

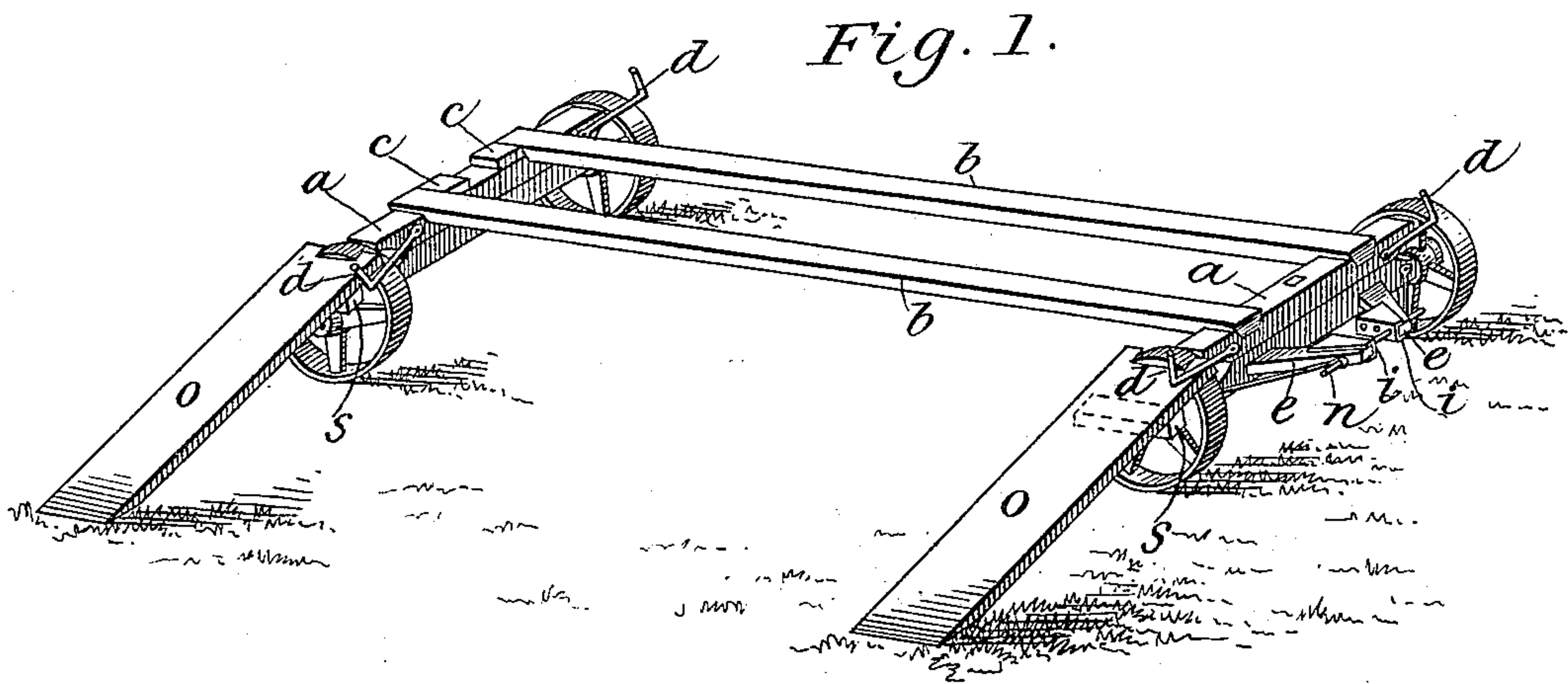
