

No. 630,332.

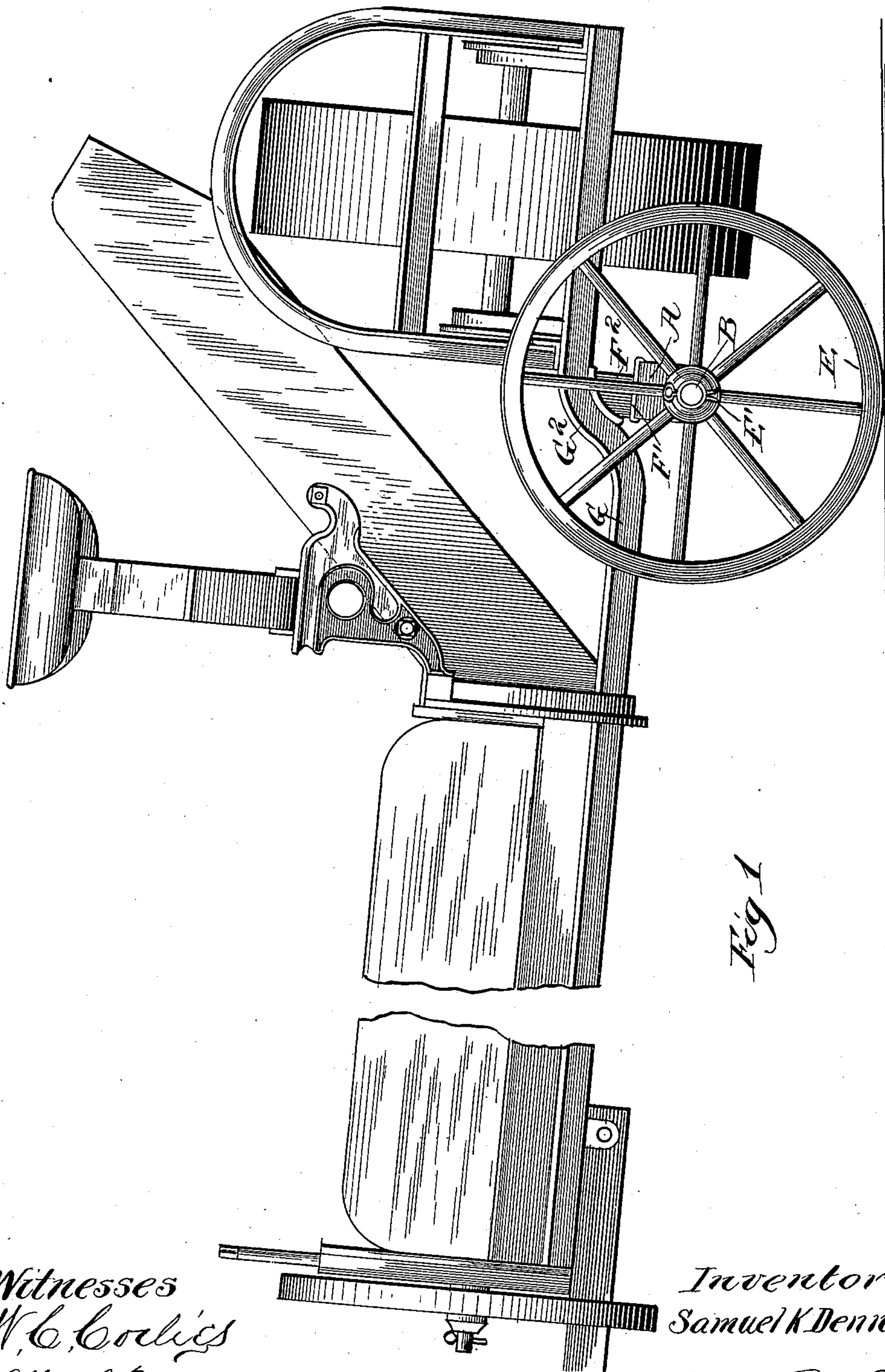
Patented Aug. 8, 1899.

