

(No Model.)

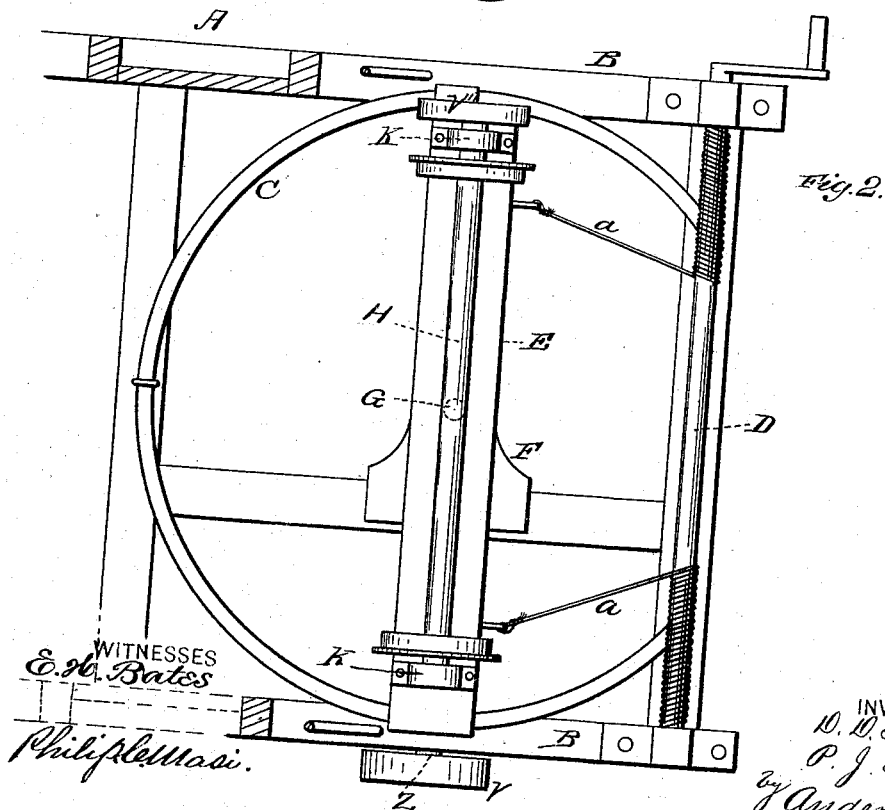
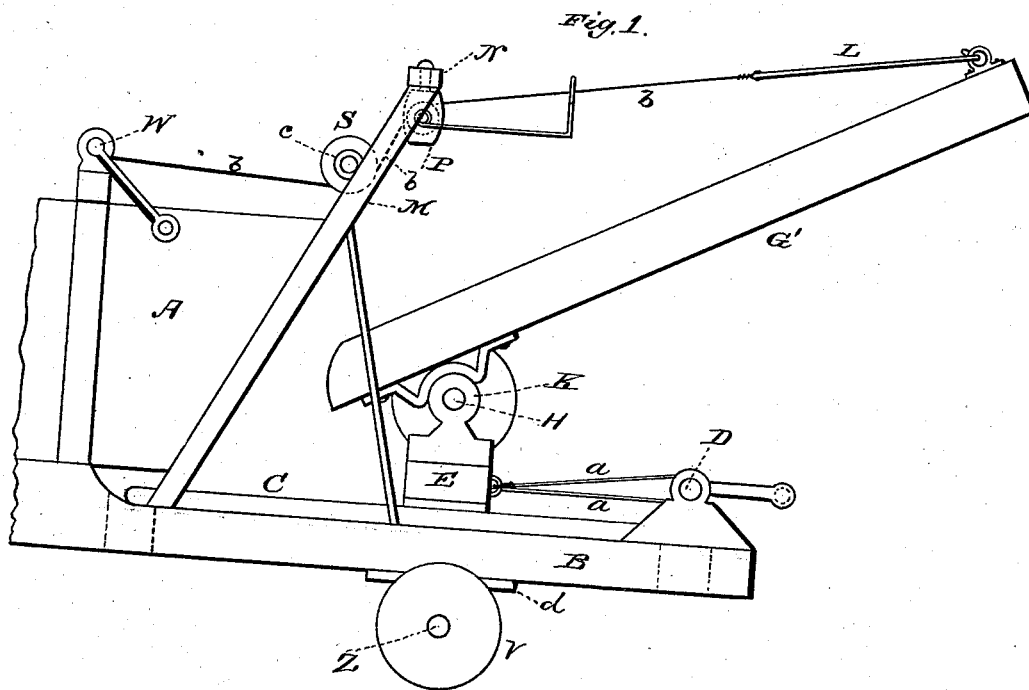
2 Sheets—Sheet 1.

D. D. & P. J. SPRAGUE.

STRAW STACKING ATTACHMENT FOR THRASHING MACHINES.  
261,778.

No. 261,778.

Patented July 25, 1882.



WITNESSES  
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Philip Massi.

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By Anderson & Smith  
their ATTORNEYS

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2 Sheets—Sheet 2.

