

(No Model.)

2 Sheets—Sheet 1.

H. J. CASE.
TRANSPORTING TRUCK.

No. 545,195.

Patented Aug. 27, 1895.

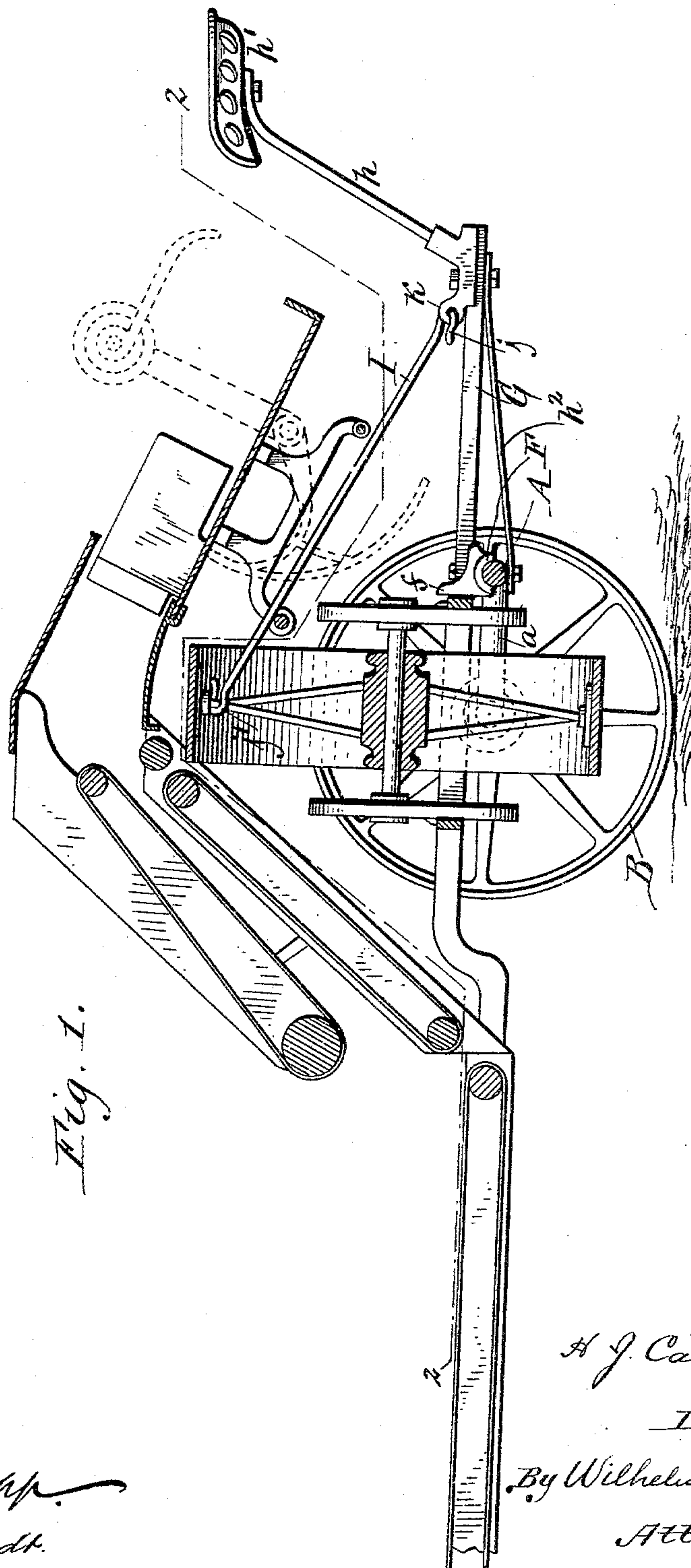


Fig. 1.

Witnesses:

Theo. L. Popp.

Chas. F. Burkhardt.

H. J. Case

Inventor.

By Wilhelm Bonnet.

Attorneys.