S. K. DENNIS.
TRUCK FOR GRAIN BINDERS.

(Application filed Oct. 14, 1898.)

(No Model.)

3 Sheets—Sheet 1.



Witnesses
W. C. Corlies
Allan A. Murray

Inventor
Samuel K Dennis

By *Coburn, Hibben & McElroy*
Attys.

No. 630,332.

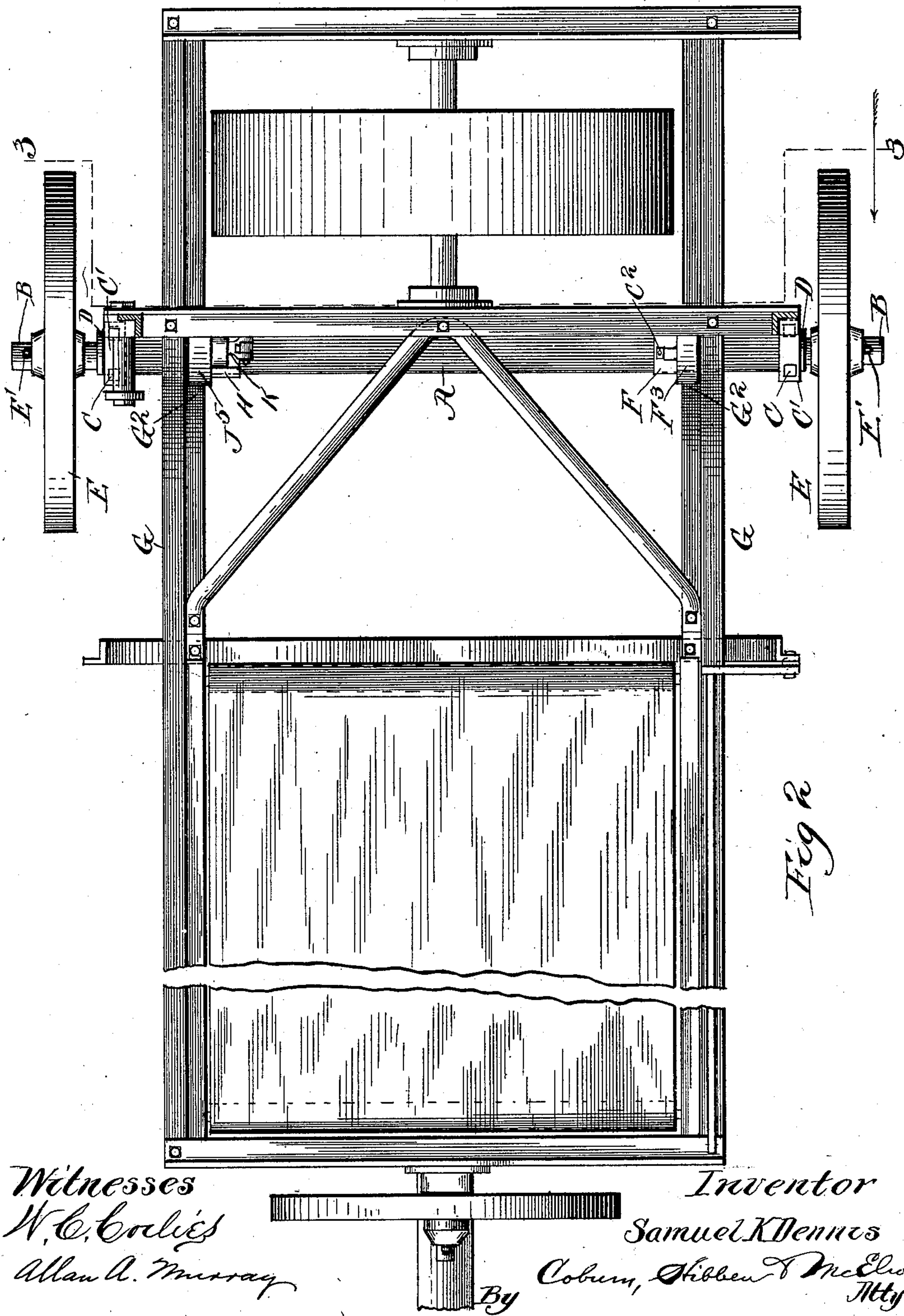
Patented Aug. 8, 1899.

