

No. 868,139.

PATENTED OCT. 15, 1907.

H. O. STEINHAUER.  
BINDER TRUCK.

APPLICATION FILED APR. 13, 1907.

2 SHEETS—SHEET 1.

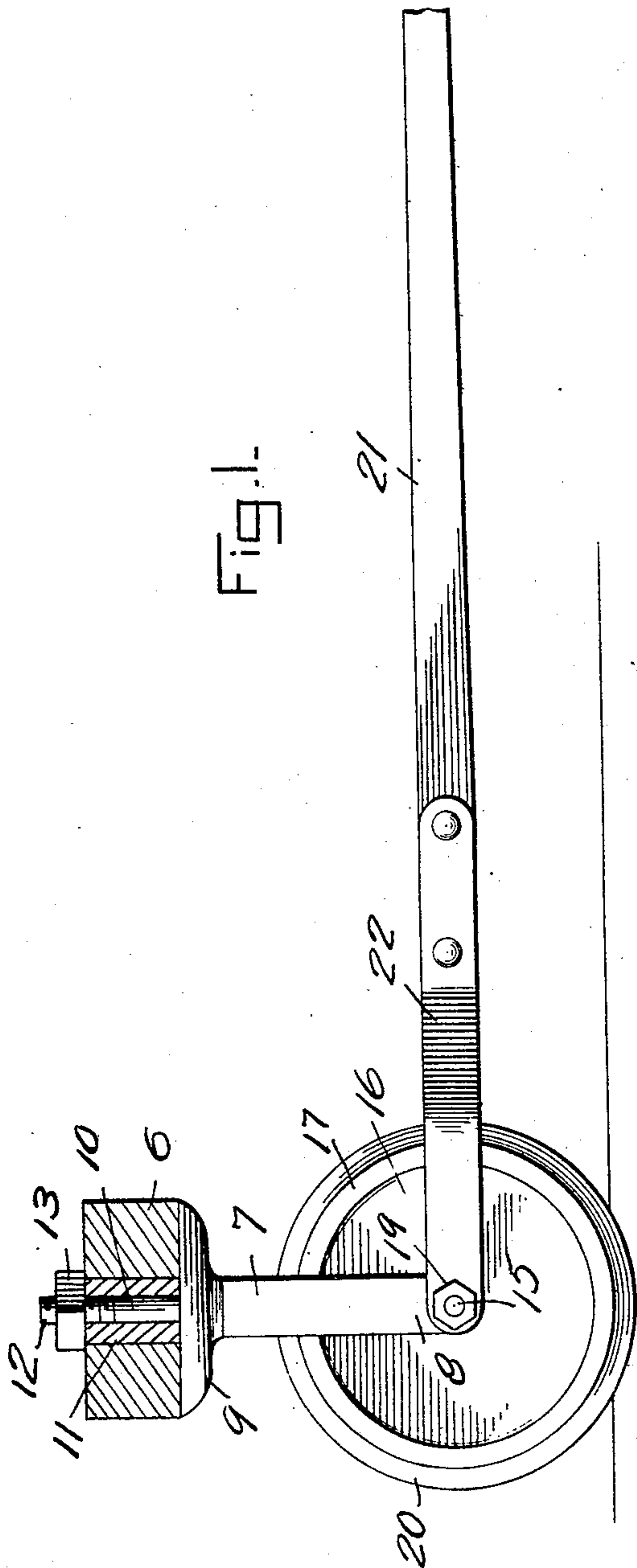


Fig. 1.