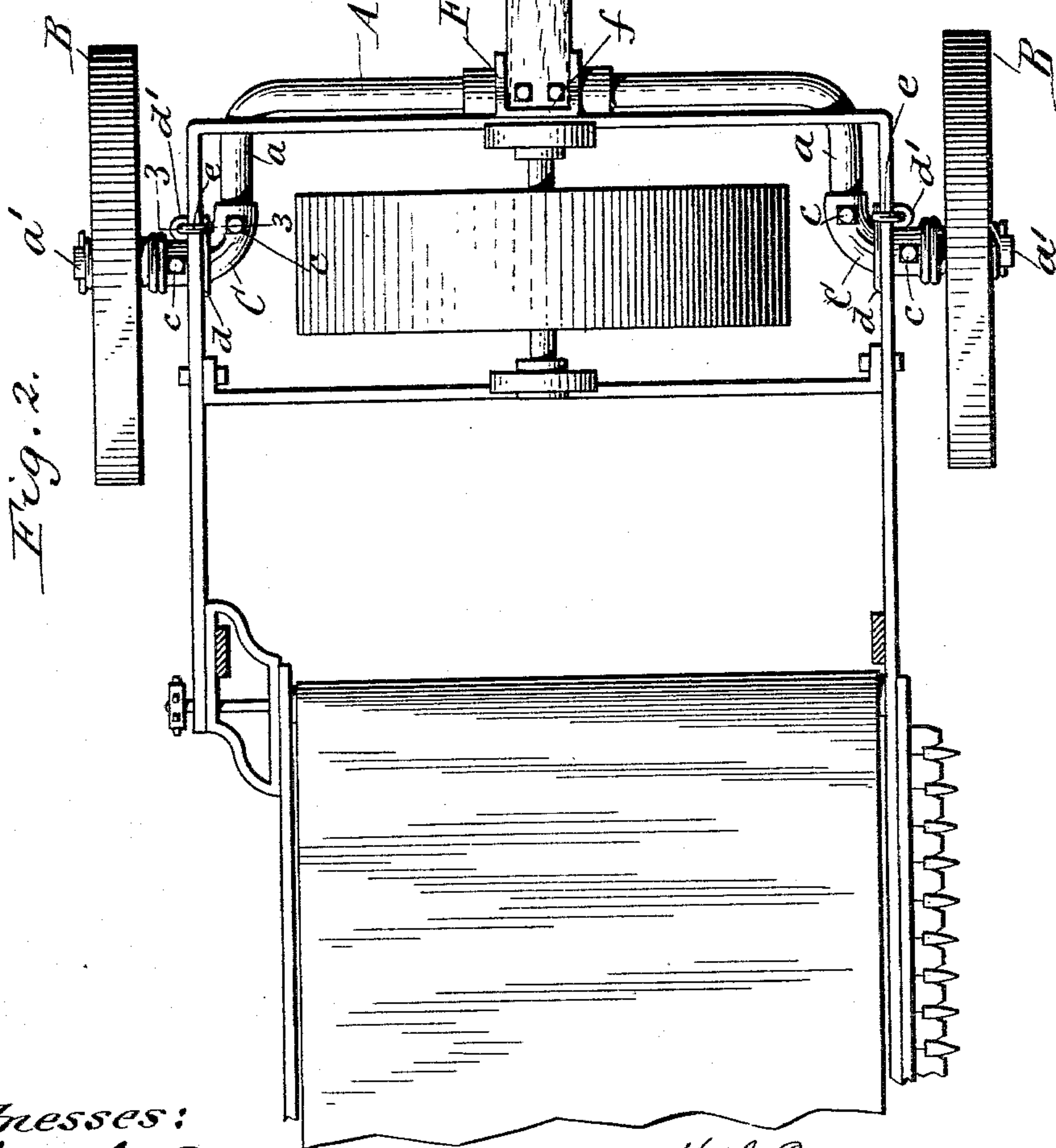
