to straddle the yoke and the latter for temporary insertion in the perforated rack F, as shown in Fig. 1. When done with, the lever L is shipped into staples *a* on the main frame.

In order to present the unshipping-lever M conveniently accessible to the driver while the machine is in operation, I pivot it to a standard N, which, rising vertically, or nearly so, from the yoke, is notched (*n n'*) at top to receive a spring-catch, *m*, which projects from the lever M, whereby the lever is held to either the shipping or unshipping position at will.

I claim herein as new and of my invention—

1. The arrangement of the slotted and doubly-grooved journal-box H *h h' h''*, tongued washer K *k*, bolt G, and yoke C, or their equivalents, for the positive, exact, and stable adjustment of the drive or master wheel with each change of pinions, substantially as set forth.

2. The lever L *l l'*, formed and adapted to operate in combination with the adjustable yoke C and with the perforated rack F on the main frame, in the manner represented.

3. In a harvester whose drive or master wheel journals in an adjustable yoke, C, the vertical bearer-standard N *n n'*, so arranged upon the yoke as to place the unshipping-lever M *m* within convenient reach of the person driving while the machine is in motion, as set forth.

In testimony of which invention I hereunto set my hand.

J. L. GARVER.

Witnesses:

GEO. H. KNIGHT,  
JAMES H. LAYMAN.