No. 676,780.

Patented June 18, 1901.

J. F. STEWARD.

HARVESTER TRUCK.

(Application filed Mar. 26, 1900.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

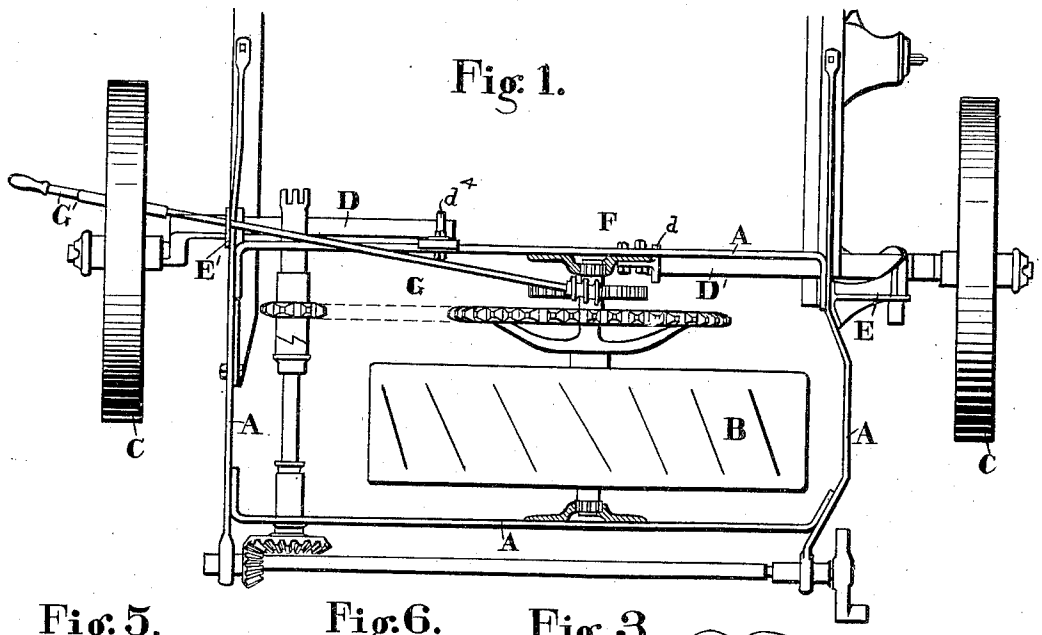


Fig. 5.

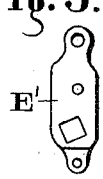


Fig. 6.

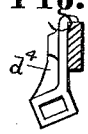


Fig. 3.

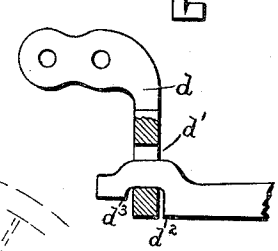
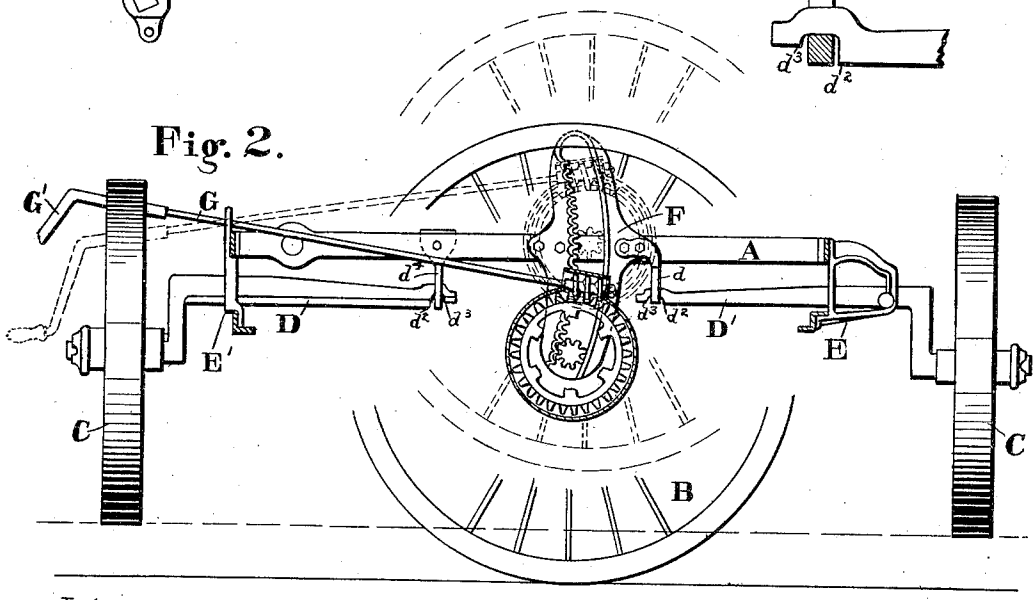


