

(No Model.)

2 Sheets—Sheet 1.

H. E. PRIDMORE.
HARVESTER TRUCK.

No. 435,521.

Patented Sept. 2, 1890.

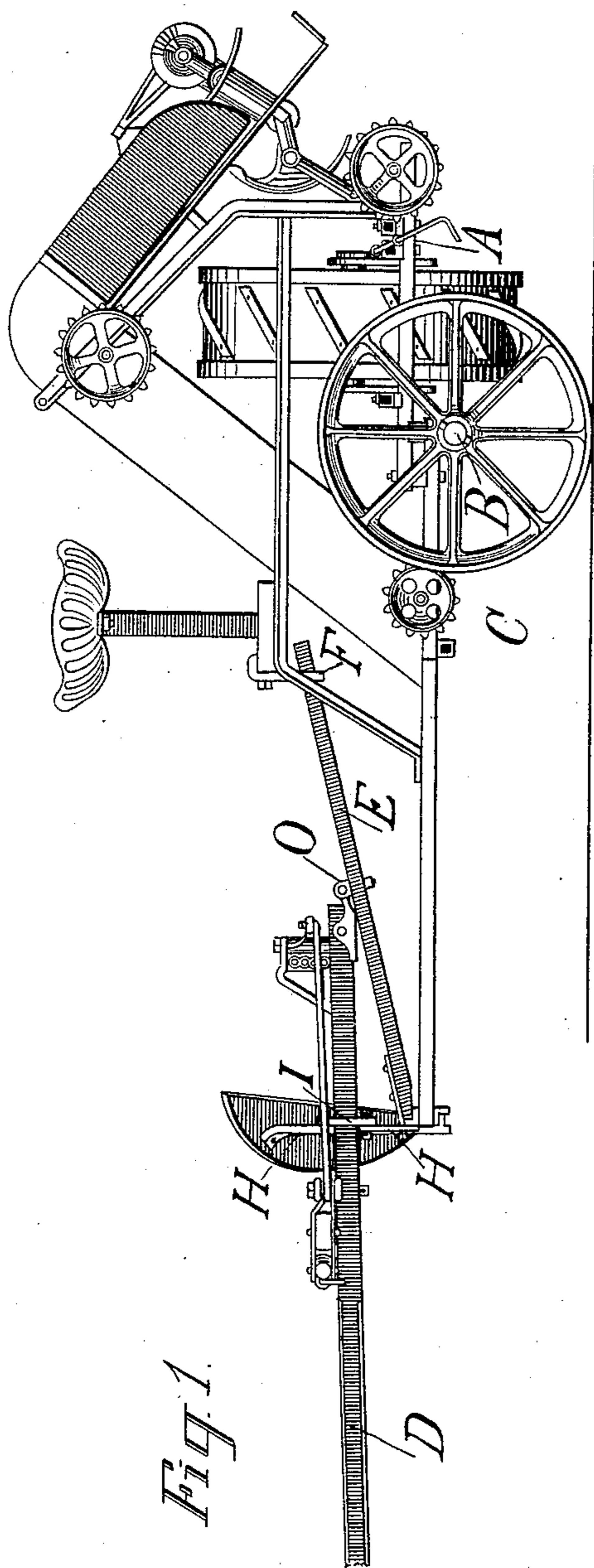


Fig. 1.