S. K. DENNIS.
TRUCK FOR GRAIN BINDERS.

(Application filed Oct. 14, 1898.)

(No Model.)

3 Sheets—Sheet 2.



Witnesses
W. C. Coates
Allan A. Murray

Inventor
Samuel K. Dennis
By Coburn, Shilbenn & McElroy
Atty.

No. 630,332.

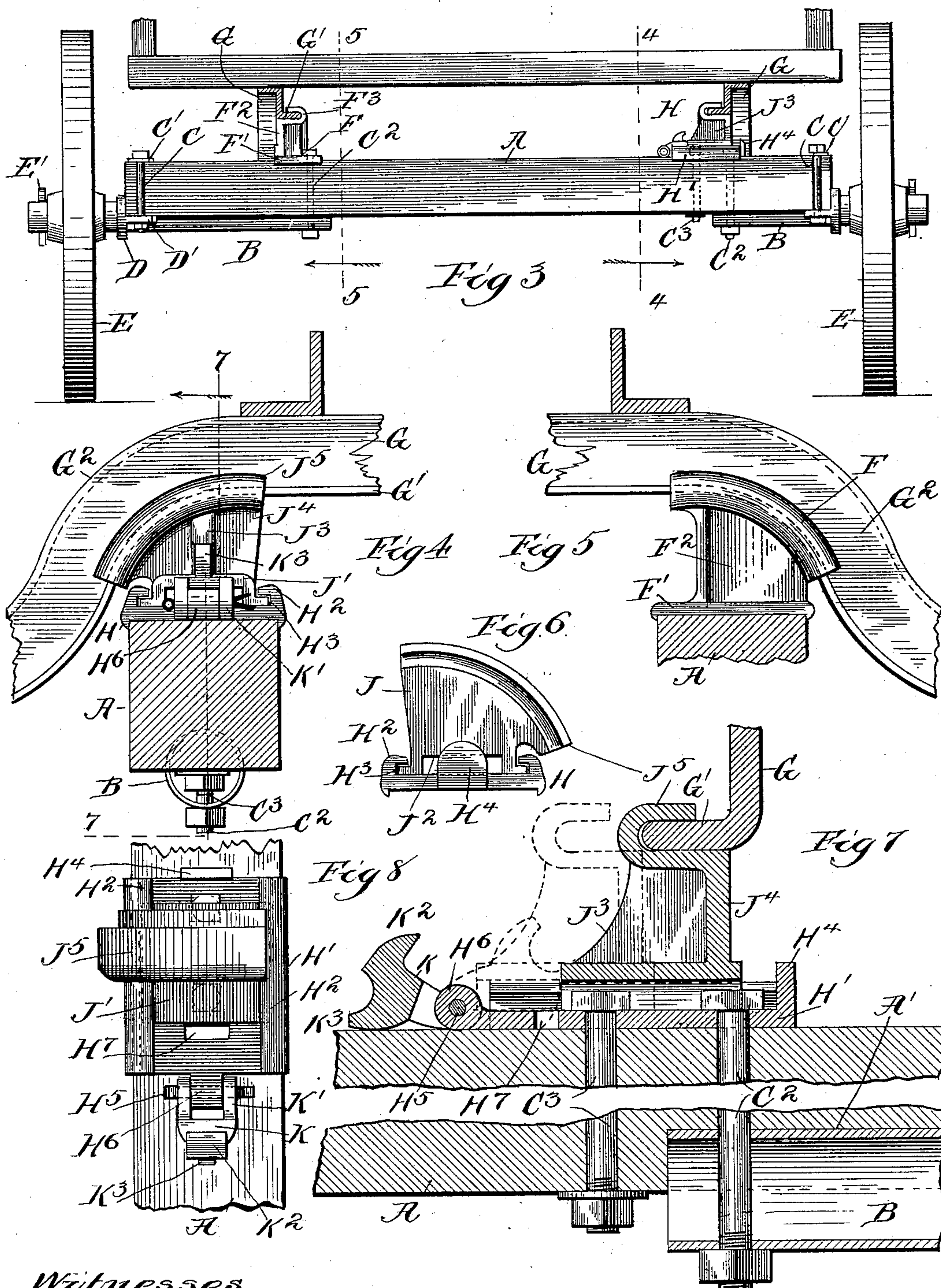
Patented Aug. 8, 1899.

