

H. J. DRAGER.
DRAFT ATTACHMENT FOR BINDERS.
APPLICATION FILED DEC. 21, 1910.

1,052,467.

Patented Feb. 11, 1913.

3 SHEETS—SHEET 1.

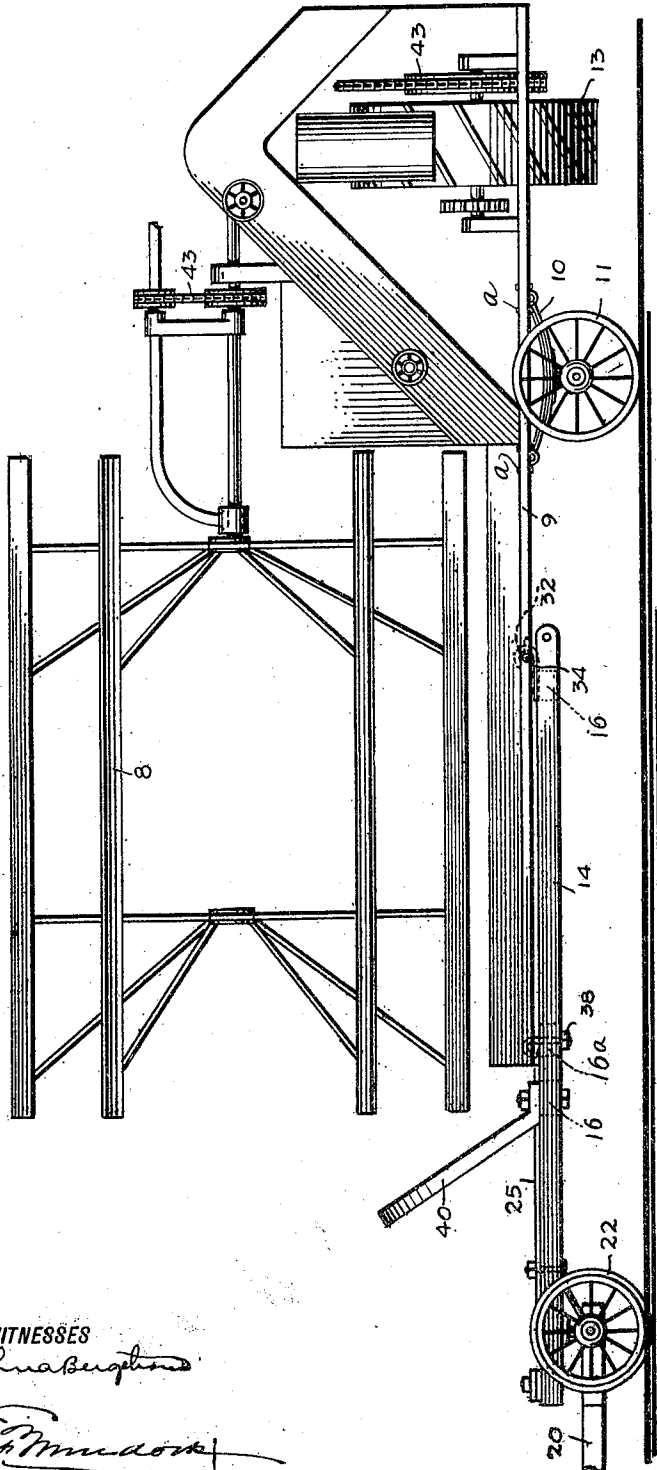


Fig. 1