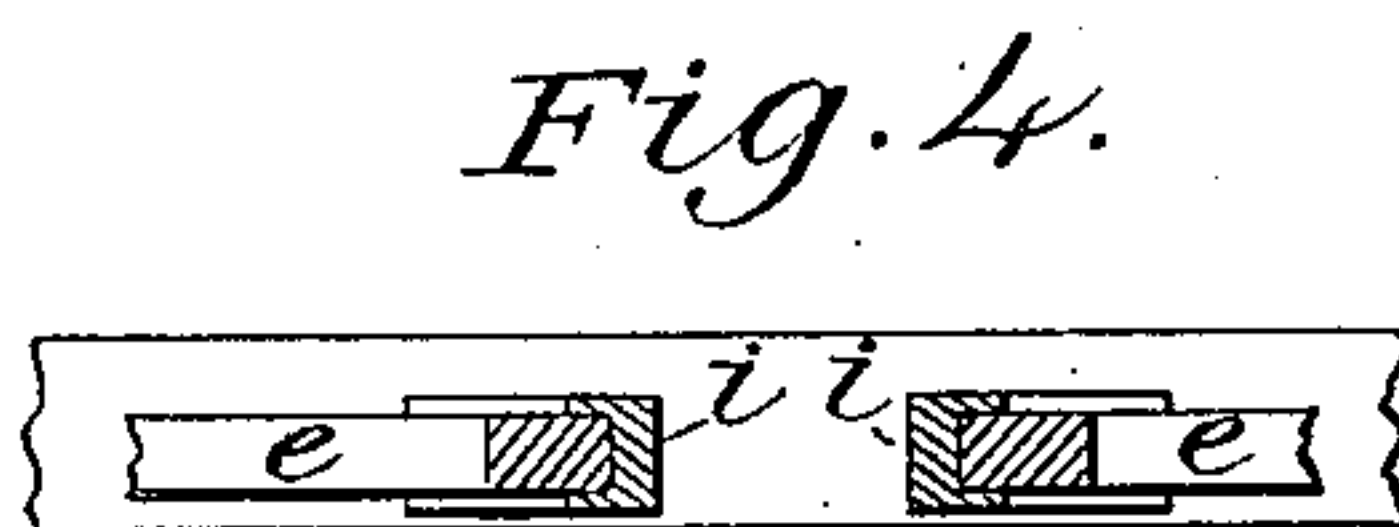
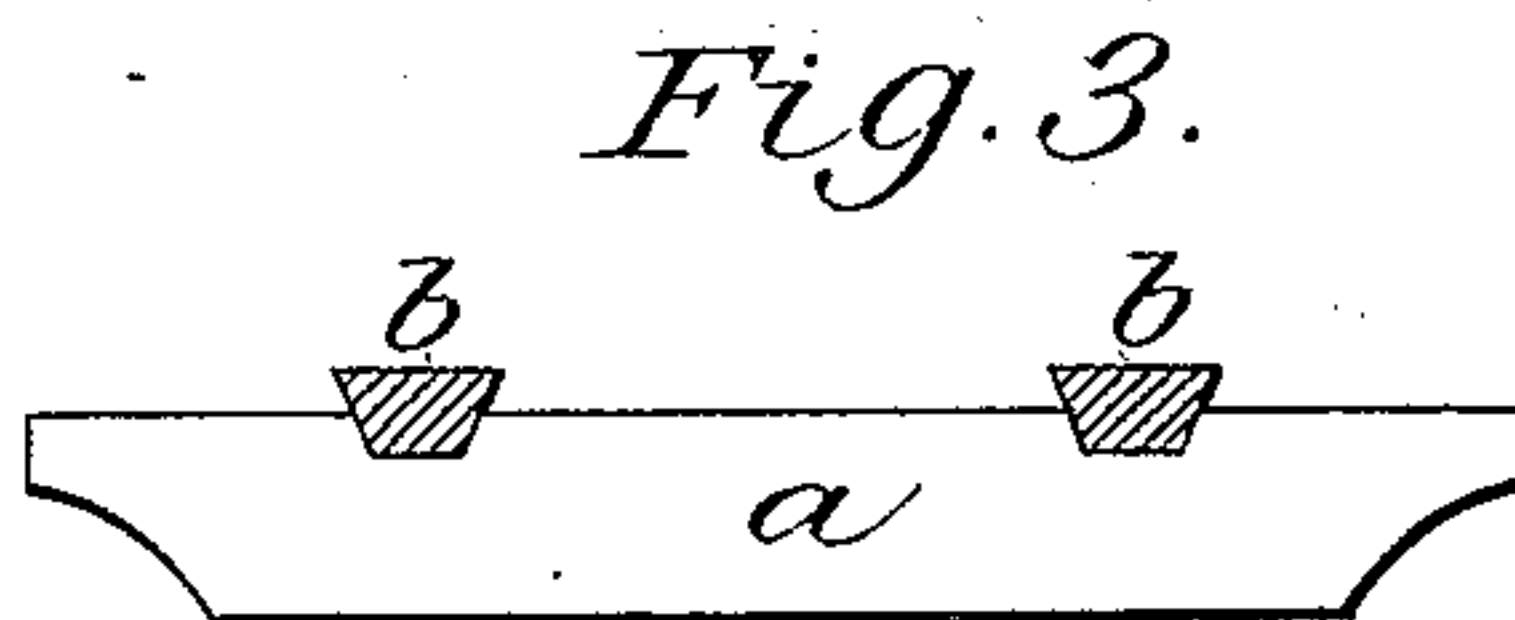