S. K. DENNIS.
TRUCK FOR GRAIN BINDERS.

(Application filed Oct. 14, 1898.)

No Model.)

3 Sheets—Sheet 3.



Witnesses
W. C. Corlies
Allan A. Murray

Inventor
Samuel K Dennis
By Colburn, Hibben & McElroy Attys

UNITED STATES PATENT OFFICE.

SAMUEL K. DENNIS, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE PLANO MANUFACTURING COMPANY, OF SAME PLACE.

TRUCK FOR GRAIN-BINDERS.

SPECIFICATION forming part of Letters Patent No. 630,332, dated August 8, 1899.

Application filed October 14, 1898. Serial No. 693,533. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL K. DENNIS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Trucks for Grain-Binders, of which the following is a specification.

My invention relates to certain improvements in trucks which are used, primarily, for the purpose of transporting grain-binders and similar harvesting machinery from one place to another and is designed to produce a truck which shall be extremely simple and upon which a grain-binder can be readily and firmly secured despite any slight variations which may occur in the size or measurements of the machine.

Referring to the accompanying sheets of drawings, in which the same letters of reference are used to designate identical parts in all the views, Figure 1 is a side elevation of my improved truck, showing the grain-binder mounted thereon. Fig. 2 is a plan view of the truck with the binder thereon, but with the upper portion thereof removed and some of the parts in section to more clearly illustrate the construction and relation of the parts. Fig. 3 is a rear elevation of the truck with the machine thereon and in section on the line 3 3 of Fig. 2. Fig. 4 is an enlarged view of a portion of said truck in section on the line 4 4 of Fig. 3. Fig. 5 is a similar view on the line 5 5 of Fig. 3. Fig. 6 is a rear elevation of the clamping member shown in Fig. 4. Fig. 7 is a sectional view on the line 7 7 of Fig. 4, and Fig. 8 is a plan view of the movable clamping member shown in Fig. 4.

A represents the bolster of the truck, which is ordinarily made of wood and has the axles B, which I construct of sections of gas-pipe and which have their inner ends embedded in the semicylindrical grooves A' in the under side of the ends of the bolster. The axles B are securely held in place by means of the bolts C, which pass through the plate C' on the upper side of the bolster and through the thimble D, which has projecting rearwardly therefrom the arms D', taking against the under side of the ends of the bolster on either side of the gas-pipe B. I preferably groove the sides of the bolster A, so that the bolts C

are partially embedded therein. In addition to the bolts C, I employ bolts C², which pass through the clamping-plates, to be subsequently described, through the bolster, and through the inner ends of the gas-pipe B. The wheels E are mounted upon the axles thus formed by the portion of the gas-pipe B projecting beyond the thimbles D and are held in place by the cotters E', passing through the ends of the gas-pipe B in the customary manner.

