

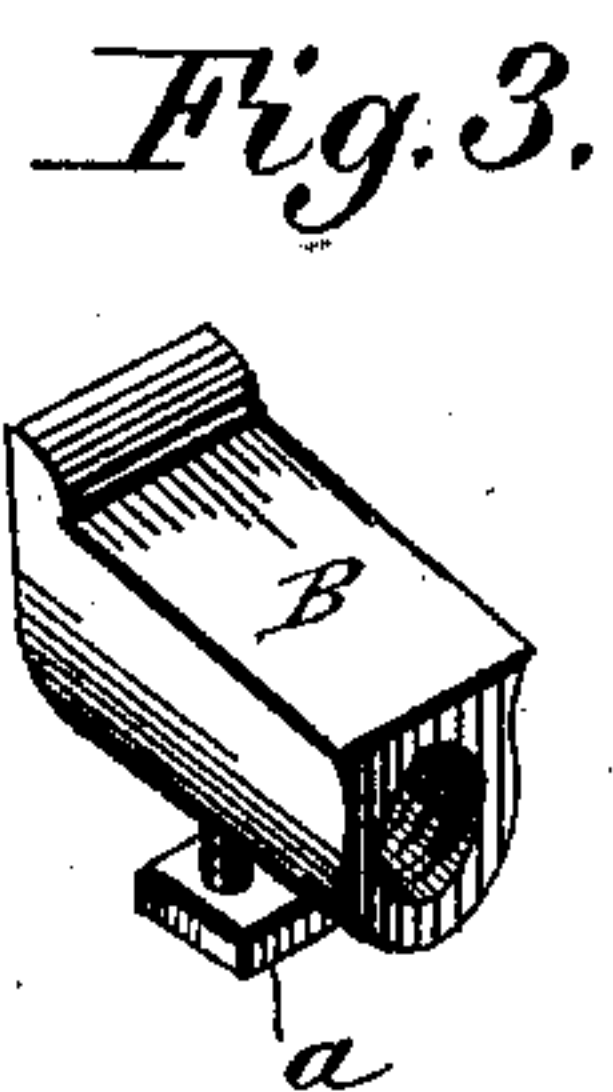
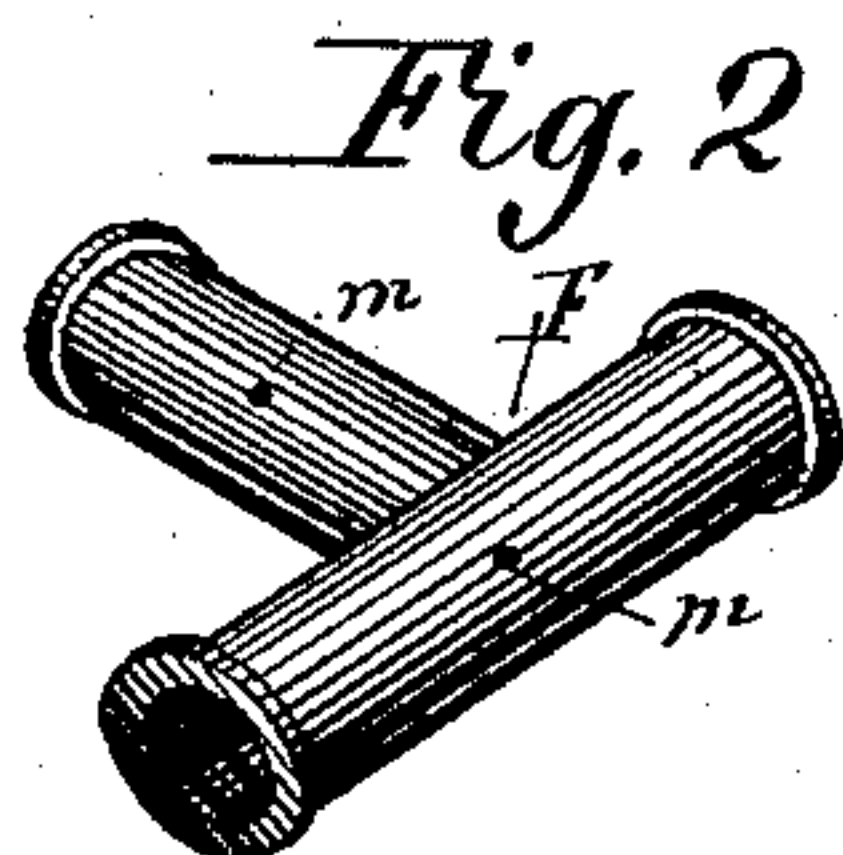