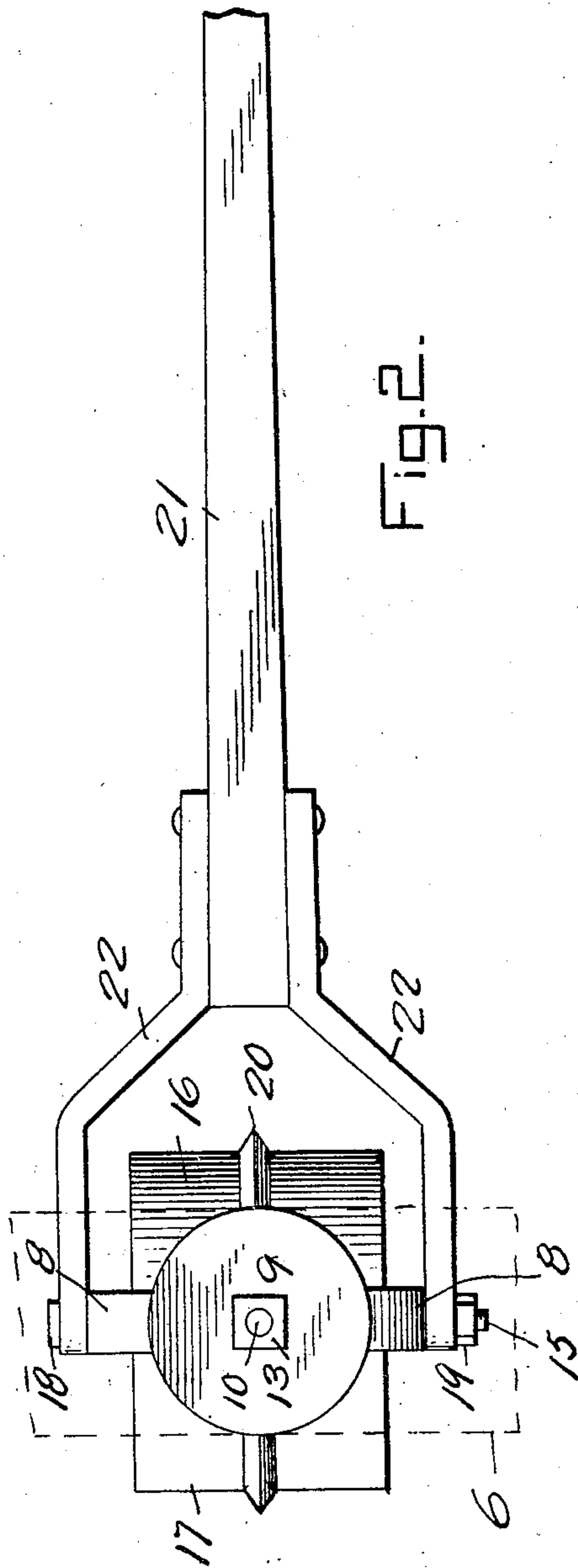


Fig. 2.

Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

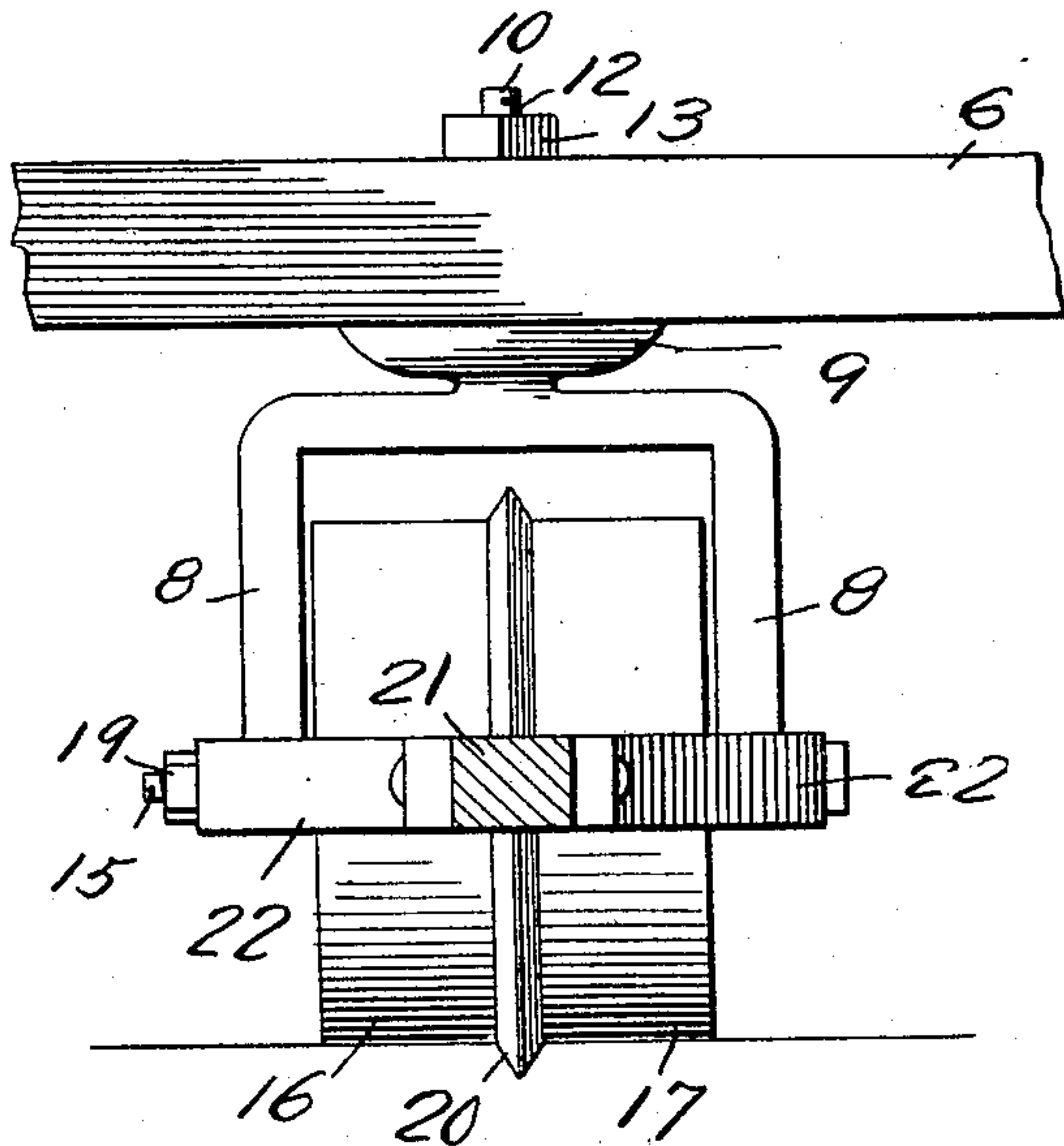


Fig. 4.