WITNESSES
Johna Bingham
E. M. Adams

INVENTOR
Herman J. Drager
BY *M. M. Co.*
ATTORNEYS

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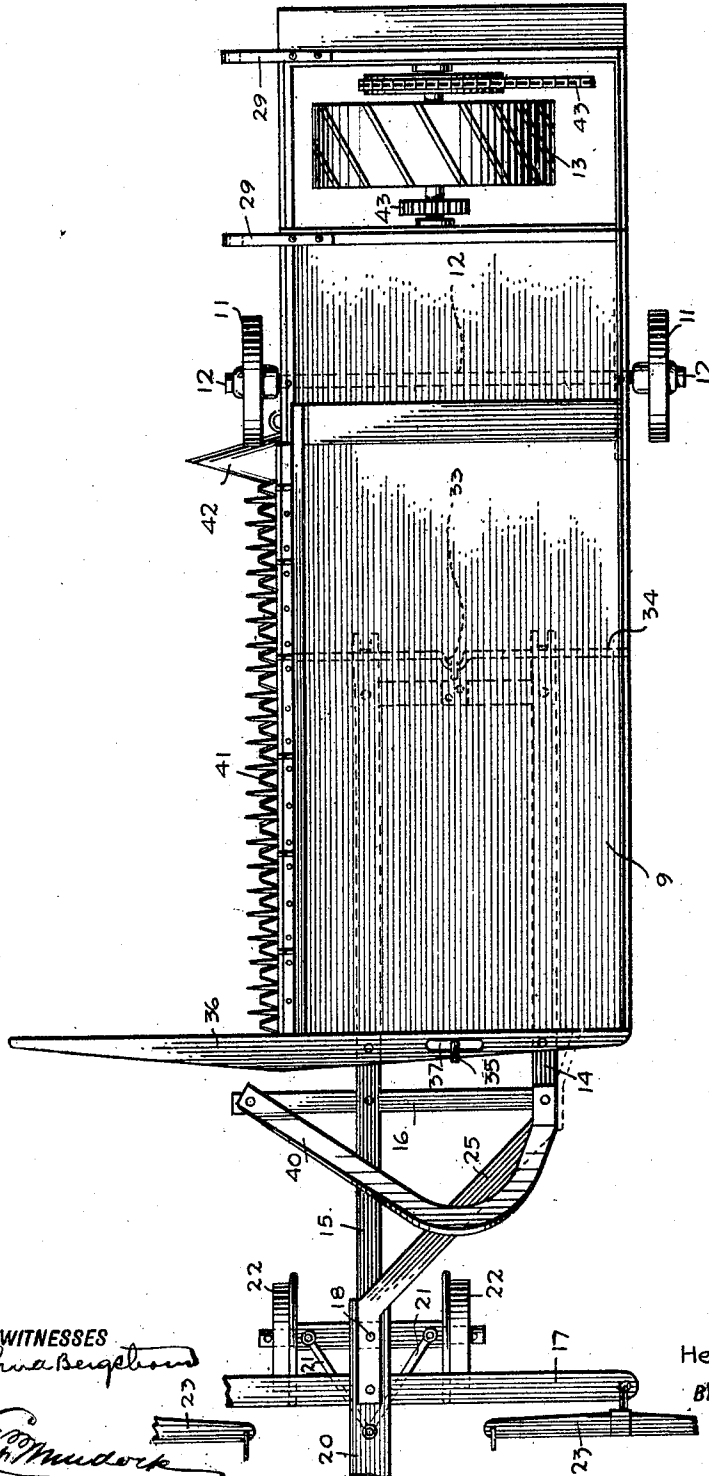