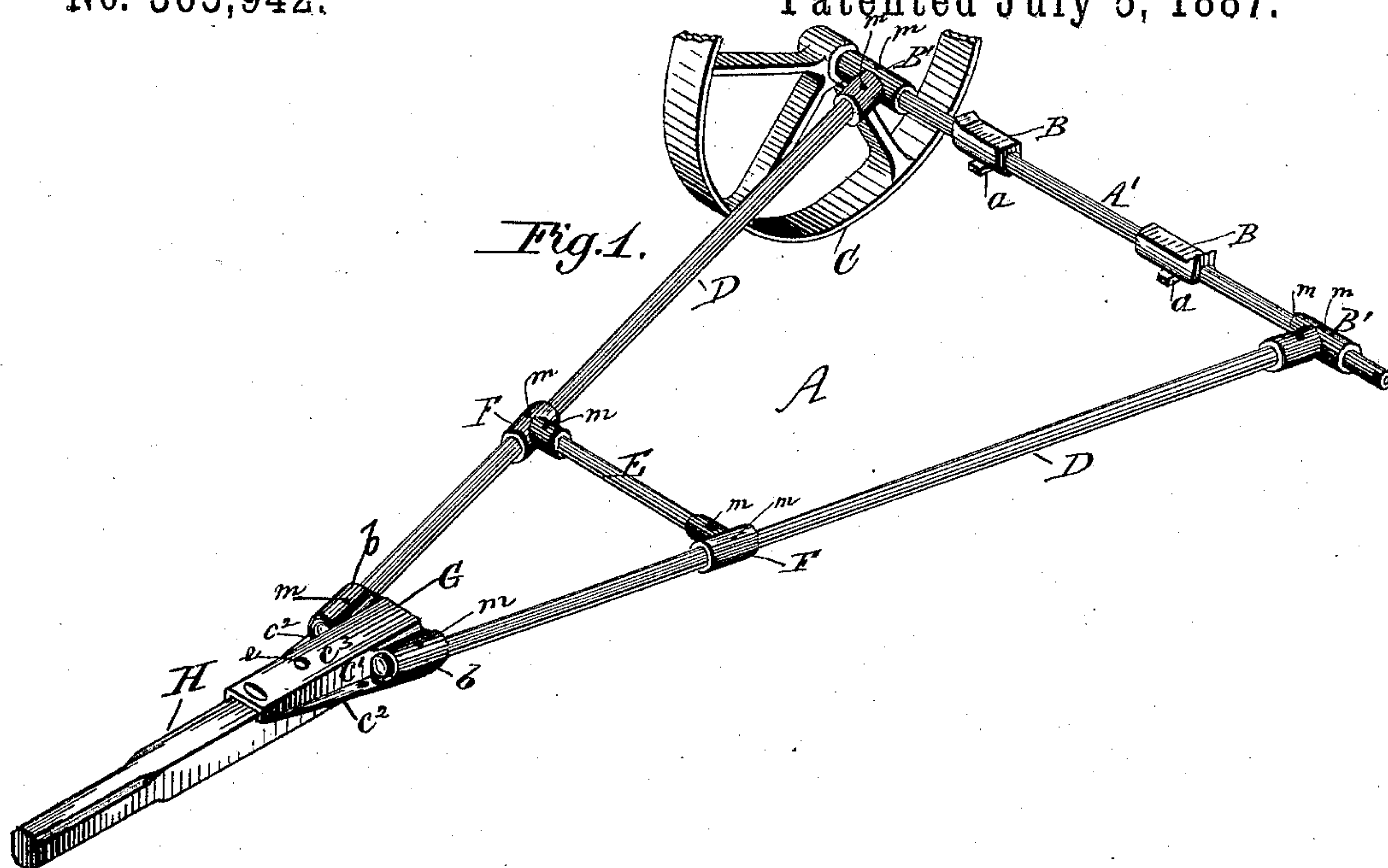
(No Model.)