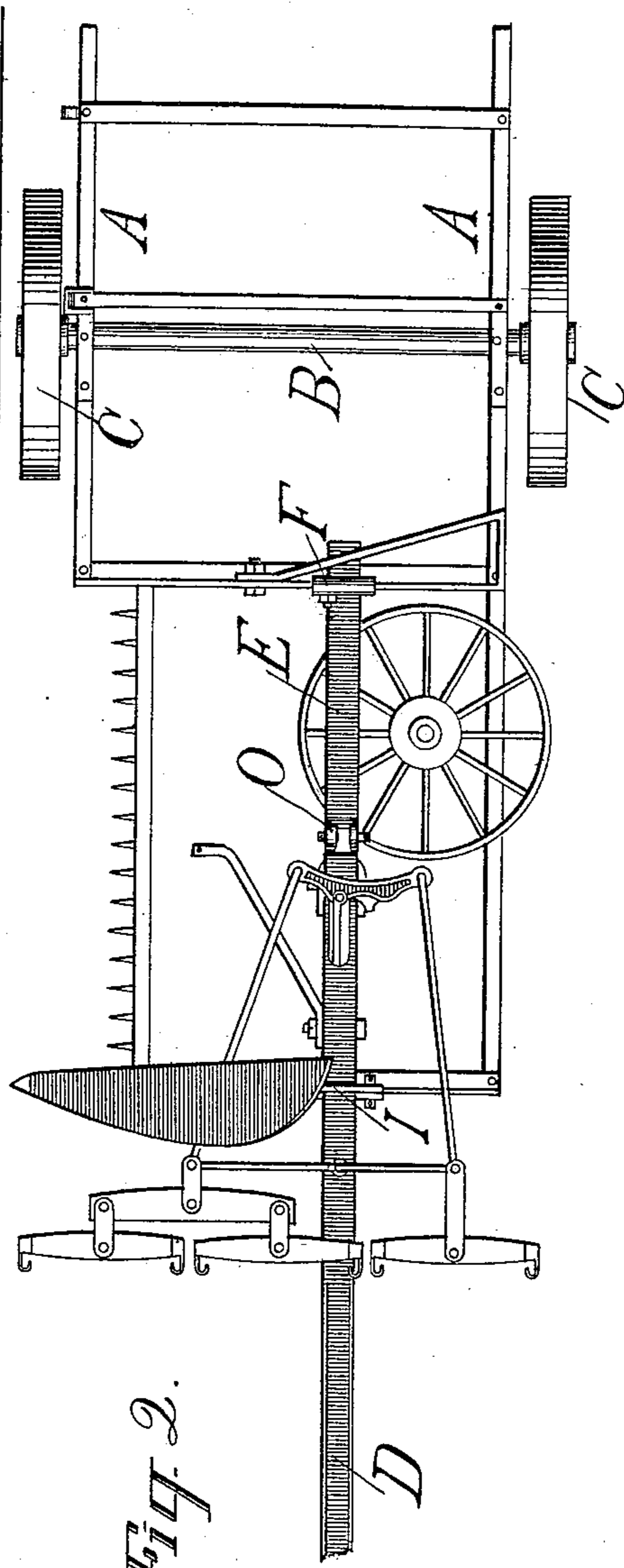


Fig. 2.

Witnesses

J. M. Culver.

Chas. Westcott

By his Attorney

Inventor

Henry E. Pridmore

R. B. Swift

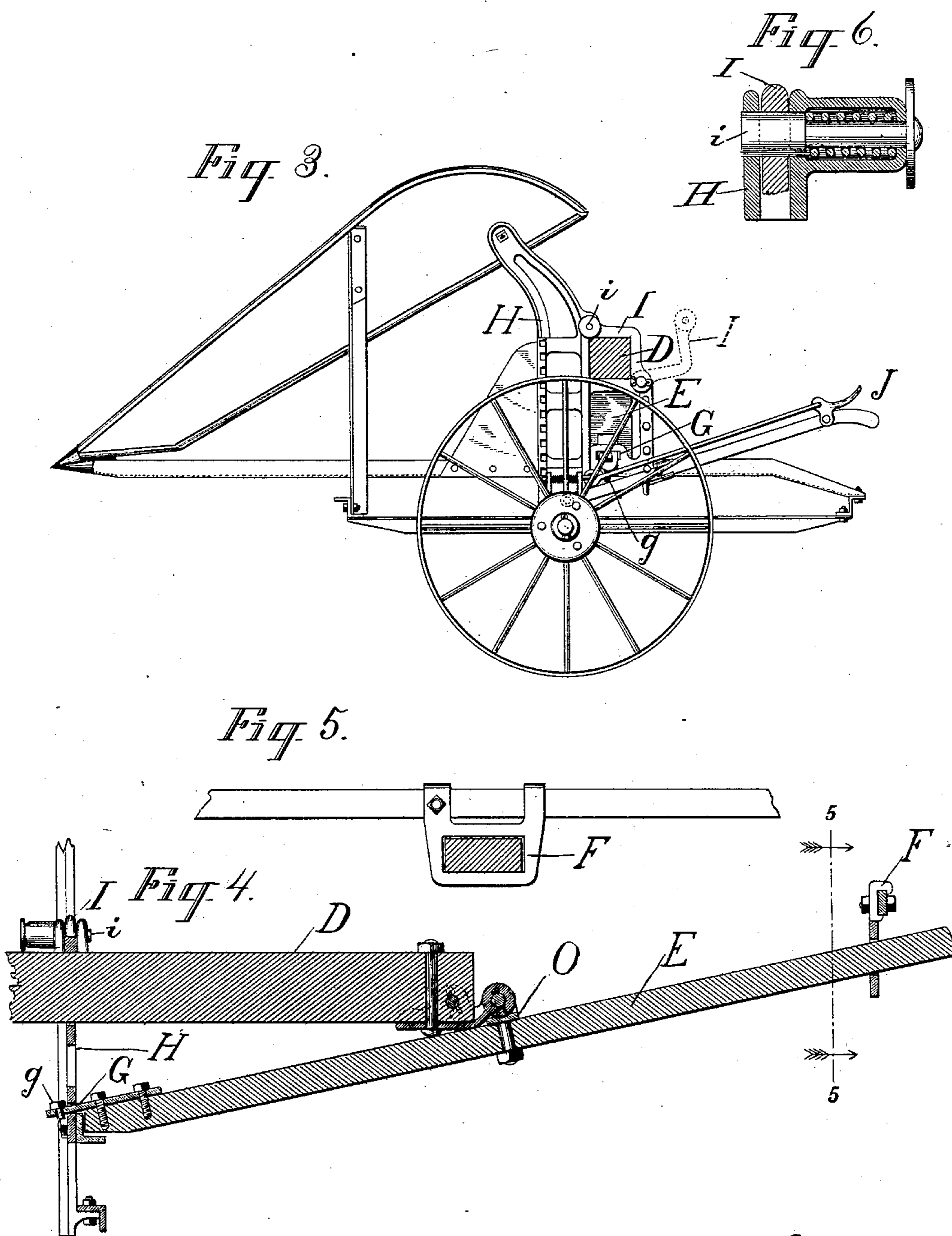
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UNITED STATES PATENT OFFICE.