Fig. 2

WITNESSES
John Bengel
Edw. M. Muddock

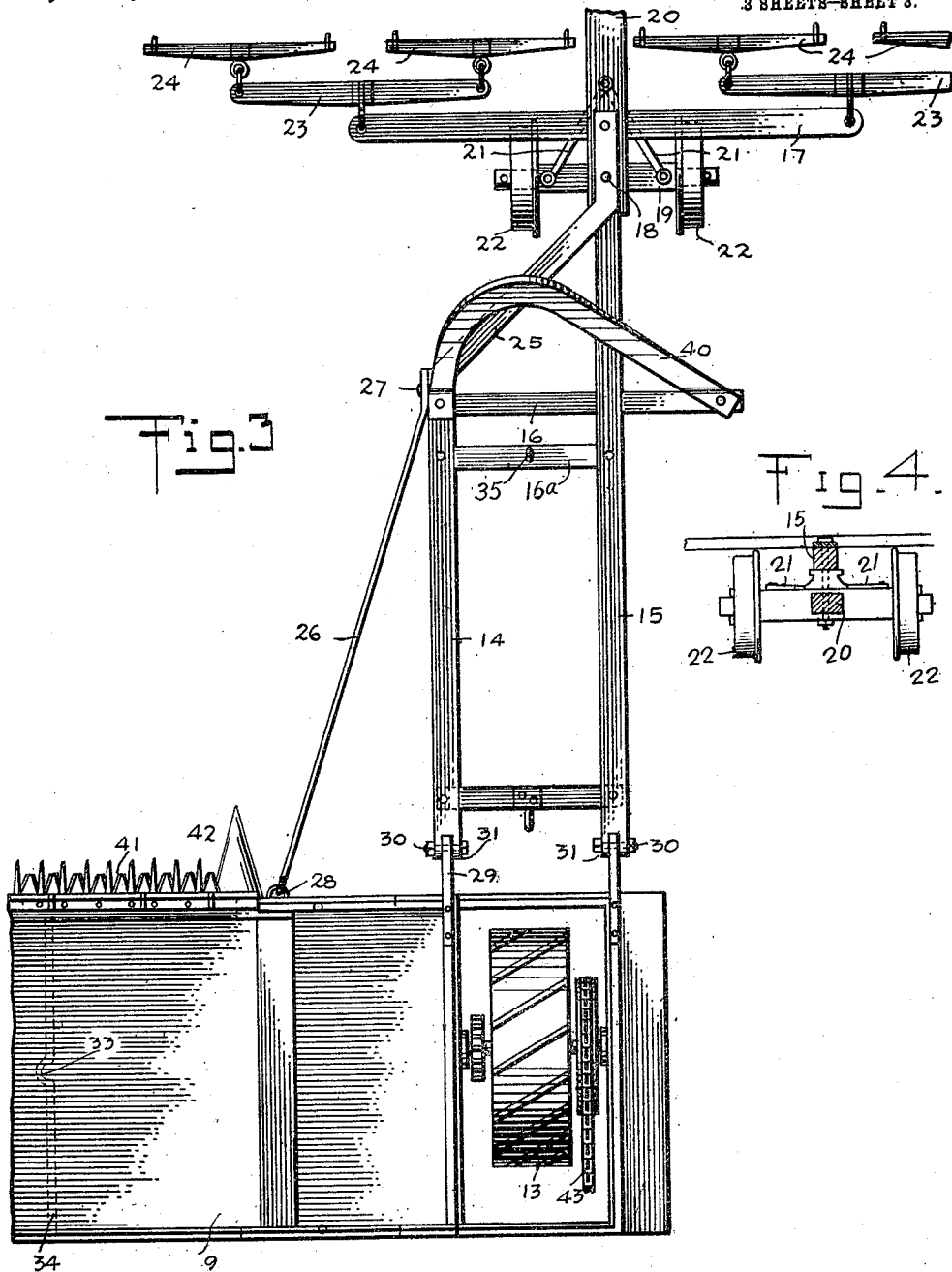
INVENTOR
Herman J. Drager
BY *MumCo.*
ATTORNEYS

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WITNESSES
John A. Berghman
E. J. Munnick

INVENTOR
Herman J. Drager
BY *Munnick & Co.*
ATTORNEYS

UNITED STATES PATENT OFFICE.

HERMAN J. DRAGER, OF ORLANDO, OKLAHOMA

DRAFT ATTACHMENT FOR BINDERS.

1,052,467.

Specification of Letters Patent.

Patented Feb. 11, 1913.

Application filed December 21, 1910. Serial No. 598,621.

To all whom it may concern:

Be it known that I, HERMAN J. DRAGER, a citizen of the United States, and a resident of Orlando, in the county of Logan and State of Oklahoma, have invented a new and Improved Draft Attachment for Binders, of which the following is a full, clear, and exact description.

The object of the present invention is to provide a draft attachment for a binder supported on carrying wheels and provided with means for attachment to the body of the binder in the cutting position of the same and with means for securing the platform of the binder upon the attachment when transporting the binder from place to place.

One embodiment of the present invention is disclosed by the structure illustrated in the accompanying drawings, in which like characters of reference denote corresponding parts in all the views, and in which:

Figure 1 is a rear elevation of a binder having attached thereto a draft truck constructed and arranged in accordance with the present invention, the attachment and binder being shown in the position in which the binder is removed from the field; Fig. 2 is a plan view of the same with the reel of the binder omitted; Fig. 3 is a fragmentary view in plan, showing the draft attachment connected with the binder in the cutting position of the latter, the binder being broken away and parts omitted, and Fig. 4 is a sectional view, the section being taken in rear of the axle of the truck and showing the tongue thereof and one of the side bars and brace of the frame in section.

The frame of the draft attachment consists of two side bars 14 and 15 of unequal length, and the three cross bars 16, 16 and 16^a. The front cross bar 16 is extended beyond the side bar 15 and the cross bar 16^a is arranged adjacent to said front cross bar. The rear cross bar 16 is provided with a hook 32 and the cross bar 16^a is provided with a hook bolt 35. The rear ends 31 of the side bars 14 and 15 are bifurcated and the bifurcations are apertured to receive the bolts 30.