J. G. RINGER.

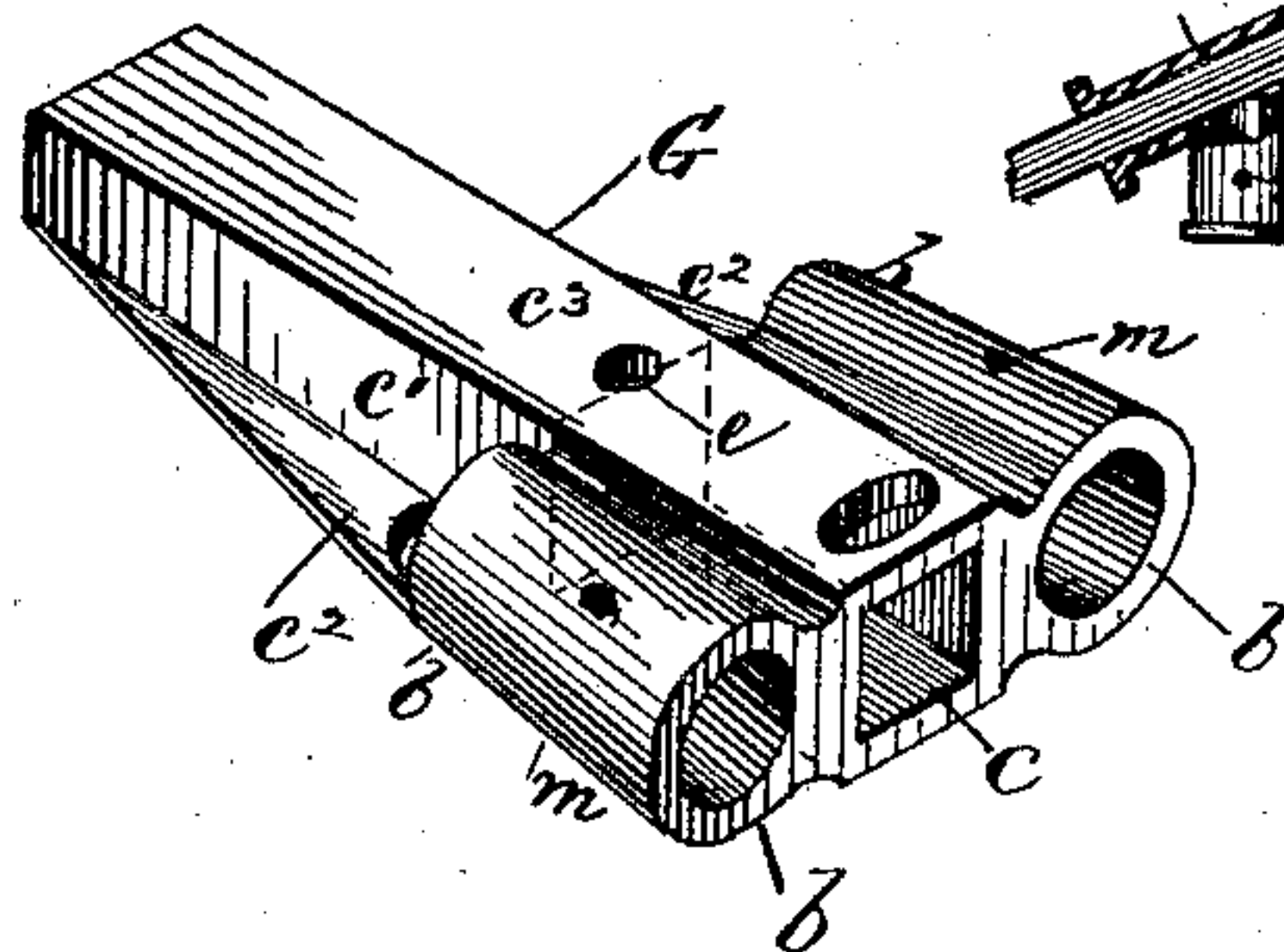
TRUCK.