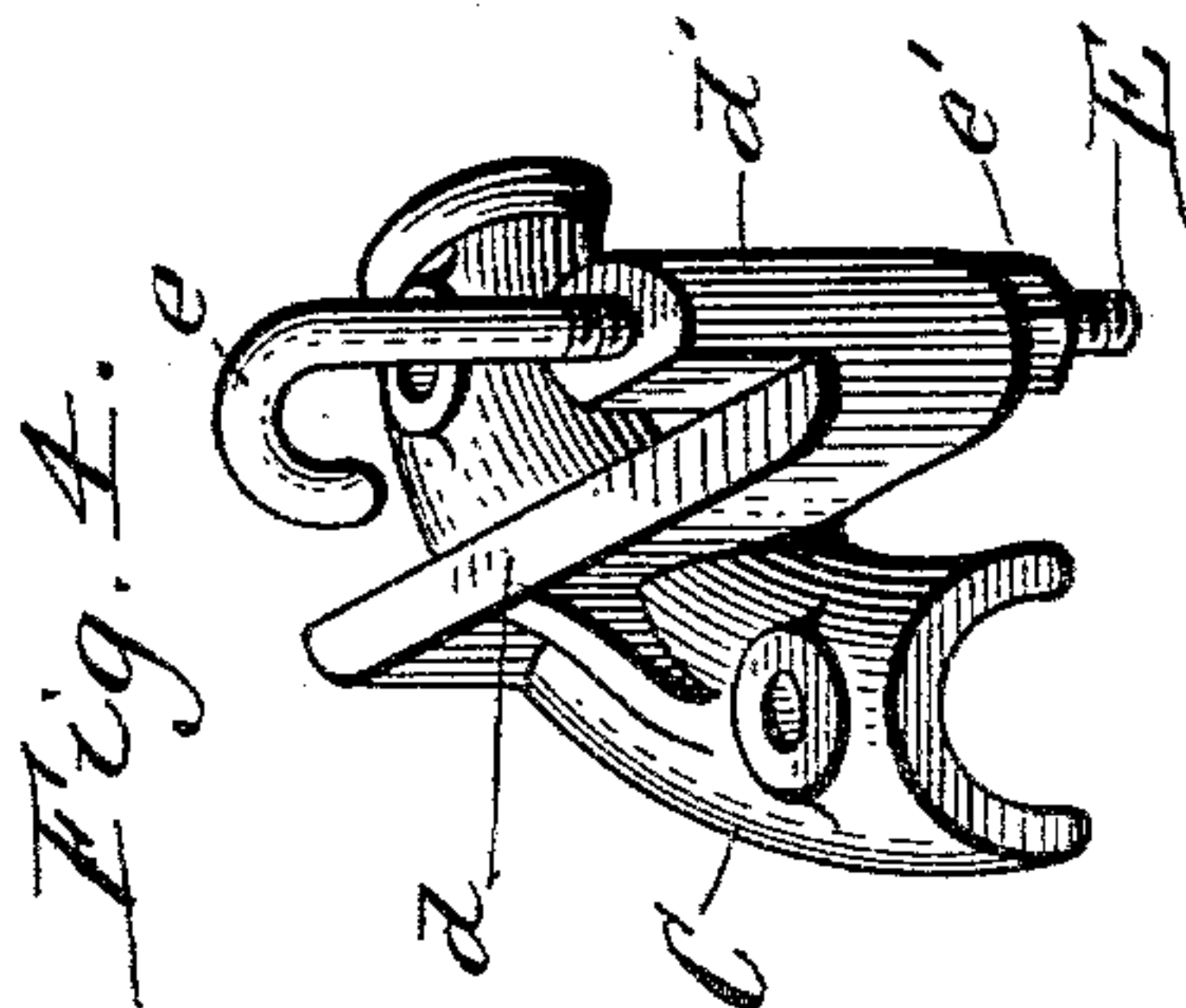
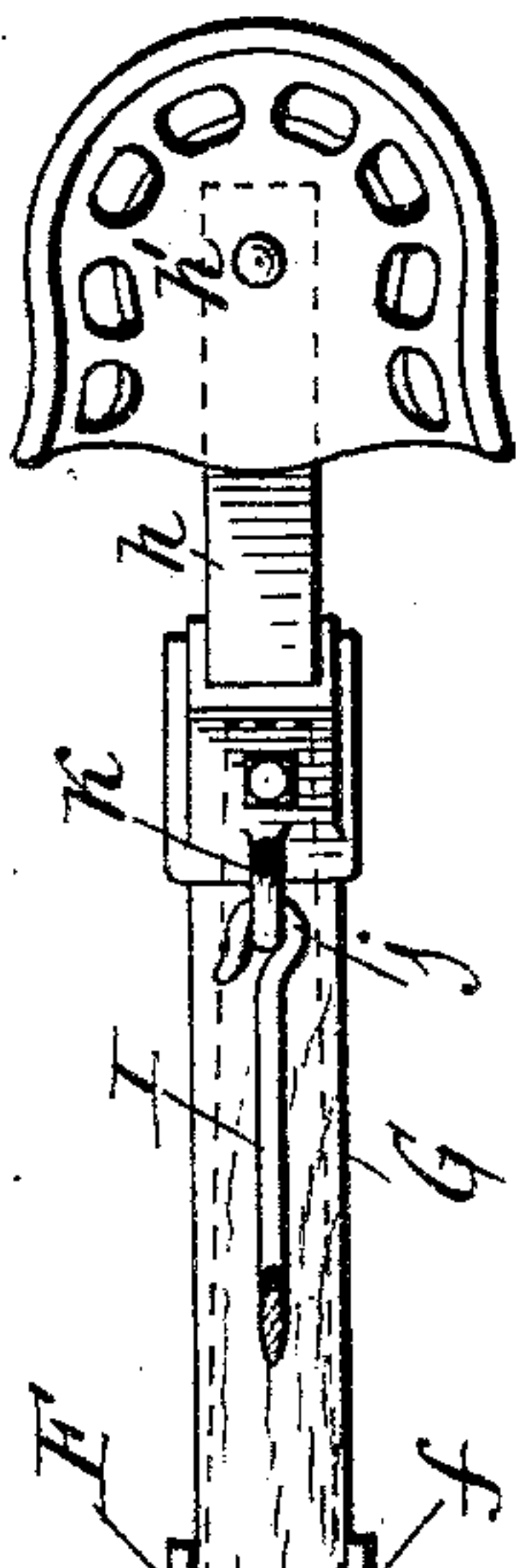