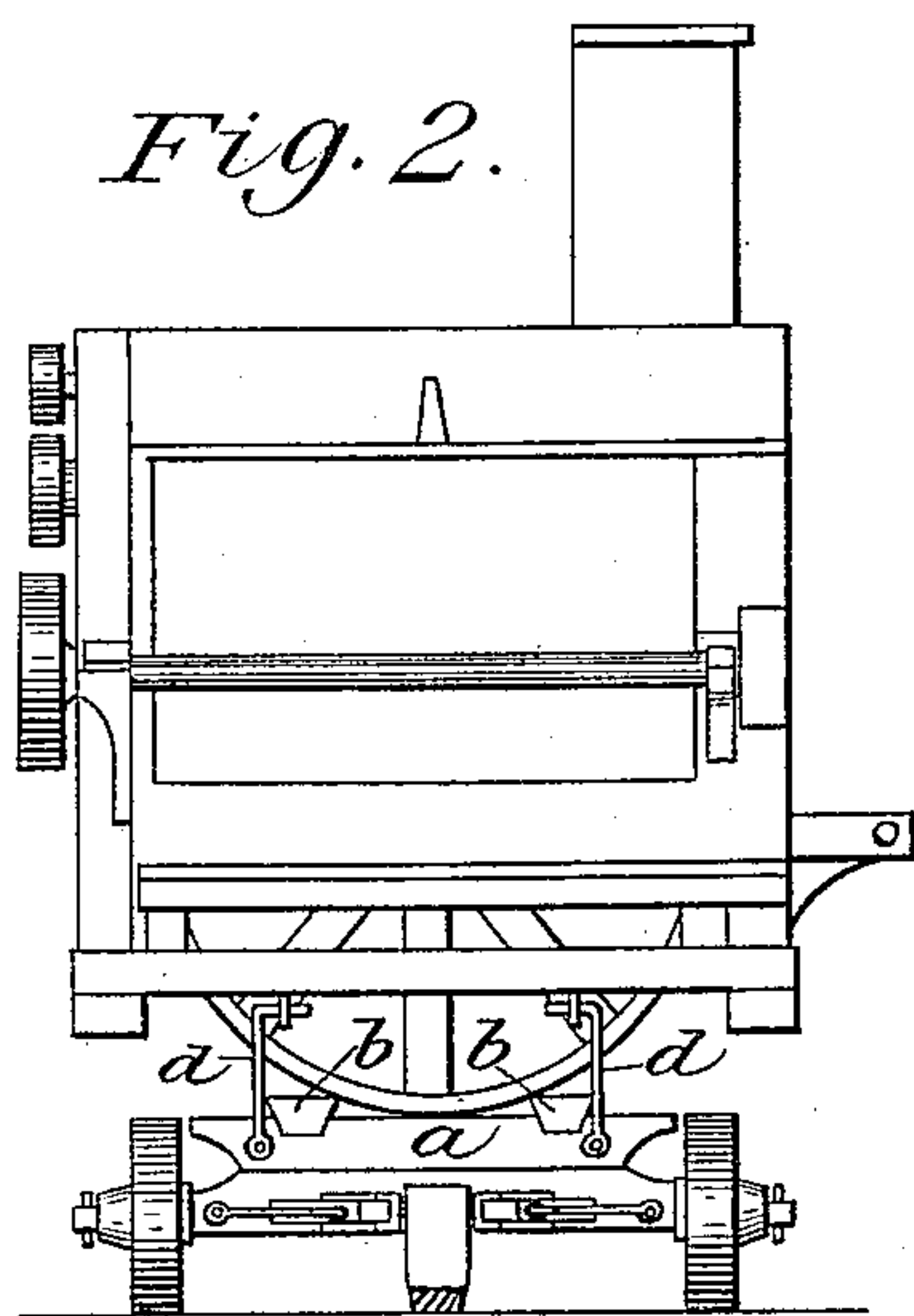
(No Model.)