No. 365,942.

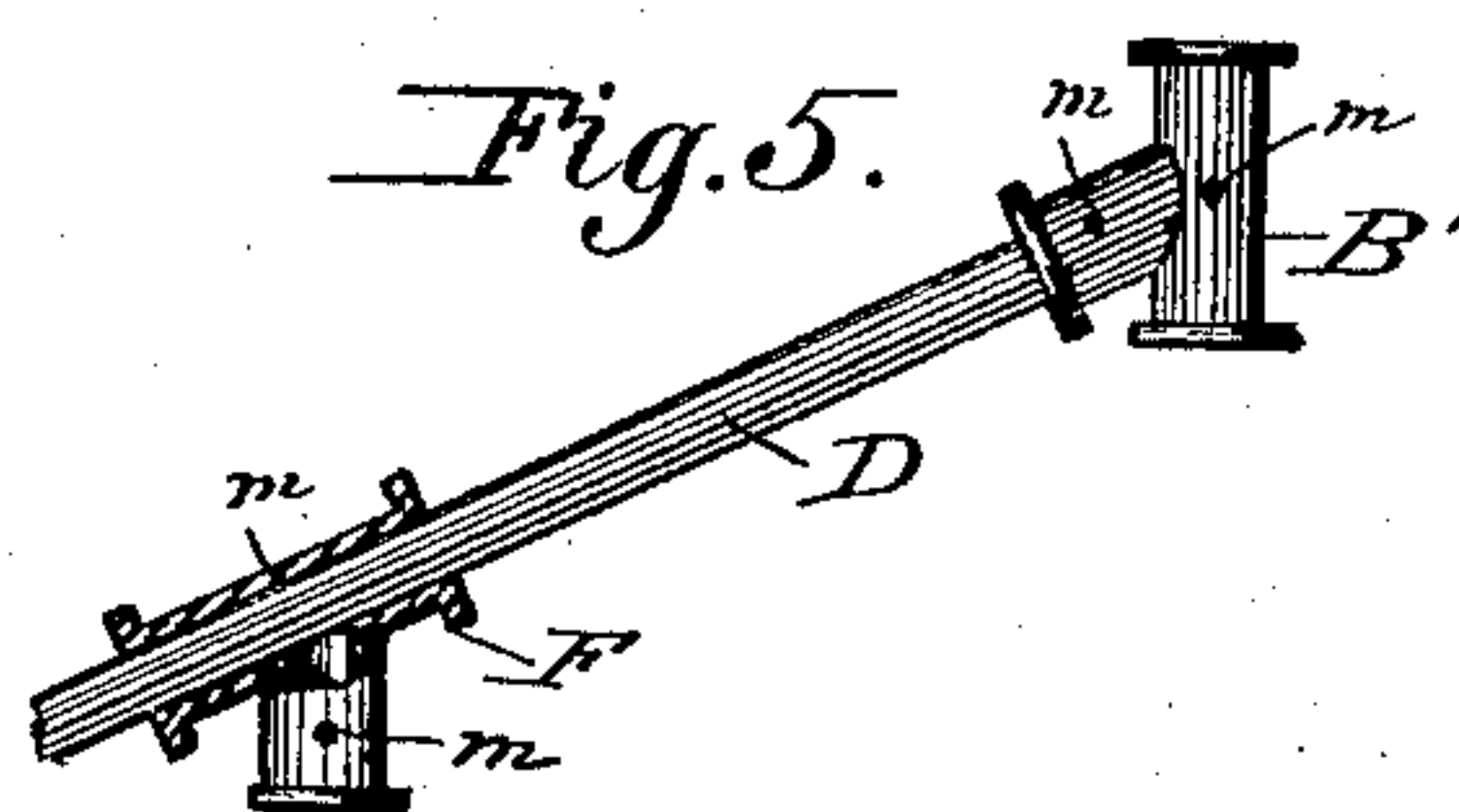
Patented July 5, 1887.