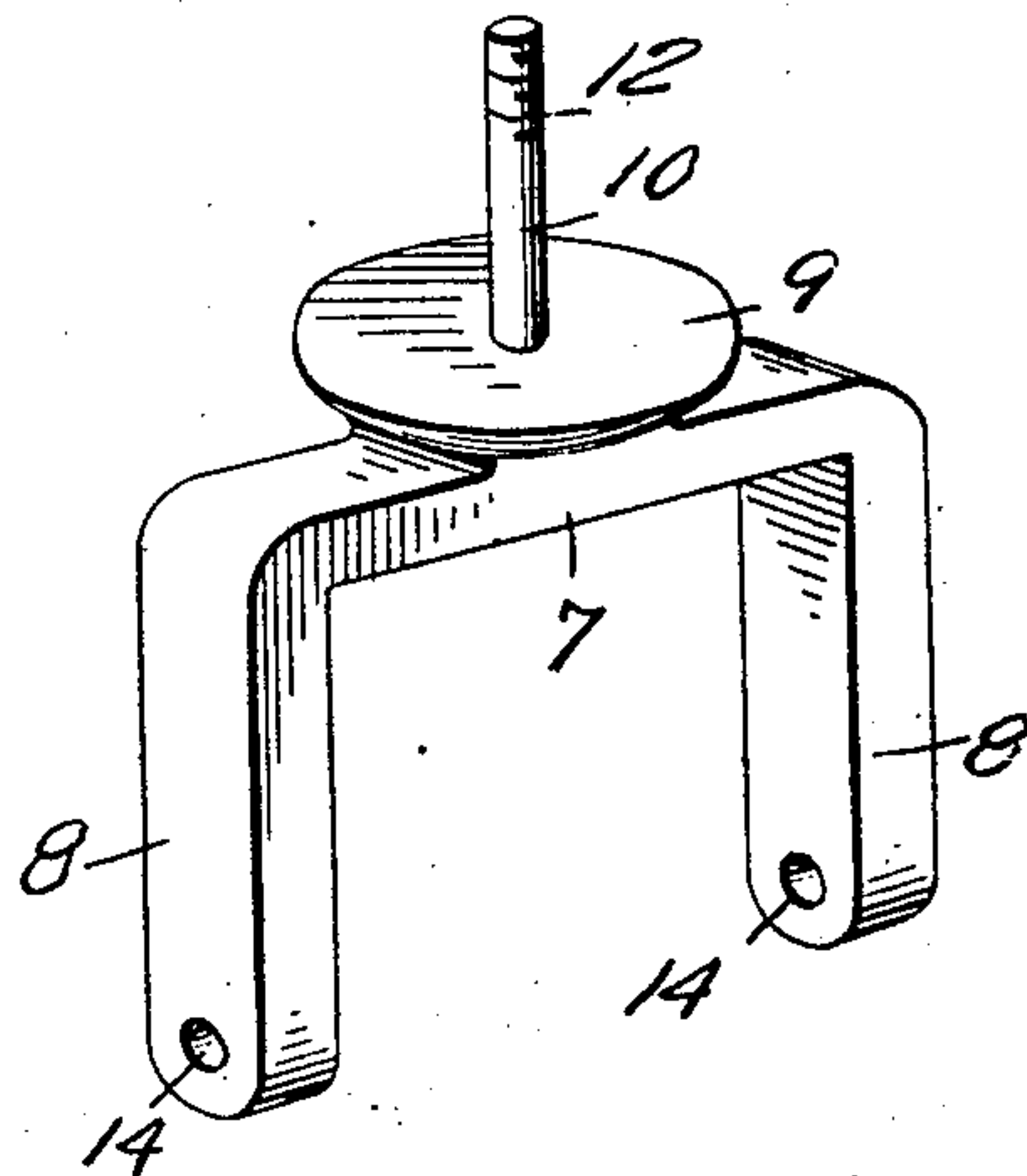
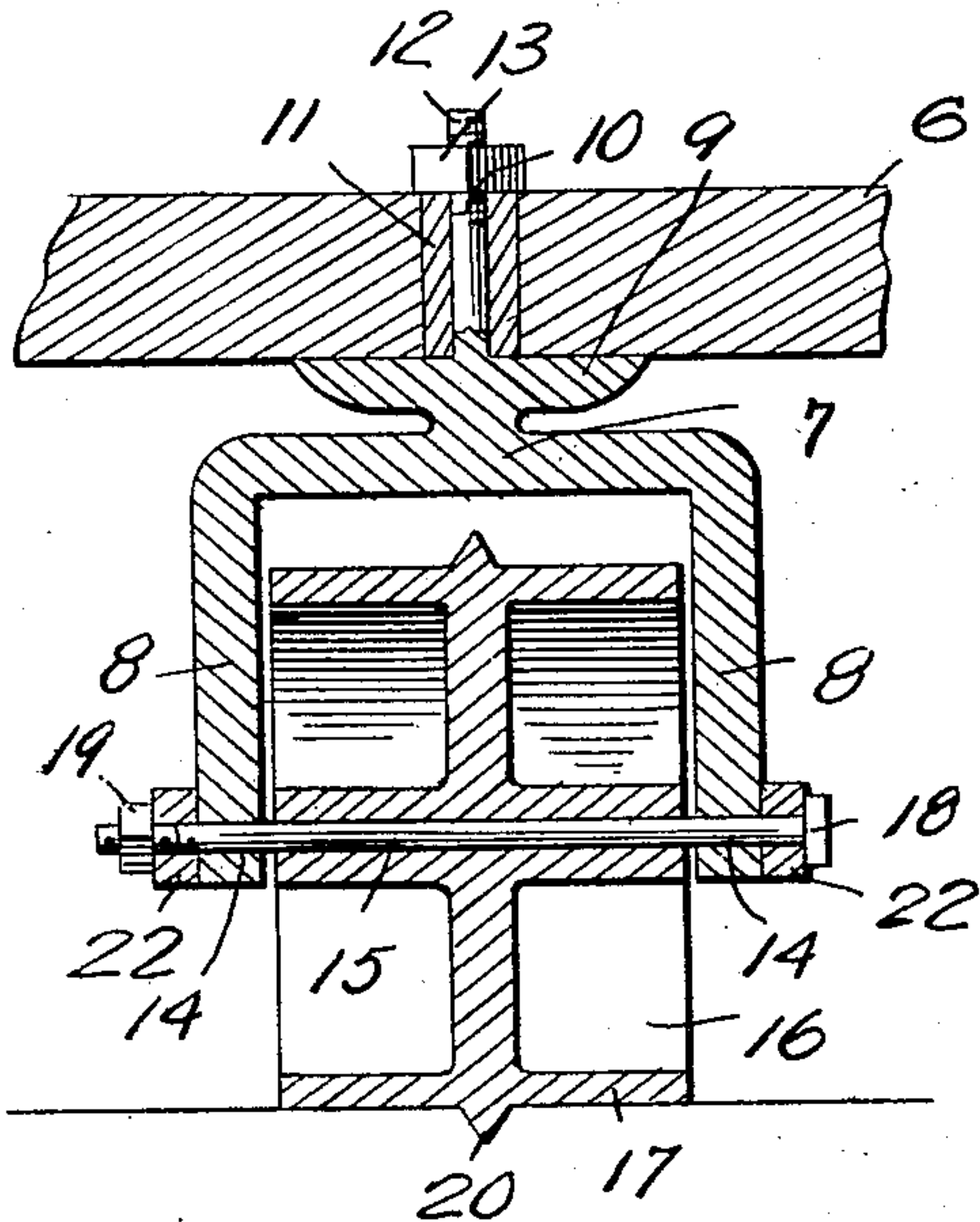


Fig. 5.

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# UNITED STATES PATENT OFFICE.