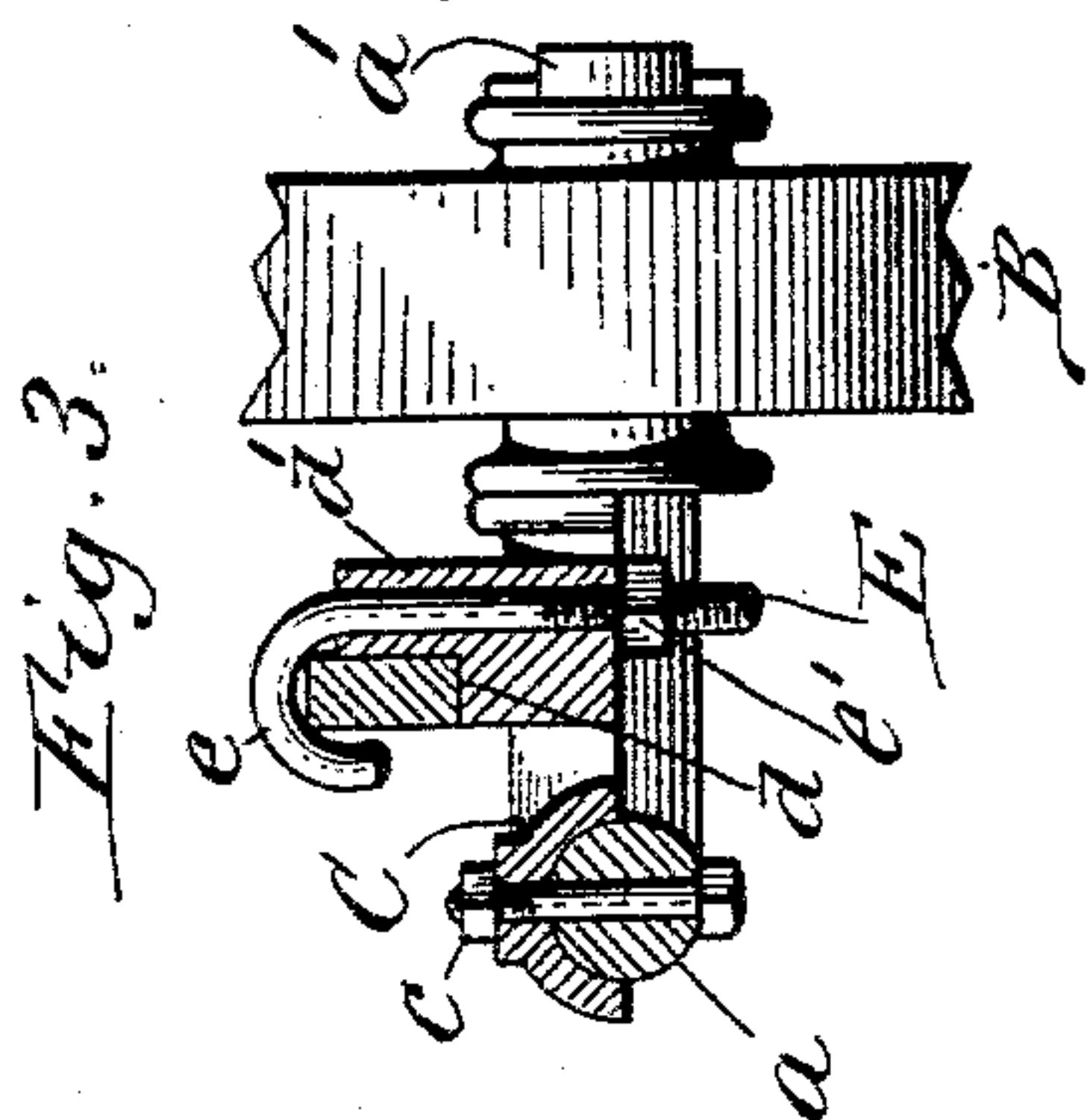
(No Model.)