Fig. 2.



Witnesses:

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No. 676,780.

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2 Sheets—Sheet 2.

Fig. 7.

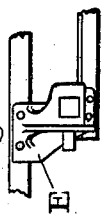
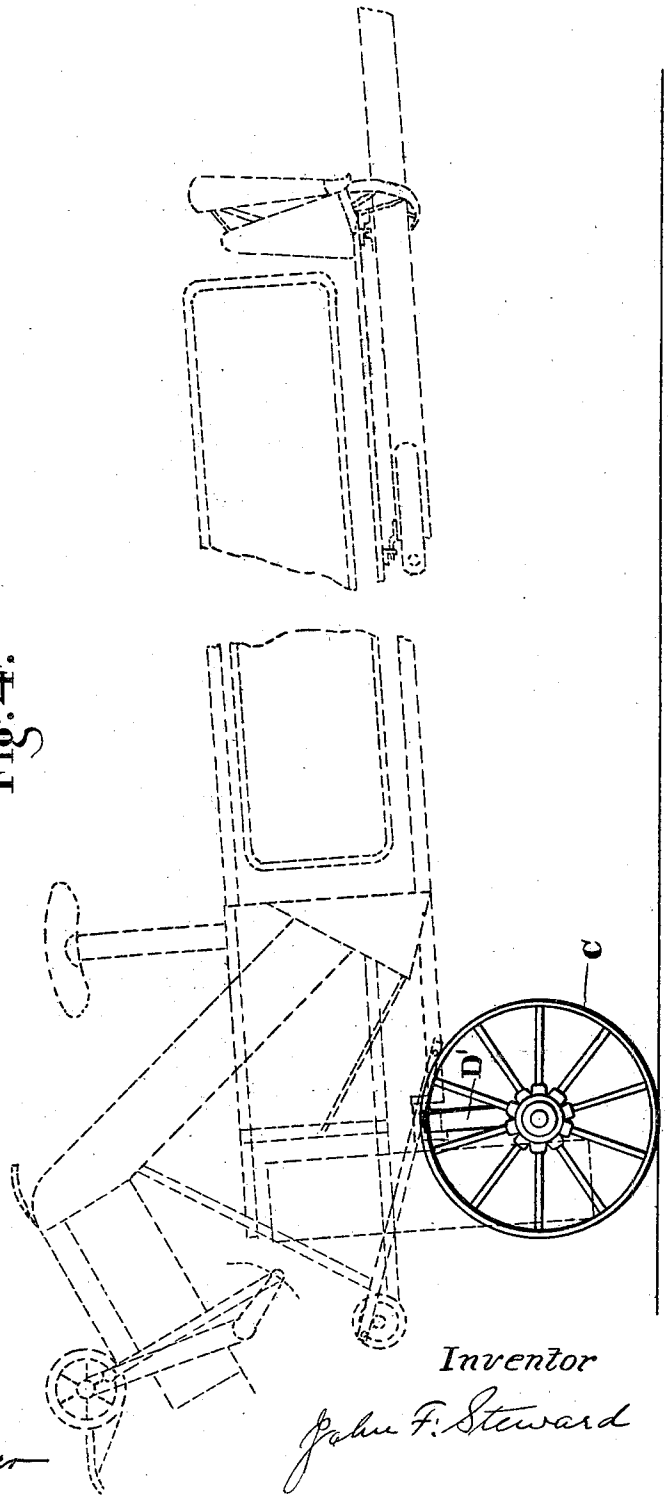


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN F. STEWARD, OF CHICAGO, ILLINOIS.

