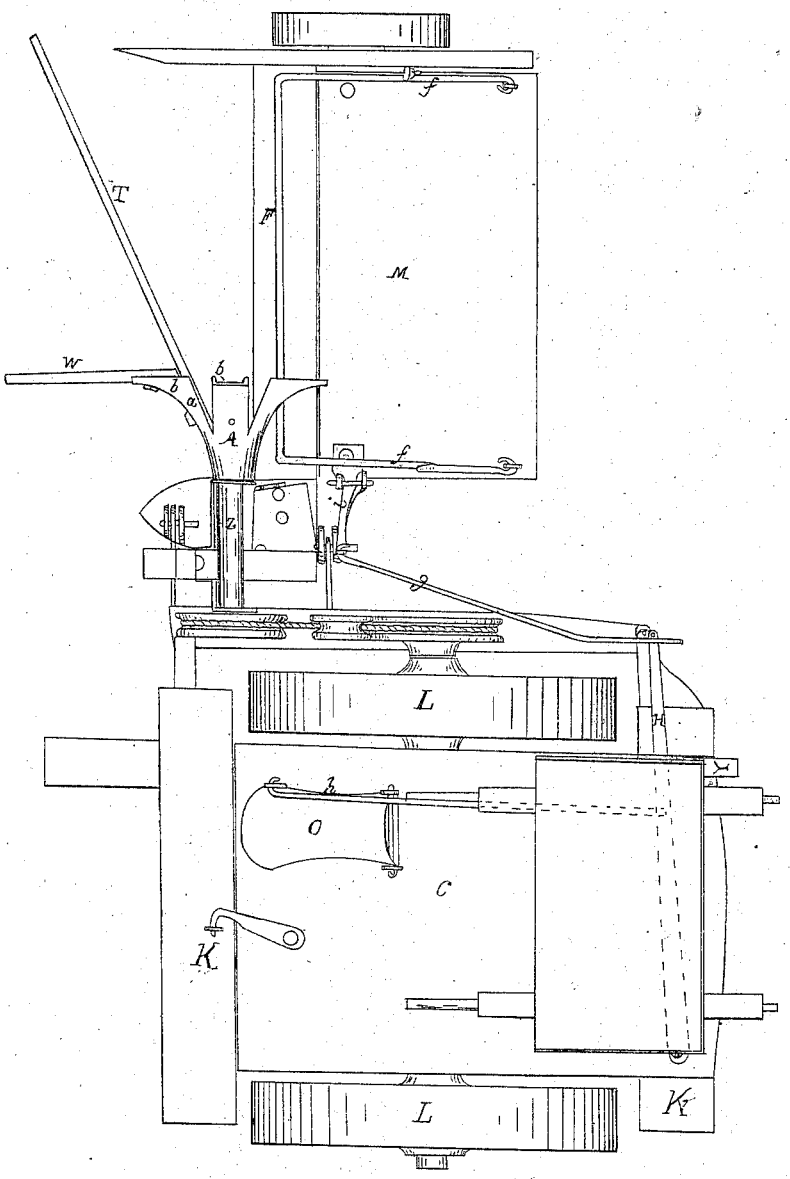
2 Sheets Sheet 1.

J. F. Seiberling.

Harvester Dropper.

No. 54611 Patented May 8. 1866.

Fig 1.



Witnesses:
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by
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2 Sheets Sheet 2

J. F. Seiberling,

Harvester Dropper.

No. 54,611. Patented May 8, 1866.

Fig. 2.

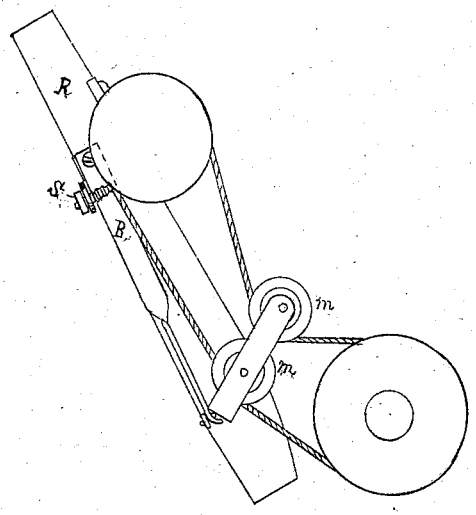


Fig. 5.

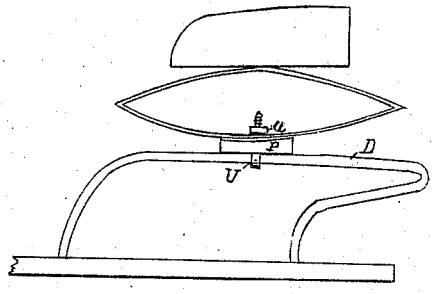


Fig. 3.