W. H. TURNER.

TRUCK FOR MOVING HARVESTERS.

No. 258,616.

Patented May 30, 1882.



Witnesses:

Robert Hamilton

W. H. Daggett

Inventor.

William H. Turner.

By H. P. Hood.

Atty.

UNITED STATES PATENT OFFICE.

WILLIAM H. TURNER, OF INDIANAPOLIS, INDIANA, ASSIGNOR TO THE
TURNER TRUCK COMPANY, OF SAME PLACE.

TRUCK FOR MOVING HARVESTERS.

SPECIFICATION forming part of Letters Patent No. 258,616, dated May 30, 1882.

Application filed December 24, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. TURNER, a resident of Indianapolis, in the county of Marion and State of Indiana, have invented a new and useful Improved Grain-Binder Truck, of which the following is a specification, having reference to the accompanying drawings.

The object of my invention is to provide a means of moving grain-binders from place to place in a direction at right angles to their ordinary line of draft, and thus render it unnecessary to take them apart to get them through an ordinary barn or shed doorway, or along a highway and through gates and bars of ordinary width. Grain-binders are built so wide that they cannot conveniently be drawn along a highway or through ordinary openings in fences.

My invention consists in a four-wheeled truck peculiarly adapted to receive and carry a grain-binder, as hereinafter fully explained.

The accompanying drawings illustrate my invention, in which Figure 1 is a view in perspective, showing the general construction and preparation for loading. Fig. 2 is an elevation showing the position of binder when on the truck. Fig. 3 is an enlarged view of a bolster and sections of reaches. Fig. 4 is a transverse section of the hounds and adjustable blocks.

Like letters refer to like parts in all figures.

Fig. 1 represents a truck having four wheels, of cast-iron, about fifteen inches in diameter, mounted on wooden axles, and having the bolsters *a a*, the tops of which are level with the tops of the wheels. Said bolsters are connected by the reaches *b b*, and are placed the same distance apart, or from center to center, as the wheels of the binder. The reaches are made with tapering sides and are fitted into correspondingly-tapered gains in the bolsters, as shown in Fig. 3. The reaches are fitted in this manner for the purpose of keeping them tight in the gains by drawing them down as they shrink. The reaches are placed just the right distance apart to receive and hold the large wheel of the binder between them as it rests on the bolster, and thus prevent it from rolling off the truck. On the rear bolster blocks *c c* hold the small wheel of the binder

similarly in place. For the purpose of holding the binder level and steady on the truck and to prevent it from slipping forward or backward, iron hooks *d d d d* are secured to the bolsters, as shown in Fig. 1, and the hooked end engages with eyes or staples on the frame of the binder when loaded, as shown in Fig. 2. The front axle is provided with hounds *e* for the reception of a draft-pole.

My design is to remove the draft-pole from the binder after drawing it onto the truck and connect the same pole to the truck. As poles of different binders vary in width, I make the hounds with an adjustable space between them by means of the triangular blocks *i i*. The outer edges of said blocks are grooved and fit over the hounds, as shown in Fig. 4, and they are also provided with a series of holes, through which the pin or bolt *n* may be passed. As the blocks *i* are slid forward on the hounds the space between them is diminished, and when slid backward said space is enlarged, thus suiting different widths of poles. The pin *n* holds the blocks and the pole in place.

For the purpose of easily drawing the binder onto the truck, I employ the skids *o o*. Said skids are each formed of a plank notched out and fitted to the circumference of the wheel, as shown, so that they are firmly held in place even with the top of the wheel, and they are further supported by a block, *s*, attached to the under side of the plank and resting on the hub of the wheel.

The operation of my device is obvious. The binder is easily drawn on the truck over the skids *o*, is "blocked" by the reaches and the blocks *c c*, and is secured to the truck by the hooks *d*, as before explained. The pole is now uncoupled from the binder and coupled to the truck, and the binder, now presenting its narrow dimensions in the line of draft, is easily drawn along the highway or through ordinary gates or bars.

I am aware of the patent to Lighthall, July 5, 1881, No. 243,715, harvesters, and I do not claim anything therein shown.

I claim as my invention—

1. In combination with the hounds *e* and adjustable blocks *i i*, a truck having bolsters *a a*, reaches *b b*, blocks *c c*, and hooks *d*, all

constructed and arranged in the manner described.

2. A skid, o, having one end cut to fit the curve of the wheel-rim, as described, the block s,
5 and the wheel of a truck, combined in the manner described and shown, and for the purpose set forth.

In testimony whereof I have hereunto signed my name.

WILLIAM H. TURNER.

Witnesses:

H. P. HOOD,
OZNI P. HOOD.