HERMAN O. STEINHAUER, OF BRICELYN, MINNESOTA.

## BINDER-TRUCK.

No. 868,139.

Specification of Letters Patent.

Patented Oct. 15, 1907.

Application filed April 13, 1907. Serial No. 368,040.

*To all whom it may concern:*

Be it known that I, HERMAN O. STEINHAUER, a citizen of the United States, residing at Bricelyn, in the county of Faribault, State of Minnesota, have invented certain new and useful Improvements in Binder-Trucks; 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.

This invention relates to binder trucks and more particularly to the manner of supporting the same for travel, the object of the invention being primarily to prevent tipping of the binder truck while turning.

In the forms of trucks now in use, the truck is supported by two wheels carried by an axle upon which a bolster is mounted to turn, the bolster serving to support the truck, but it has been found in turning the truck, and especially where a short turn is taken, the truck will tip to one side and as stated above the object of my invention is to overcome this feature.

Broadly stated, the invention resides in the provision of an arched bolster which supports the forward end of the truck and has a turning movement relative thereto, there being a broad flanged wheel journaled in the arch of the bolster. The hounds for the tongue of the truck are pivotally connected with the axle upon which the wheel is journaled and consequently a much more substantial structure is provided than similar trucks now in use.

In the accompanying drawings, Figure 1 is a side elevation of the front end of a binder truck showing the application of my invention thereto, Fig. 2 is a top plan view, Fig. 3 is a front elevation, Fig. 4 is a detail vertical transverse sectional view, Fig. 5 is a detail perspective view of the arched bolster for the truck.

In the drawings there is illustrated the forward end of a binder truck, the said truck being of the usual construction.

The arched bolster embodied in my invention is indicated in general by the numeral 7 and includes spaced legs or standards 8 which are substantially parallel. A circular head 9 is formed integral with the connecting or body portion of the arched bolster at the middle thereof and has its upper face flat and smooth so as to afford a bearing surface upon which the under side of the forward end of the frame rests. Formed integral with and projecting upwardly from the center of the bearing face of this head 9 is a stud 10 which is rotatably received in a bearing 11 arranged at the forward end of the binder truck. The upper end of the stud 10 is threaded as at 12 for the engagement thereon of a nut 13 which nut of course serves to prevent disengagement of

the stud from its bearing. From the above description and from the drawings it will be observed that the bolster may bodily have a turning movement with respect to the truck.

Formed at the lower end of each of the legs or standards 8 is a bearing 14 and through these bearings is passed a shaft 15 upon which, and between the legs or standards is rotatably journaled a wheel 16 having a broad rim 17, the shaft being provided at one of its ends with a head 18 and having engaged upon its opposite end a nut 19, it being understood that the head and the nut serve to prevent accidental disengagement of the shaft from its bearings. Formed integral with the rim of the wheel 16 is a sharp peripheral-flange 20 which, as the wheel passes over the surface of the ground, sinks thereinto and prevents the side slipping of the wheel.

The numeral 21 indicates the pole for the truck and bolted to the pole in the usual manner are hounds which at their rear ends are connected loosely with the shaft 15 outwardly of the lower ends of the legs or standards 8.

It will be understood from the foregoing that when the tongue is swung, the bolster for the truck will also be correspondingly turned.

What is claimed is—

1. The combination with a binder truck, of an arched bolster mounted for turning movement beneath the truck, a shaft supported by the bolster, a wheel journaled upon the shaft and in the arch of the bolster, said wheel being provided with a peripheral flange, a tongue, and hounds carried by the tongue and connected with the shaft.

2. The combination with a binder truck, of an arched bolster provided with a bearing head upon which a portion of the truck rests, a stud projecting upwardly and centrally from the head and through a bearing in the said portion of the truck, the upper end of the stud being threaded, a nut engaged upon the threaded end of the stud and adapted to hold the bolster against disengagement from the truck, a shaft engaged through the ends of the legs of the arch of the bolster, a wheel journaled upon the shaft and provided upon its rim with a peripheral flange, a tongue, hounds carried by the tongue and extending therefrom, the hounds being connected at their rear ends with the shaft outwardly of the lower ends of the legs of the arch of the bolster, one end of the shaft being headed and the opposite end being threaded, and a nut engaged upon the threaded end of the shaft, the rear end of one hound being confined between the head upon the shaft and the corresponding leg of the bolster, and the rear end of the other hound being confined between the nut upon the shaft and the other leg of the bolster.

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

HERMAN O. STEINHAUER.

Witnesses:

MARTIN RETRUM,  
E. F. DANNER.