HARVESTER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 676,780, dated June 18, 1901.

Application filed March 26, 1900. Serial No. 10,225. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. STEWARD, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Harvester-Trucks, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of so much of the framework of a harvesting-machine and its supporting-wheel as is necessary to show my invention. Fig. 2 is a sectional stubble side elevation. Fig. 3 is a detail, and Fig. 4 a side elevation, showing the machine in dotted lines mounted upon the truck. Figs. 5, 6, and 7 are details.

In the drawings, A A A A represent the main-wheel frame of a self-binding harvester, and B the supporting-wheel.

C and C are the truck-wheels, and D and D′ the stub-axles.

E is the draw-iron of the harvesting-machine, suitably secured to the main-wheel frame. To this the tongue is attached. This draw-iron E is provided with a hole, preferably angular, as shown in Fig. 7. Upon the main frame, adjacent to the usual quadrant F, is the hanger d. Through the square hole in E the bent stub-axle D′ is passed, and its rear end, somewhat reduced, is thrust into the opening d' in the hanger d. The opening d' is of suitable width to admit the end of the axle to the position shown in Fig. 3, but not of sufficient height to allow the axle to pass any farther than to cause the angle d^2 to strike it. The extreme end of the axle is made to hook downwardly, as at d^3. When the weight of the machine is brought upon the axle D′, the notch formed between the hook d^3 and the shoulder d^2 prevents any effort to withdraw the axle from its position; but when the machine is in the position shown in Fig. 2, with the main supporting-wheel upon the ground and the truck-wheels raised to the dotted line, the axle may be removed by simply pulling it. In rear of the main-wheel quadrant F is the hanger d^4, and secured to the rear of the main supporting-frame is the bracket E′, having a square hole like the hole in the draw-iron E, which may also be regarded for the purposes of this invention as a bracket having a similar function to E′. Through the bracket E′ and into the hanger d^4 the axle D is thrust and sustained in precisely the same manner as the one previously described. The axles are preferably alike and transportable. Upon the main axle is the usual worm-wheel, and in proper relation thereto is a suitable worm having the shaft G, upon which is the crank G′. The truck is applied in the usual manner—that is, by raising the harvesting-machine high upon the supporting-axle, thrusting the truck-axles to place, and then raising the main supporting-wheel to the position shown in dotted lines in Fig. 2. This last act puts the weight of the heavier end of the machine upon the truck-wheels, and with the tongue attached to the grain-receiving platform, as shown in dotted lines in Fig. 4, the machine is ready for the road.

In the present instance the axle D is shown placed at an angle for the purpose of escaping various parts of the mechanism of the harvesting-machine not necessary to describe. In the usual trucks having short axles secured to the front and rear of the harvesting-machine frame it is customary to have a part applied to the frame that can reach well down from the framework into which the axles are thrust. This I find to be objectionable, as any such down-hangers approach too near to the ground. It will be seen that I avoid these objections by bending the axle to a Z shape. Thus bent it is of course necessary to provide against its turning in its supports. In order to accomplish the latter, I make the axle of a square bar and permit it to fit closely in the correspondingly-squared sockets.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination with a harvester, of hangers secured to the frame, and having angular sockets and truck-axles made angular in cross-section, and passing through the hangers, said axles being detachably connected to said hangers.

2. The combination with a harvester, of hangers secured to the frame, and having angular sockets and truck-axles detachably connected to and supported by the hangers, said axles having their wheels hung on arms depending below the hangers.

3. The combination with a harvester, of a truck-axle, a supporting-bracket through which said axle passes, and a locking-bracket having a vertically-elongated opening in which the inner end of the axle engages, the supporting-bracket forming a fulcrum on which the axle swings, so that the weight of the machine when supported by the axle automatically locks its inner end into its bracket, and the weight of the truck-wheel when the frame is raised automatically releases the engagement and permits the withdrawal of the axle.

4. The combination with the frame of a harvester, of the bracket E′, having an angular socket, the hanger d^4, and the truck-axle D, said axle having a hook at its inner end to engage the hanger d^4, and being also angular in cross-section to fit the socket in the bracket E′, and carrying its wheel on an arm depending below the harvester-frame.

JOHN F. STEWARD.

Witnesses:
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