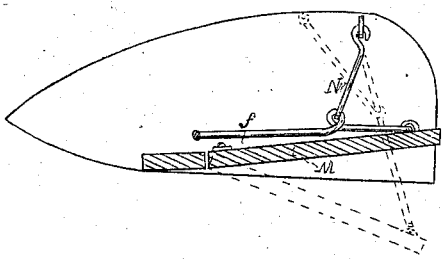
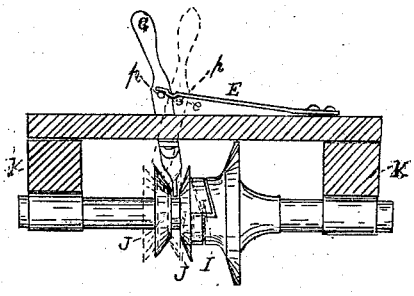


Fig. 6.

Fig. 4.



UNITED STATES PATENT OFFICE.

JOHN F. SEIBERLING, OF DOYLESTOWN, OHIO.

IMPROVEMENT IN HARVESTERS.

Specification forming part of Letters Patent No. **54,611**, dated May 8, 1866.

To all whom it may concern:

Be it known that I, JOHN F. SEIBERLING, of Doylestown, in the county of Wayne and State of Ohio, have invented a new and useful Improvement in Harvesters and Mowers; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the accompanying drawings, Figure 1 is a top view of my improved harvester. Fig. 2 is a detached view of the tightening-pulleys and spring of the reel-chain. Fig. 3 is a section through the dropping-platform, showing the mode of connecting the cut-off to the dividing-board. Fig. 4 is a section of the main frame and platform or cap of the harvester, showing the clutch, shifting-lever, and its guides. Fig. 5 is a detached view, showing the seat as connected and supported. Fig. 6 is a separate view of the hook-bolt used to hold the seat-springs.

The principal features of my invention relate to those machines in which the cap is hinged to the frame and made capable of being raised or tilted up in order to repair or grease the machine. In raising and lowering the cap of such machines the shift-lever is liable to get out of place. My invention completely remedies this difficulty, the shift-lever being always locked by a spring-catch and held in place and also directed home as the cap comes down. Another object of my invention is to render the seat easily adjustable (either forward or backward) and removable.

My invention consists in the use of guide-flanges and spring-catch in connection with the shift-lever and clutch.

In the application of my improvements to harvesters and mowers the machine may be of any ordinary general construction, with a pair of traveling wheels, L L, Fig. 1, and a frame, K, supported on the axle. The rear end of the cap C, Fig. 1, is hinged or pivoted to the side pieces, *k*, Fig. 4, of the frame, so that the front of the cap may be raised or lowered in the usual manner for greasing or repairing the machine. In order to direct the lower end of the shift-lever home to its place when the cap is thus raised and then brought down again, I have constructed my gear-clutch with two guide-flanges, J J, Fig. 4. As the lever comes down these beveled flanges direct its lower end home between the flanges to the proper bearing, as seen in Fig. 4. Thus it is only necessary to lower the cap C without regard to the lever G. In connection with these flanges J J and the lever G, I have arranged a spring-catch, E, upon the cap C of the machine in such manner as to lock the lever G and hold the same in any desired position. This spring-catch E has an abrupt curvature, *e*, Fig. 4, which, by striking a pin, *p*, in lever G, will hold the latter to either the right or the left, where it has been placed. By this arrangement the lever G is always locked and yet ready to be moved either way without first being unlocked. When the cap C is raised and lowered again the lower end of lever G will invariably come home to its place.

The driver's seat Q may rest upon the common elliptic springs V, the spring itself resting upon a stool, P, and the whole supported by rods D, as seen in Fig. 5. A hook-bolt, U, Fig. 6, is employed for fastening the seat-spring and its stool to the rod D. The shaft of this bolt passes through the spring and stool, and the hook of the bolt seizes hold of the rod D, when by tightening the nut *u* the parts are all brought closely and tightly together. By loosening the nuts *u* the seat will slide easily backward or forward, and thus be adjusted so as to balance the machine by the driver's weight.

Several other important improvements are shown in the above drawings, but not particularly described herein. Those relating to the reel-hub and the tightening-pulley of the reel-chain, and also those relating to the discharge of the grain from the dropping-platform, I propose to cover by separate Letters Patent. Therefore I make no claim to such devices in this application.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

The arrangement and combination, with the broad-flanged clutch J, of the shift-lever G, pin *p*, and spring E, or their equivalents, substantially in the manner and for the purposes set forth.

JOHN F. SEIBERLING.

Witnesses:

SAML. H. MILLER,

J. H. HOWER.