2 Sheets—Sheet 2.

H. J. CASE.
TRANSPORTING TRUCK.

No. 545,195.

Patented Aug. 27, 1895.



Witnesses:

Theo. L. Popp.

Chas. F. Burkhardt.

H. J. Case

Inventor.

By Wilhelm Hornum. Attorneys.

UNITED STATES PATENT OFFICE.

HENRY J. CASE, OF OWASCO, ASSIGNOR TO THE JOHNSTON HARVESTER COMPANY, OF BATAVIA, NEW YORK.

TRANSPORTING-TRUCK.

SPECIFICATION forming part of Letters Patent No. 545,195, dated August 27, 1895.

Application filed May 13, 1895. Serial No. 549,091. (No model.)

To all whom it may concern:

Be it known that I, HENRY J. CASE, a citizen of the United States, residing at Owasco, in the county of Cayuga and State of New York, have invented a new and useful Improvement in Transporting-Trucks, of which the following is a specification.

This invention relates to that class of trucks which are more particularly designed for transporting grain-harvesters from one field to another or upon ordinary roadways.

One of the objects of my invention is to produce a simple and durable transporting-truck of this character upon which the harvester can be mounted and properly balanced without dismembering the truck.

Another object of my invention is to provide the truck with a simple and convenient support for the driver's seat, which can be readily placed in position.

In the accompanying drawings, consisting of two sheets, Figure 1 is a longitudinal sectional elevation of my improved transporting-truck and the stubbleward portion of a grain-harvester mounted thereon. Fig. 2 is a horizontal section of the same in line 2 2, Fig. 1. Fig. 3 is a fragmentary cross-section, on an enlarged scale, in line 3 3, Fig. 2. Fig. 4 is a perspective view of one of the saddles and connecting parts, whereby the frame of the grain-harvester is secured to the transporting-truck.

Like letters of reference refer to like parts in the several figures.

The frame of the transporting-truck is made in the form of a crank and consists of a transverse bar or rod, which is bent to form a body or central portion A, two forwardly-projecting arms *a a* arranged at opposite ends of the body and at right angles thereto, and two spindles or arbors *a'* projecting outwardly from the front ends of the arms and arranged axially in line with each other and parallel with the body.

BB represent two supporting-wheels, which are journaled on the outer ends of the spindles.

The truck-frame is provided at the junction of its arms and spindles with fastening devices, whereby the frame of the grain-harvester is secured to the truck, each of said fas-

tening devices being preferably constructed as follows:

C is a curved saddle, which fits over the curved portion of the truck-frame at the junction of one of its arms and the adjacent spindle and which is secured thereto by bolts *c*. This saddle is provided on its upper side with a seat *d*, upon which one of the members of the harvester-frame is adapted to rest. Adjacent to the outer side of this seat the saddle is provided with an upwardly-projecting lug or post *d'*, against which the outer side of the harvester-frame is adapted to bear, and whereby the same is held against lateral movement on the seat.