*Fig. 4.*



*Fig. 5.*



Witnesses:

B. C. Fenwick  
R. L. Fenwick.

Inventor

Joseph G. Ringer  
by his atty,  
Mason, Fenwick & Lawrence



# UNITED STATES PATENT OFFICE.

JOSEPH G. RINGER, OF GREENSBURG, PENNSYLVANIA, ASSIGNOR OF TWO-THIRDS TO ROBT. R. YOUNG & CO., OF SAME PLACE.

## TRUCK.

SPECIFICATION forming part of Letters Patent No. 365,942, dated July 5, 1887.

Application filed January 11, 1887. Serial No. 224,029. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH G. RINGER, a citizen of the United States, residing at Greensburg, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful Improvements in Adjustable Trucks for Grain-Binding Machines; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention consists in certain constructions and combinations of parts, as hereinafter described, and pointed out in the claims, whereby an improved adjustable truck for transporting binders of different sizes from one place to another is produced, the same being light, cheap, strong, convenient, and enduring, said truck being of nearly triangular form and provided with binder-rests, truck-wheels, tongue, and doubletree, and composed of wrought-metal-pipe sections and cast-metal ties and couplings, which latter, while they are adapted by their construction for serving as ties and couplings, answer for supporting and holding the adjustable binder-rests for forming shoulders or collars for the truck-wheels and supporting the tongue and doubletree.

In the accompanying drawings, Figure 1 is a perspective view of my improved adjustable binder-truck, one of the wheels being left off and the other partly broken away. Fig. 2 is a perspective view of one of the cast-metal T-couplings. Fig. 3 is a perspective view of one of the adjustable binder-rests. Fig. 4 is a perspective view of the casting forming sleeves for the hounds and a support for the tongue and doubletree. Fig. 5 is a detail view showing in plan a portion of one of the hounds of the truck-frame, in section one of the T-couplings, and in elevation one of the rear T-couplings.

From the above-mentioned drawings it will be seen that my truck is of nearly triangular form, and that it comprises a pipe axle, A', provided with two angular or flanged binder-rests, B B, secured by clamp-screws *a a*, and two cast-metal hollow T-couplings, B' B', applied just far enough from the linchpin-holes of the axle-spindles to admit the hubs of truck-wheels, as C, being slipped upon the axle be-

yond said holes, and when said wheels are secured in place to serve as collars or shoulders for the hubs of the wheels to bear against, and thus save the expense of providing special shoulders or collars for this purpose on the axle. The said truck-frame also comprises two wrought-metal side pipe hounds, D D, a pipe cross-brace, E, two cast-metal hollow T-couplings, F F, and a cast portion, G, which forms sleeves *b b* for the side hounds, an open-end box-shaped tongue-receptacle, *c*, having forward-extending side jaws, *c'*, and stiffening-flanges *c''*, and cap-plate *c'''*, said portion G receiving and supporting a tongue, H, and also supporting on its top a doubletree, (not shown;) and while serving thus it receives into its sleeves the front ends of the side hounds, D D, as shown. The tongue and doubletree are firmly secured to the casting G by the doubletree-bolt, and the tongue used may be the one usually provided on binders. The binder-rests B B are fitted to slip on the axle A' between the T-couplings B' B', and can be set farther apart or nearer together by means of the clamp-screws *a a*, accordingly as the width of the binder to be supported on the truck may require.