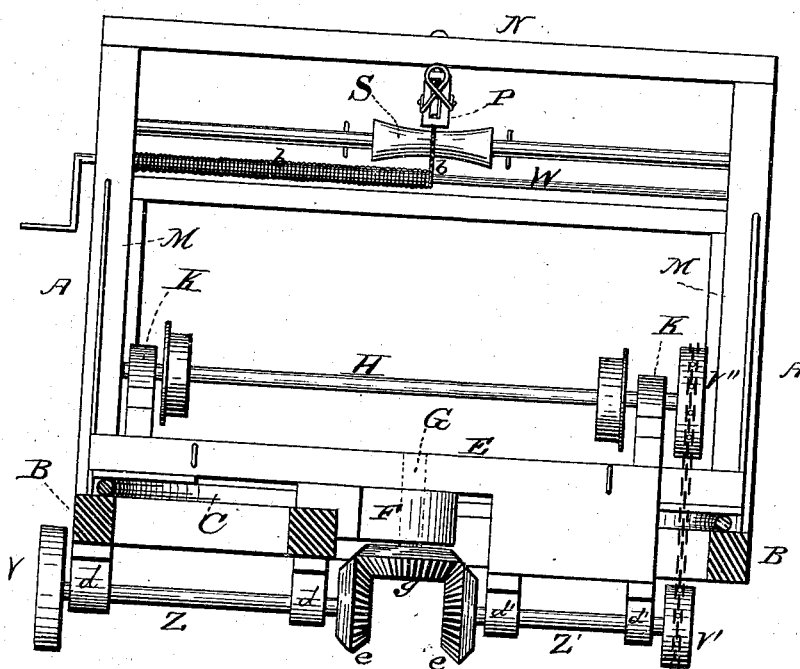
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Fig. 3.



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# UNITED STATES PATENT OFFICE.

DUDLEY D. SPRAGUE, OF CALIFORNIA, AND PEARLEY J. SPRAGUE, OF HIGBEE, ASSIGNORS TO THEMSELVES AND CHARLES D. SPRAGUE, OF SEDALIA, MISSOURI.

## STRAW-STACKING ATTACHMENT FOR THRASHING-MACHINES.

SPECIFICATION forming part of Letters Patent No. 261,778, dated July 25, 1882.

Application filed April 20, 1882. (No model.)

*To all whom it may concern:*

Be it known that we, DUDLEY D. SPRAGUE, of California, county of Moniteau, State of Missouri, and PEARLEY J. SPRAGUE, of Higbee, in the county of Randolph and State of Missouri, both citizens of the United States, have invented a new and valuable Improvement in Straw-Stacking Attachments for Thrashing-Machines; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side view of our invention. Fig. 2 is a plan view of same with the stacker-frame removed, and Fig. 3 is a cross-sectional view.

This invention has relation to straw-stackers; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings, the letter A designates the main frame of the thrashing-machine, and B extensions of the sills to the rear, these extensions being designed to support the attachment. Transverse bars and framing connect the extensions and form a platform-frame, on which the attachment rests, bearing on a circular track, C, which is secured to the frame. Transversely arranged at the end of the frame is the windlass-shaft D.

E represents the main supporting-bar or bolster, extending transversely and bearing on the track C and on a center bearing, F, the latter of which extends the pivot-bolt G vertically downward, so that the bolster is allowed free vibration horizontally. Ropes or chains *a* extend from the ends or arms of the bolster to the shaft D on which they are wound in opposite directions, and by turning this shaft in one direction or the other the bolster is vibrated toward one side or the other.

G' represents the stacker-frame or elevator, carrying the raddles, which are moved by the shaft H. The stacker rests on pivotal bearings K near each end of the bolster, and at its

outer end is provided with guys L, which are connected to a centrally-arranged supporting rope or chain *b*, which extends over a swivel-pulley, P, and under a sliding pulley, S, to the governing-windlass W, which is transversely arranged in bearings on the main frame of the thrashing-machine. The swivel-pulley P is suspended from a transverse beam, N, connecting arms M of the frame, to which is attached the bearing *c* for the slide-pulley S between the swivel-pulley and the windlass.

In bearings *d* on the main frame, and extending to the pivotal center below the bolster, is the driving-shaft Z, carrying on its outer end the first driving pulley or wheel, V, connecting by belt or chain with a pulley or wheel of the thrashing-machine, and designed to communicate motion to the raddle-shaft. This is accomplished through a second shaft, Z', in line with the shaft Z, extending from the pivotal center outward on the opposite side of the machine, but arranged in bearings *d'* on the bolster, as shown in the drawings. This shaft Z' carries at its outer end the wheel V', which connects by a chain-belt with the wheel V'' on the raddle-shaft H. The two shafts Z Z' at their inner ends are geared by means of the pinions *e* to a center pinion or idler-wheel, *g*, which is seated on the lower end of the pivot-bolt G which passes through the bolster E. The center pinion, *g*, is horizontal in position and engages the end pinion of the shaft Z' on the bolster, whatever be its angular position with reference to the shaft Z. Therefore the bolster can be vibrated on its track to turn the carrier or stacker from side to side without stopping or interfering with the motion of the shafts Z Z' and of the raddle-shaft.

The swivel-pulley P is arranged over the pivot-bolt of the bolster or center of motion of the carrier or stacker, and is located in this position in order that the elevation or depression of the stacker may be effected when it is turned to one side or the other, no incidental adjustment being required.

Having described this invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with the frame of a

thrasher, a pivoted laterally-movable stacker, and the transverse windlass W on the main frame, of the governing rope or chain *b* and guys L, the swivel-pulley P over the pivotal center of the stacker, and the guide-pulley S between said swivel-pulley and the windlass, substantially as specified.

2. The combination, with the stacker, pivoted bolster E, supporting the stacker, the pivot-bolt G, and center pinion, *g*, of the shafts Z Z', their pinions *e e*, the actuating-shaft D on the main frame, the track C, and the ropes

or chains *a*, connected to each end of the bolster and wound in reverse directions on said actuating-shaft, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

DUDLEY D. SPRAGUE.  
PEARLEY J. SPRAGUE.

Witnesses:

J. G. EHRHARDT,  
T. J. MOSS.