E represents a clamping rod or bolt, whereby the harvester-frame is secured to the saddle. This rod is arranged in a vertical opening formed in the saddle-post and is provided at its upper end with a hook *e*, which engages over that portion of the harvester-frame resting on the saddle-seat. This hook is firmly held against the harvester-frame by a screw-nut *e'* arranged on the lower screw-threaded portion of the clamping-bolt and bearing against the under side of the saddle-post.

F represents a saddle, secured centrally on the body of the truck-frame and provided with an upwardly-projecting transverse flange *f*, against which one of the longitudinal bars on the stubbleward side of the harvester-frame is adapted to bear.

G represents a horizontal supporting-bar extending rearwardly from the offset body of the truck-frame and secured at its front end to the central saddle F. This supporting-bar is provided at its rear end with a seat-standard *h*, having a seat *h'* at its upper end.

*h*² is a brace secured with its front end to the under side of the body and with its rear end to the under side of the supporting-bar near the rear end of the latter. The rear end of the supporting-bar is held in position when in use by a hanger or supporting-rod I, which is provided at opposite ends with hooks *j j'*, the lower hook *j* engaging with an eye *k* on the rear end of the supporting-bar, while the upper hook *j'* engages with one of the upper spokes of the driving-wheel or some other elevated part of the harvester.

In mounting the harvester upon the transporting-truck its stubbleward portion is raised and placed with its transverse front and rear members upon the seats of the side-saddles C 5 and with one of the longitudinal members on its stubbleward portion bearing against the central saddle F. The clamping-bolts E are next engaged with the harvester-frame and tightened for securing the frame to the side-saddles, and the hanger I is attached with its 10 upper end to one of the spokes of the driving-wheel, so as to sustain the supporting-bar, seat-standard, and seat. The body of the transporting-frame is offset horizontally to 15 such an extent as to allow the harvester-frame to be set rearward upon the truck far enough to bring the driving-wheel in line with the wheel-spindles *a'*. This construction permits the center of gravity to be brought substantially in line with the spindles, thereby 20 enabling the harvester to be properly balanced on the truck. By offsetting the frame of the truck the latter can be applied to the harvester-frame from the stubbleward side 25 without dismembering any portion of the truck. Heretofore the supporting-wheels were connected by a straight axle, which was secured to the harvester-frame inside of the driving-wheel in order to avoid the latter, but 30 this arrangement caused the harvester to be unbalanced on the transporting-truck on account of the overhanging weight of the driving-wheel. In this construction it was also necessary to remove one of the supporting- 35 wheels in order to enable the axle to be applied to the harvester-frame.

The seat-support, arranged on the rear portion of the truck, is simple in construction and can be readily placed in position for use.

40 I claim as my invention—

1. In a transporting truck, the combination with the frame provided with a rearwardly offset body or central portion, and wheel spin-

dles arranged at the ends of the offset body, of saddles arranged on said frame, and clamping devices arranged adjacent to said saddles, 45 substantially as set forth.

2. The combination with the frame provided with an offset body or central portion and wheel spindles arranged at the ends of 50 the offset body, of saddles arranged at the junction of the offset body with said spindles and each provided with a seat and adjacent to said seat with a raised lug or post, and fastening bolts arranged in said lugs or posts, 5 substantially as set forth.

3. The combination with the frame of the truck having a rearwardly offset body or central portion and wheel spindles arranged at the ends of said offset body, of a seat sup- 60 porting bar extending rearwardly from the offset body of the frame and a hanger or supporting rod whereby the seat supporting bar is sustained in its normal position, substantially as set forth. 65

4. In a transporting truck, the combination with the frame and the wheels journaled thereon of a supporting bar projecting rearwardly from said frame, a seat mounted on said supporting bar, and a hanger or support- 70 ing rod connected with the rear portion of the supporting bar, substantially as set forth.

5. In a transporting truck, the combination of a rearwardly offset frame having at its front ends laterally projecting wheel spindles 75 and wheels, supporting saddles and clamping devices whereby the truck frame is detachably secured to the harvester frame, a seat supporting bar extending rearwardly from the offset frame and a seat mounted thereon, 80 substantially as set forth.

Witness my hand this 4th day of May, 1895.

HENRY J. CASE.

Witnesses:

HARRY R. STONE,
LEWIS D. COLLINS.