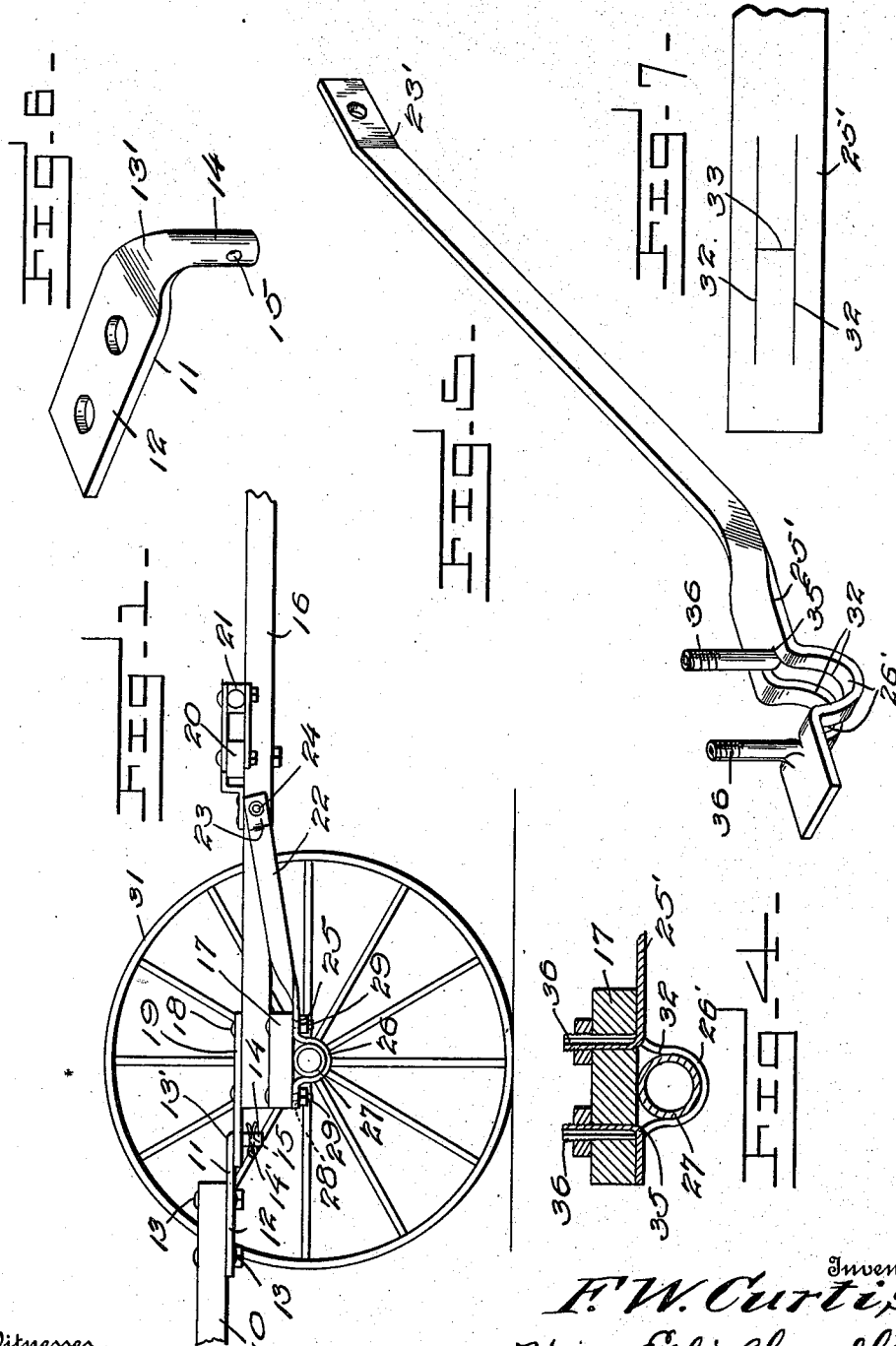


F. W. CURTIS.
TONGUE TRUCK FOR CORN BINDERS.
APPLICATION FILED JULY 21, 1911.

1,014,129.

Patented Jan. 9, 1912.