It will be observed from the drawings that the legs of the hollow T-couplings are set at such an angle with the heads thereof that they stand on a line with the oblique hounds, and also with the straight-set cross-brace. The hounds, by being set oblique and brought nearly together at their front ends, form a tapering or V frame, which will always afford a support for the forward part of the binder, whether the rests are moved farther apart or nearer together, and thus the truck is adapted for narrow and wide or different-sized binders. The hound-sleeves *b b* are cast on the sides of the tongue-receptacle of the cast portion G, and they lie oblique to the tongue-receptacle in opposite directions to each other, so as to coincide with the positions occupied by the hounds D and side and rear couplings, B' B' and F F, and to admit of said hounds passing properly through them and through the side T-couplings, F F, and into the rear T-couplings, B' B', as shown. The cross or middle brace-bar, E, has its ends entered into the side T-couplings, F F, as illustrated. The side



hounds and cross-brace are firmly riveted, respectively, to the cast-metal T-couplings and to the casting G, as illustrated at *m* in the drawings. It will be understood that it is simply necessary to place the rests upon the axle A', then to place the rear T-couplings thereon on either side of the rests, then to secure the truck-wheels C in position against the said rear T-couplings and to insert the linchpins, then to insert the ends of the hounds into the sleeves *b b*, then to slip the side T-couplings on the hounds, then to insert the rear ends of the hounds into the rear T-couplings, then to insert the brace-rod into the side T-couplings, and all this being done, the parts must be firmly riveted together, so that the whole shall be bound firmly together. The tongue is introduced between the forward-extended jaws *c' c'* of the casting G and forced back into the open-ended box-shaped receptacle *c* near the rear of the casting, and then fastened by the bolt (used for fastening a doubletree, not shown) passed through the hole *e* in the cap-plate *c<sup>3</sup>* of the casting.

I believe that it is best to use sections of wrought-iron pipe for forming the frame, as this renders the frame light and cheap, while such a frame will possess all the strength required and is enduring.

My triangular binder-truck may be considered as preferably comprising adjustable cast-metal binder-rests provided with clamp-screws, and a wrought-iron-pipe frame consisting of a pipe axle, pipe hounds, and pipe brace, all substantially held together by cast-iron T-couplings, a cast-metal portion forming hound-sleeves, and a tongue and double-tree support, the parts being riveted at the joints, as herein described and shown.

By my invention I have provided a truck which can be quickly adjusted to fit any binder on the market by means of the movable binder-rests secured on the pipe-axle portion of the frame by clamp-screws.

The cheapness and utility of my truck will be more apparent by observing that the rear T-couplings, while securing the frame-pieces together, form the collars for the wheels, and that the casting G, while supporting the hounds at their forward ends, forms a receptacle and support for the tongue and a rest for the doubletree.

What I claim is—

1. The binder-truck A, comprising the axle having wheels, adjustable binder-rests, rear T-couplings having oblique legs, side T-couplings having oblique legs, oblique hounds, cross-brace, and casting having oblique hound-sleeves and forming a tongue and doubletree support, substantially as and for the purpose described.

2. The hounds D, connected by one end to the casting G and at the other end to T-couplings B' B' on an axle, A', having adjustable binder-rests B B, substantially as and for the purpose described.

3. The front tongue-casting, G, formed with oblique tubular hound-sleeves *b b*, and with a cap-plate, *c<sup>3</sup>*, side jaws, *c'*, and a receptacle, *c*, in combination with tongue H and frame-hounds D D, substantially as and for the purpose described.

4. The combination of the adjustable angular binder-rests arranged on the rear transverse axle-bar, A', of the triangular truck-frame, made adjustable by clamp-screws on said axle-bar, with a triangular binder truck-frame, substantially as and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

JOSEPH G. RINGER.

Witnesses:

A. R. YOUNG,  
R. R. YOUNG.