

C. W. WILLCOXSON.

HARVESTER TRUCK.

No. 333,909.

Patented Jan. 5, 1886.

Fig. 1.

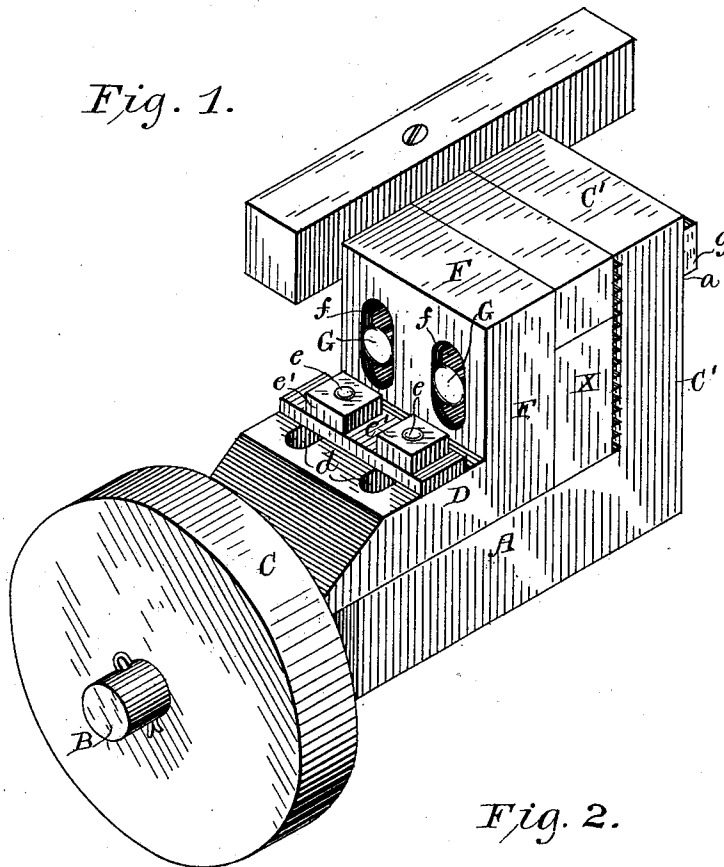
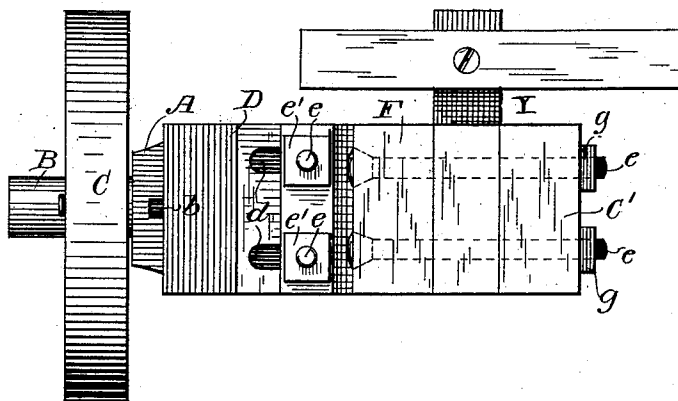


Fig. 2.



Witnesses

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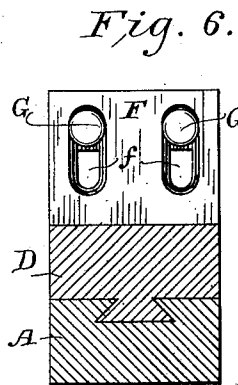
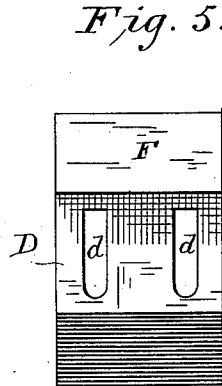
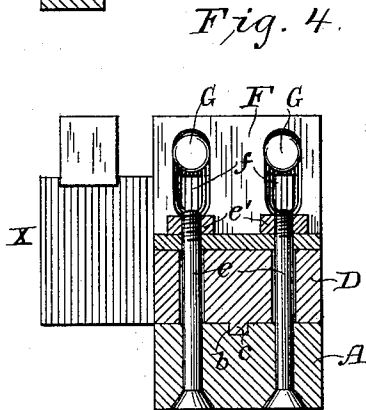
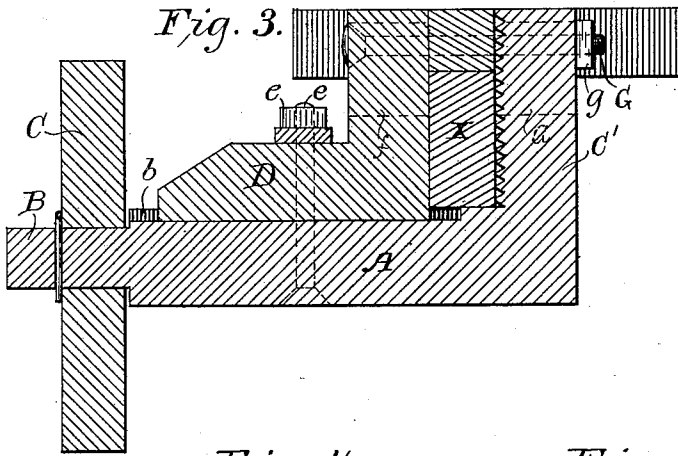
Inventor

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 By his Attorney
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UNITED STATES PATENT OFFICE.