2 SHEETS-SHEET 1.



Witnesses
P. R. Armstrong
Harry M. West

34

Inventor
F. W. Curtis,
Harry Ellis Chandler

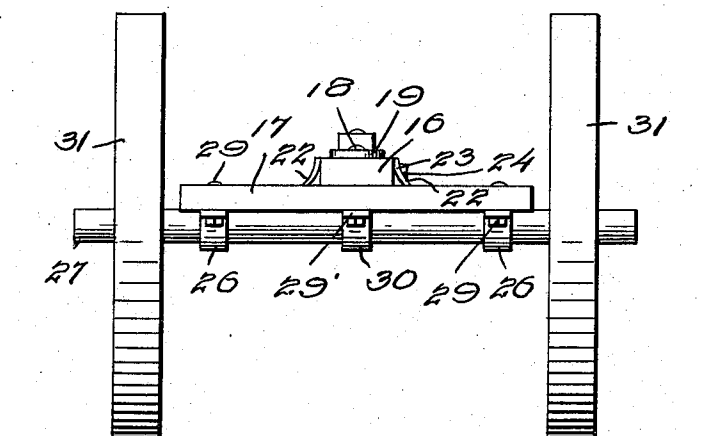
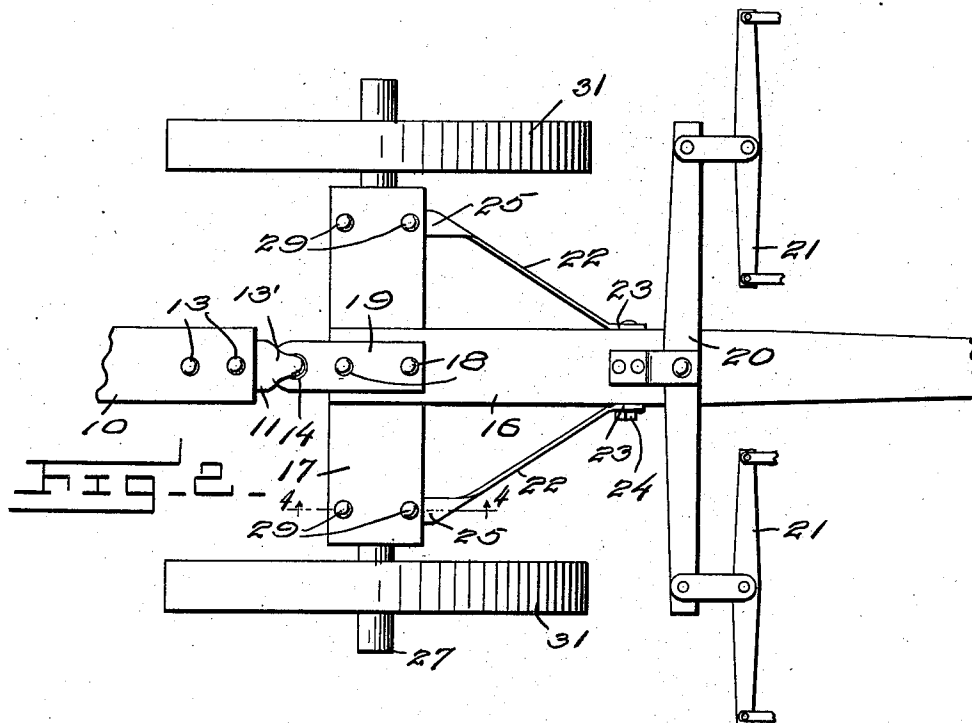
Attorney

F. W. CURTIS.
TONGUE TRUCK FOR CORN BINDERS.
APPLICATION FILED JULY 21, 1911.

1,014,129.

Patented Jan. 9, 1912.

2 SHEETS—SHEET 2.



Inventor
F. W. Curtis,

Witnesses
A. A. Armstrong
Harry M. Test

By *Harry Edli Chandler*
Attorney

UNITED STATES PATENT OFFICE.

FRED W. CURTIS, OF HEREFORD, TEXAS.

TONGUE-TRUCK FOR CORN-BINDERS.

1,014,129.

Specification of Letters Patent.

Patented Jan. 9, 1912.

Application filed July 21, 1911. Serial No. 639,773.

To all whom it may concern:

Be it known that I, FRED W. CURTIS, a citizen of the United States, residing at Hereford, in the county of Deaf Smith and State of Texas, have invented certain new and useful Improvements in Tongue-Trucks for Corn-Binders, of which the following is a specification.