The side bar 15, which is the longer, is pivoted by the king bolt 18 to the axle 19 upon which are mounted wheels 22, and to which the tongue 20 is secured, said tongue being also connected to the axle 19 by hounds 21. To the tongue 20, the eveners 17

is pivoted, and to the eveners the doubletrees 23 carrying the swingletrees 24, are pivoted. A diagonal brace 25 is secured to the side bar 15 and to the forward end of the side bar 14, so as to strengthen the connection between the frame and the truck, and a tie rod 26 having one end pivoted at 27 to the forward end of the side bar 14 of the frame, is provided with a hook at its other end for a purpose hereinafter described. Secured to the forward end of the side bar 14 of the frame and to the projecting end of the front cross bar 16, is the arched bar or yoke 40, which serves as a support for the driving reins.

In Figs. 1 and 2 of the drawings elliptical springs 10 are secured to the under side of the platform 9 of the binder, and said springs are provided with journal boxes, in which is mounted the axle 12 of the wheels 11. The springs 10 are secured to the platform by bolts *a* so that they with their wheels can be readily attached or detached from the binder. The springs 10 and wheels 11 are so disposed on the platform of the binder with respect to the portion of the platform on the side of the axle 12 removed from the traction wheel 13, that the weight of said portion of the platform counterbalances the weight of the traction wheel 12 and the driving mechanism connected therewith.

The platform 9 is provided on its front portion with the eye 28 and the apertured ears or lugs 29. The platform is also provided on its under side, between the axle 12 of the wheels 11 and the outer end thereof, with a cross bar 34 having a loop or eye 33, and the divider 36 of the platform is provided with a slot 37. The binder except as hereinbefore described is of the usual and well known construction.

To transport the binder from place to place, the springs 10 with their wheels 11 having been attached to the under side of the platform as shown in Figs. 1 and 2 and the ordinary carrying wheel at the outer end of the platform having been removed, the platform is made to rest upon the frame of the truck, as shown in said Figs. 1 and 2. The platform is then secured to the frame of the truck by engaging the hook 32 of the rear cross bar 16 with the eye or loop 33 on the bar 34 on the under side of the platform, and the hook-bolt 35 on the cross bar 16^a of the frame is engaged with the slot

37 of the divider 36. The binder platform is prevented from tilting laterally by reason of the wheels 11 and the divider setting firmly on the side bars 14 and 15 by the truck frame.

By securing the binder platform on the frame of the truck as described, the truck frame is permitted to swing laterally to facilitate turning. It is to be understood that in turning, the frame pivots on the loop or eye 33 and the bolt 35 slides in the slot 37 of the divider 36. When the binder is provided with the wheels 11 and its platform is mounted on the frame of the truck, as shown in Figs. 1 and 2, the binder can be easily and readily moved to and from a field or over an ordinary road. Having arrived at the field of operation, the springs 10 with their wheels 11 are removed from the platform 9, and the hook-bolt 35 disengaged from the slot of the divider 36, when by moving the draft-truck backward the hook 32 will be disengaged from the loop or eye 33. The frame of the truck is then drawn from under the platform and the carrying wheel, which supports the end of the platform, is replaced. The truck frame is then connected to the binder, as shown in Fig. 3 by engaging the bifurcated ends 31 of the truck frames with the ears 29 of the binder and passing the bolts 30 through the bifurcated ends and ears, and engaging the tie rod 26 of the truck frame

with the eye 28 of the binder. When the draft attachment is thus attached to the binder, the binder is in cutting position and can be readily drawn over the field.

Having thus described my invention what I claim as new and desire to secure by Letters Patent is:

The combination with a binder having a loop on the under side of its platform and a slot at the outer end of said platform, and removable wheels mounted on the platform with their axle at right angles to the axle of the traction wheel of the binder, of a wheeled truck, a frame formed of a pair of side bars of unequal length and cross bars, one side bar projecting beyond the front cross bar and pivotally connected with the truck, a brace extending from the forward end of the projecting portion of the side bar to the forward end of the other side bar, a hook on the rear cross bar of the frame and engaging the loop of the binder platform, and a bolt carried by a cross bar of the frame and extending through the slot of the binder platform.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HERMAN J. DRAGER.

Witnesses:

V. B. CURL,
ORRIE HUTTE.