COULMON W. WILLCOXSON, OF FARMERSVILLE, TEXAS, ASSIGNOR OF ONE-HALF TO SAMUEL R. HAMILTON, OF SAME PLACE.

HARVESTER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 333,909, dated January 5, 1886.

Application filed September 29, 1885. Serial No. 173,527. (No model.)

To all whom it may concern:

Be it known that I, COULMON W. WILLCOXSON, a citizen of the United States, residing at Farmersville, in the county of Collin and State of Texas, have invented certain new and useful Improvements in Trucks for Harvesters or the like; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to trucks for harvesters and the like, the object being to provide at a slight cost a truck which shall be simple in its construction, strong, and durable—one which may be readily attached or detached, and to provide means of attachment whereby different sizes of sills may be accommodated.

With these ends in view the invention consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of my invention. Fig. 2 is a top view of the same. Fig. 3 is a central longitudinal vertical section. Fig. 4 is a transverse vertical section, and Figs. 5 and 6 are detail views.

Corresponding parts in the several figures are denoted by the same letters of reference.

In the drawings, A represents a stub-axle, which is reduced at its outer end to form a spindle, B, on which is mounted a carrying-wheel, C, of any preferred suitable construction.

C' represents an extension which projects upwardly from the inner end of the stub-axle, and which is preferably formed integral therewith. In the upper or near the upper end of the said extension C' are formed, near each side thereof, elongated slots *a*, for a purpose which will be hereinafter more fully explained.

Upon the upper side of the stub-axle A is provided a groove or channel, *b*, in which groove or channel fits a rib or projection, *c*, of a plate, D. It will thus be seen that in moving the plate upon the stub-axle it is guided in its movements by said rib fitting in the groove. In the present case the plate is provided with elongated slots *d*, in which fit bolts *e*, extending upwardly through openings

in the stub-axle. These bolts are connected at their upper ends by a washer-plate, and upon their threaded ends are nuts *e'*, which clamp the plate D in place. It will be obvious, however, that if the stub-axle were provided with a dovetailed recess or groove, and the plate provided with a dovetailed flange on its under side, the necessity of using bolts would be obviated, since the dovetailed flange would effectually prevent the plate from lifting.

At the inner end of the plate D is provided an upwardly-projecting extension, F, of such a size, preferably, that its upper end will be on a plane with the upper end of the extension of the stub-axle. This extension, like that of the stub-axle, is provided with elongated slots *f*, which are on a line therewith. Fitting in and connecting these slots are bolts G, upon the ends of which are threaded nuts *g* for holding the bolts in place. It will be seen that as the slots are elongated the bolts may be moved vertically.

In operation the trucks are attached one near each corner of the machine, on the side sill thereof. The side sill in this case is designated by X, and fits between the extensions of the sliding plate and the stub-axle. The sliding plate is moved so as to bear against the outer side of the sill, and the bolts which bear against the upper edge of the sill are tightened by tightening the nuts, thus clamping the truck to the sill. The bolts connecting the upwardly-projecting extensions accommodate themselves in the elongated slots to the height of the sill, as will be readily understood.

By the improvement before described the truck is securely clamped to the harvester and all possibility of its movement prevented. In addition to this it is strong and durable, cheap of manufacture, and simple in its construction.

Having thus described my invention, I claim—

1. The combination, with an axle, of an adjustable clamping device located thereon and adapted to receive and hold sills of varying sizes, substantially as set forth.

2. The combination, with an axle and its carrying-wheel, of a movable clamping-plate

having elongated slots, and bolts fitting in said slots and securing the plate to the axle, as set forth.

3. The combination, with an axle and its carrying-wheel, and provided with an upwardly-projecting extension, of a clamping-plate having an extension at its inner ends, and vertically-movable securing means, such as bolts, connecting the extensions and adapted to hold the sill between the extension, substantially as set forth.

4. The combination, with an axle, of longitudinally and vertically adjustable clamping devices mounted thereon and operating substantially as and for the purpose set forth.

5. The combination, with a stub-axle having an extension projecting upwardly at its inner end, of a movable clamping-plate having an upwardly-projecting extension, and

means for securing the clamping-plate to the axle, as set forth.

6. The stub-axle having a groove and extension, in combination with the plate having a rib and extension, and means for securing the plate to the axle, as set forth.

7. The combination, with the axle having the extension projecting upwardly from its inner end, said extension having elongated slots, the movable plate having the extension provided with elongated slots, bolts fitting in said slots, and means for securing the plate to the axle, as set forth.

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

COULMON W. WILLCOXSON.

Witnesses:

EUGENE HOUGHTON,
MILTON T. BATTLE.