HENRY E. PRIDMORE, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE McCORMICK HARVESTING MACHINE COMPANY, OF SAME PLACE.

HARVESTER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 435,521, dated September 2, 1890.

Application filed April 25, 1890. Serial No. 349,423. (No model.)

To all whom it may concern:

Be it known that I, HENRY E. PRIDMORE, a citizen of the United States of America, residing at Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Trucks for Transporting Self-Binding Harvesters, of which the following is a specification.

For some years it has been common to transport self-binding harvesters from field to field by loading them upon trucks and drawing them from one end, thus narrowing their width and making it possible to pass along narrow highways, through gates, and over bridges.

The object of my invention is to make the loading easier for the driver; to simplify the method of attaching the pole of the harvester, which is used as the pole for the truck, to the machine; to bring the draft on those parts that are able to resist it, and to keep the machine as nearly level as possible.

Referring to the drawings, Figure 1 is a rear elevation of the machine mounted upon the trucks in accordance with my invention. Fig. 2 is a top plan view of the same, with the grain-wheel of the machine removed and laid upon the platform. Fig. 3 is a detail showing how the grain end of the machine is raised by the lifting-lever, so that the tongue lies in place above the grain-wheel. The method of clamping the tongue to the divider and of fastening the supplemental reach to the divider-sill is also shown. Fig. 4 is a longitudinal section through the supplemental reach, divider, tongue, and seat-supporting cross-sill of the machine. Fig. 5 is a detail of the casting which supports the supplemental reach as it is attached to the seat-supporting cross-sill, and Fig. 6 is a part sectional view of the spring-bolt upon the tongue-clamp.

Like letters designate like parts throughout the several views.

A represents the frame of the harvester, which is mounted upon the axle B of the truck in any of the common and well-known ways and securely fastened by bolts or clamps, so as to be drawn upon the wheels C.

D is the tongue of the harvester, which is used as the tongue of the truck.

E is a supplemental reach to be placed in position whenever it is desired to attach the truck and to extend from the seat-support cross-sill to the divider-sill. At its upper end it is held by the supporting-casting F, and at its lower end an extension is passed through a hole G in the edge of the grain-wheel bridle, and fastened with a pin or cotter g. The pole D is fastened to the supplemental reach near its center by means of a pin and stationary clevis O, and to the grain-wheel bridle H by the pivoted angular clamp I. This clamp I is pivoted at one end to the grain-wheel bridle and is fastened at the other to the bridle by means of the spring-bolt i. (Shown in Fig. 6.)

In operation the machine is placed upon the truck-axle in the ordinary well-known ways. The supplemental reach E is placed in position, the tongue is detached from the machine, and the team swung around to the end with the tongue. The grain end of the machine is raised with the lifting-lever J, as shown in Fig. 3. The end of the tongue is then fastened to the reach and clamped to the divider. The grain-wheel is removed by slightly raising the end of tongue, and is thrown upon the machine in any convenient place, and all is ready for transportation.

I am aware that it has been common to load machines upon trucks in a variety of ways, to use the pole of the machine as the pole of the truck by attaching it to the platform. When the pole is bolted to the bottom of the platform it strains the machine and tilts its divider end in the air, thus throwing the main wheel of the machine nearer the ground. It also necessitates that the driver shall lift the platform from the ground in order to bolt on the pole, while with my attachment the machine is easily raised by the lifting-lever to the height demanded. In my plan the attachment of the tongue to the supplemental reach and grain-wheel bridle balances the machine, supports all of its parts, and keeps it level, while the strain of draft is largely thrown upon the sills.

What I claim is—

1. In a truck for transporting self-binding harvesters, a supplemental reach, for the purpose specified, extending from the seat-supporting cross-sill to the divider-sill, a tongue

attached thereto and to the divider, and an axle fitted with wheels upon which the machine rests and is drawn, substantially as shown and described.

5 2. In a truck for self-binding harvesters, the combination of the supplemental reach, the tongue attached thereto, and the grain-wheel bridle with clamp, substantially as and for the purpose specified.

10 3. In a truck for self-binding harvesters, an axle fitted with wheels upon which the

machine rests and is drawn, a supplemental reach extending from the seat-supporting cross-sill to the divider-sill, and a tongue attached thereto and to the grain-wheel bridle 15 by a clamp pivoted at one end to the bridle and held by a spring-pressed bolt at the other, substantially as and for the purpose specified.

HENRY E. PRIDMORE.

Witnesses:

J. M. CULVER,

CHAS. WESTCOTT.