This invention relates to improvements in trucks for corn binders.

The principal object of the invention is to improve and simplify the construction of the truck.

Other objects and advantages will be apparent from the following description, but it will be understood that changes in the specific construction shown and described may be made within the scope of the claim without departing from the spirit of the invention.

In the accompanying drawings: Figure 1 is a side elevation of the truck, showing only a portion of the tongue of the binder. Fig. 2 is a top plan view of the same. Fig. 3 is a rear elevation of the truck. Fig. 4 is a section on the line 4-4 of Fig. 2. Fig. 5 is a perspective view of a modified form of strap. Fig. 6 is a perspective view of the coupling member which is attached to the tongue of the binder. Fig. 7 is a plan view of a portion of the blank from which the brace 22 is cut.

Referring particularly to the drawings 10 represents the tongue of the binder, to which my truck is adapted to be coupled.

In the ordinary form of binders the tongue is made of considerable length, and as the binder is mounted on two wheels the majority of the weight of the working parts of the machine is forward of the wheels, and necessarily this weight must be supported by the backs of the draft animals. According to my invention I remove the long tongue from the binder, and in lieu thereof attach the short tongue 10, above mentioned. On the forward end of the tongue 10 I secure a coupling member 11, which comprises the attaching portion 12 secured to said tongue by any suitable means, as by the bolts 13. The unattached portion 13 is rolled into tubular form and turned downwardly at right angles to the body portion of the plate. A transverse opening 15 is formed in the tubular portion 14 to receive a locking pin 14' the purpose of which will be later described.

The truck proper comprises a pole 16 which is attached at its rear end to the bolster 17 by means of the bolts 18. On the upper face of the rear end of the pole is secured a plate 19, one end of which extends beyond the pole, and is provided with a vertical opening to receive the member 14, to couple the truck to the tongue of the binder. The pole 16 is provided with the usual doubletree 20 and the swingletree 21.

Secured to the pole and the bolster, and on either side thereof are the braces 22. This brace comprises a strap of sheet metal so twisted that the portion 23 will lie vertically, said portion being formed with an opening to receive the fastening bolt 24. The portion 25 of the strap lies in a horizontal plane, and extends under the bolster. The portion 25 has a downwardly extending trough 26 which is adapted to receive, and embrace the hollow axle 27. The parts of the portion 25 on either side of the trough 26 have the openings 28 to receive the fastening bolts 29 which pass through openings in the bolster, to secure the portion 25 of the strap thereto, and hold the axle 27 in position. A supplemental shorter strap 29', having a curved trough 30, is secured to the bolster 17 between the braces 22 by means of the bolts 18. On the ends of the axle 27 are mounted the wheels 31.

Referring particularly to Fig. 5 there is shown a modified form of strap brace. This modified form comprises the portions 23' and 25' twisted in a manner similar to the other form. At a suitable distance from the end of the portion 25' the strap is cut longitudinally on the parallel lines 32, and on the transverse line 33 which divides the cut into the two portions 34. Each of these portions is bent vertically above the face of the strap on the lines 35, and rolled into tubular form. These tubular portions 36 are formed with threads, and serve the function of bolts, and are adapted to pass up through the openings in the bolster, and receive nuts. Between the bolts 36 the portion 25 of the strap is formed with the trough 26' similar to the trough 26 in the other form.

From the foregoing it will readily be seen that I have provided a simple and effective device of this character. Particular attention is called to the fact that by the use of a shorter tongue the binder is practically converted into a four-wheeled vehicle, and it may be more readily guided, than with the

use of the longer tongue. Attention is also called to the fact that the straps not only serve as braces for the pole, but also to retain the axle to the bolster. In the modified form of strap another function is added, the integrally formed bolts for holding the straps to the bolster.

What is claimed is:

10 A brace for the pole of a tongue truck, comprising an elongated portion, one end being adapted to be attached to the pole of the truck, the opposite end being twisted into a plane at right angles to the body portion, tubular threaded members formed in-

tegrally with the last-named member and struck up therefrom, and a curved portion between the threaded members, said threaded members being adapted to pass through openings in the bolster of the truck, and the curved portion to receive and support the shaft. 15 20

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

FRED W. CURTIS.

Witnesses:

G. M. NESBITT,
F. P. WILSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."