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THE J. I. CASE THRESHING MACHINE CO.
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Engines—Spring-Mounting System

SHOWS RADIUS LINKS
CONNECTING
BOILER, AXLE AND
COUNTER SHAFT

NOTE SPRINGS
SUPPORTING THE
BOILER. LONG
HUBS OF DRIVE
WHEELS, ETC.

WE desire to call attention to the superiority of our spring mountings. We have dispensed with the cast-iron brackets and are now using riveted steel plates which are decidedly superior, and, while more expensive, are less liable to breakage. Note the long spiral springs on which the boiler is carried, thus insuring against liability from breakage in going over rough roads.

The two cuts show the manner in which the radius links are connected with the boiler and the cannon bearings. We use steel radius links, steel distance bars and a steel cross link.

We especially call attention to the turn-buckle bars which maintain the vertical distance between the counter shaft and the axle. They

can be adjusted to take up any wear that may occur. Attention is also directed to the solid axle extending across the rear of the boiler through both hubs of the wheels, which enables the gearing to be kept in perfect alignment. The wheels cannot lean in at the top, as is the case with short stub axles bolted on the sides of the firebox, and which results in cutting out the spur gear and pinions on account of the imperfect mesh. The axle being set back of the firebox makes it impossible for the engine to rise in front when climbing a hill or pulling a heavy load. Note the fact that the power is transmitted through the counter shaft to both gears, thus applying the power direct to both road wheels at the same time.

Prices given on Pages 66, 67 and 68

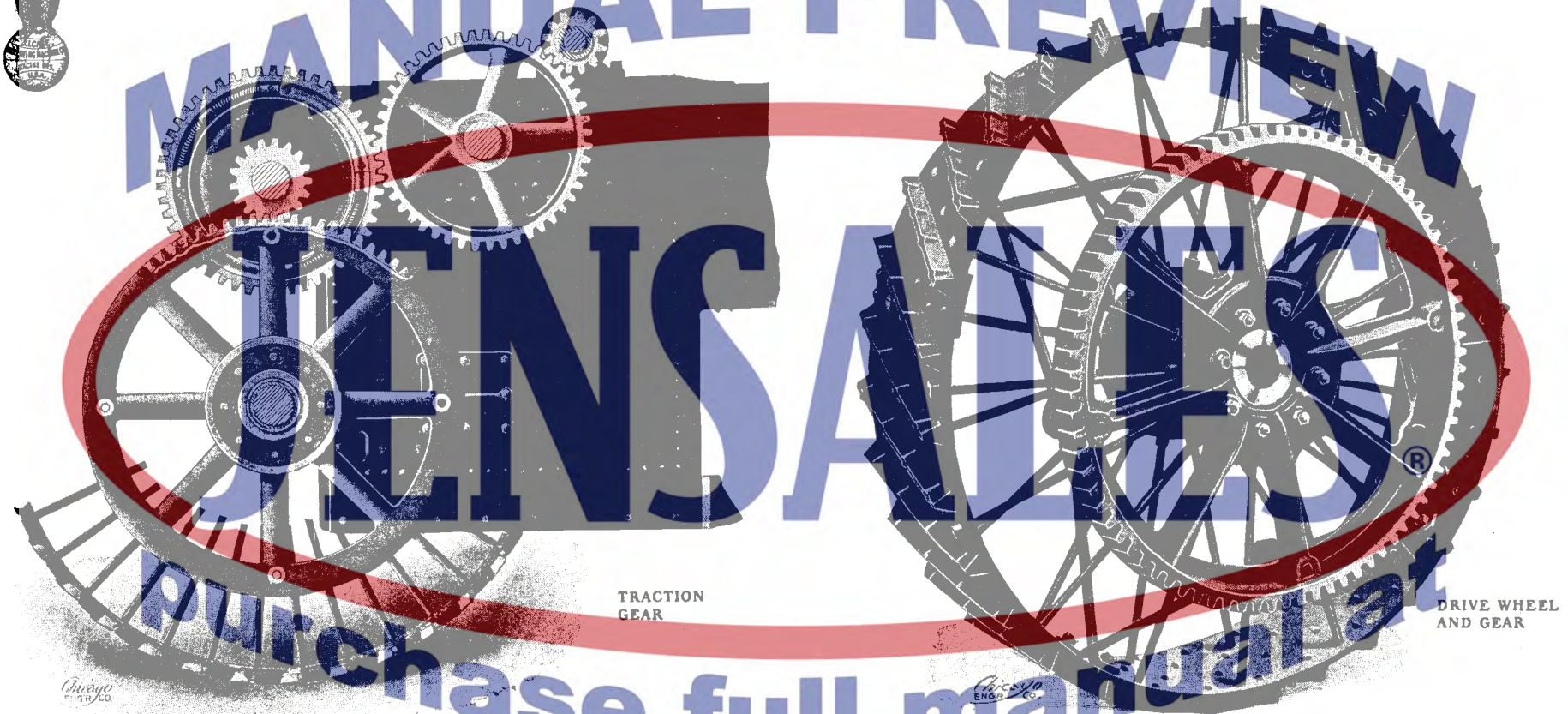
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THE J. I. CASE THRESHING MACHINE CO.
RACINE, WISCONSIN