The parts heretofore described comprise the body of my improved truck, and the remaining features of the invention are concerned with the clamping mechanism for holding the binder in place. These clamping members comprise the stationary plate F, (best shown in Figs. 3 and 5,) which consists of the broad base portion F', seated on the upper side of the bolster and secured thereto by the bolt C² previously mentioned, and an upright web F², terminating in a grooved flange F³, which is designed to cooperate with one of the inner flanges G' of the Z-bars G, that constitute a portion of the framework of the binder. The shape of this grooved flange F³ will depend upon the shape of the portion of the framework with which it is designed to cooperate, and I have shown in the drawings a construction which is designed to cooperate with a particular form of machine which has the curved portions G² in the aforesaid Z-bars G of the frame.

The remaining clamp H, which I designate as the "movable" one to distinguish it from the stationary one F, consists of the stationary base-piece H', which is of the shape best shown in Figs. 4, 6, 7, and 8, and which is seated on the upper side of the bolster A and is secured thereto by one of the bolts C² previously mentioned, as well as by the additional bolt C³, which passes through the base-plate and the bolster. This base-plate H' has its sides H² constructed so as to form the oppositely-disposed grooves H³, arranged longitudinally of the bolster A. These grooves serve to hold the movable member J of the clamp in position, and the upwardly-projecting lug H⁴ is provided at the outer end thereof to limit the movement of the member J in one direction, while its movement in the other

direction is limited (when the parts are assembled) by the cotter pin or pivot H^5 , passing through the member H^6 of the hinge formed by its cooperation with the ears K' of the locking-dog K , which has the nose K^2 , which takes into the aperture H^7 , formed in the base-plate H' to hold the movable member J in position, as shown in Fig. 3 and in dotted lines in Fig. 7. The locking-dog K has the tail K^3 , by which it may be readily manipulated.

The movable member J of the clamp consists of the broadened base J' , the edges of which slide in the grooves H^3 and the under surface of which is cut away to form the channel J^2 , which accommodates the heads of the bolts C^2 and C^3 and permits it to pass over the member H^6 in assembling the parts. The member J is provided with upwardly-extending webs J^3 and J^4 , arranged at right angles to each other and which support a grooved flange J^5 , corresponding to the grooved flange F^3 of the stationary clamp, but having its curve oppositely disposed to cooperate with the curved portion G^2 of its particular Z -bar G .

The operation of my improved construction will be readily seen. By elevating the platform end of the machine the truck may be readily moved thereunder into the position shown in Fig. 1, and with the movable clamp J in the dotted-line position the opposite Z -bar G may be readily placed in the stationary clamp F , when the other Z -bar will be in position to be secured by the movable clamp J when it is moved to the full-line position of Fig. 7, where it is secured by the locking-dog K . When the harvester is transported to its destination, the operation is reversed to remove it from the truck.

It will be understood that my invention is capable of some modifications and that I do

not desire to be limited to the exact form shown and described; but

What I claim, and desire to secure by Letters Patent of the United States, is—

1. In a truck, the combination of the bolster, with the fixed clamp secured toward one end thereof, an oppositely-disposed clamp movable longitudinally of the bolster, and means for holding the movable clamp in position to firmly secure the frame of the machine, substantially as described.

2. In a truck, the combination of the bolster A , with the fixed clamp F fastened toward one end thereof and shaped to cooperate with the framework of a binder, the clamp J oppositely located and correspondingly shaped and movable longitudinally of the bolster, and means for holding the clamp J in its operative position to securely hold the binder.

3. In a truck, the combination of the stationary base-plate H having the channels H^3 therein, with the movable clamping member J sliding in said channels, and the pivoted dog K cooperating with the aperture H^7 in said base H to hold the clamp J in position.

4. In a truck, the combination of the bolster A , with the hollow tubular axles having one of their ends embedded in the under side thereof, the fixed and movable clamps located on the upper side of said bolster and over the inner ends of the axles, and the bolts passing through the clamps, bolster and axles, substantially as and for the purpose described.

In witness whereof I have hereunto set my hand this 11th day of October, 1898.

SAMUEL K. DENNIS.

In presence of—

ALLAN A. MURRAY,
LOUISE E. SERAGE.