Engines—Transmission of Traction Power



THE cut above shows how the traction power is transmitted. On the 12-horse engine the pinion on crank-shaft has 14 cogs; idler spur gear, 48 cogs; differential gear, 51 cogs; cross-shaft pinion, 18 cogs, and lug gears on drive wheels, 80 cogs. Demonstrations have shown that we have the only traction gear that has withstood "throwing in" of friction clutch on the fly-wheel with the engine traveling 250 revolutions without stripping a gear or breaking a cog. This Traction Gearing is made of semi-steel, which has 40% additional strength over common cast gears, and being of extra size and provided with an enclosed cushion spring, makes it exceptionally strong. On our 12- and 15-horse engines the gearing is

3½ inches wide and the cogs have 1¼-inch mesh, which make a gear that can be depended upon in any emergency. Each part of our drive wheel is removable, thus entailing but a small expense to change any part. The heavy, square-head steel spokes, ¾ inches in diameter, are screwed into the hub and are held squarely in place by jamb nuts. The engraving shows the strong steel brace-rods, 1 inch in diameter, running from the rim to the periphery of the lug gear. The gear is therefore braced from the rim rather than from the hub of the wheel.

The Rims vary in width from 14 inches to 24 inches, depending on the size of the engine. The diagonal grouters have a depth of 1¼ inches, which gives them a firm grip on slippery grades.

Prices given on Pages 66, 67 and 68

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THE J. I. CASE THRESHING MACHINE CO.
RACINE, WISCONSIN

Engines—The Differential Gear

THE Differential Gear is the mechanism by which one driving wheel is permitted to travel faster than the other when engine is moving upon a curve. In operation the power is first transmitted to the spur gear which contains the cushion springs, thence by the springs to the center ring and the four bevel pinions which bear equally upon both bevel gears. The whole differential gear moves together as one wheel when the engine is moving straight forward or backward; but when turning a corner the four pinions revolve in the bevel gears just in proportion to the sharpness of the curve.

One of the Driving Gears is allowed to go slower than the other, but, at the same time, is compelled to do its share in propelling the engine. To accomplish this more successfully and with better results, one of the driving wheels is keyed solidly to the axle while the other revolves loosely upon it.

The Spur Gear of the differential is made in two parts. The toothed rim is cast with four compartments adapted to receive the spiral cushion springs. In the other part are located the four small bevel pinions which serve to distribute the power equally to both sides.

The Bevel Pinions are made of a special brand of tough steel and have steel journals fixed in bearings of the center wheel. The center wheel is cast with four short spokes projecting from its periphery. These spokes extend into the compartments of the spur rim and have a cushioned bearing on both sides against the springs which are interposed between them and the partitions of the compartment.

With this admirable device all shocks caused by the sudden starting of the engine in either direction are absorbed by the springs and gently transmitted to the driving gears.

We have been making this improved mechanism for several years, and it has demonstrated its utility in reducing the liability of breakage to a minimum.



DIFFERENTIAL
GEAR

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