

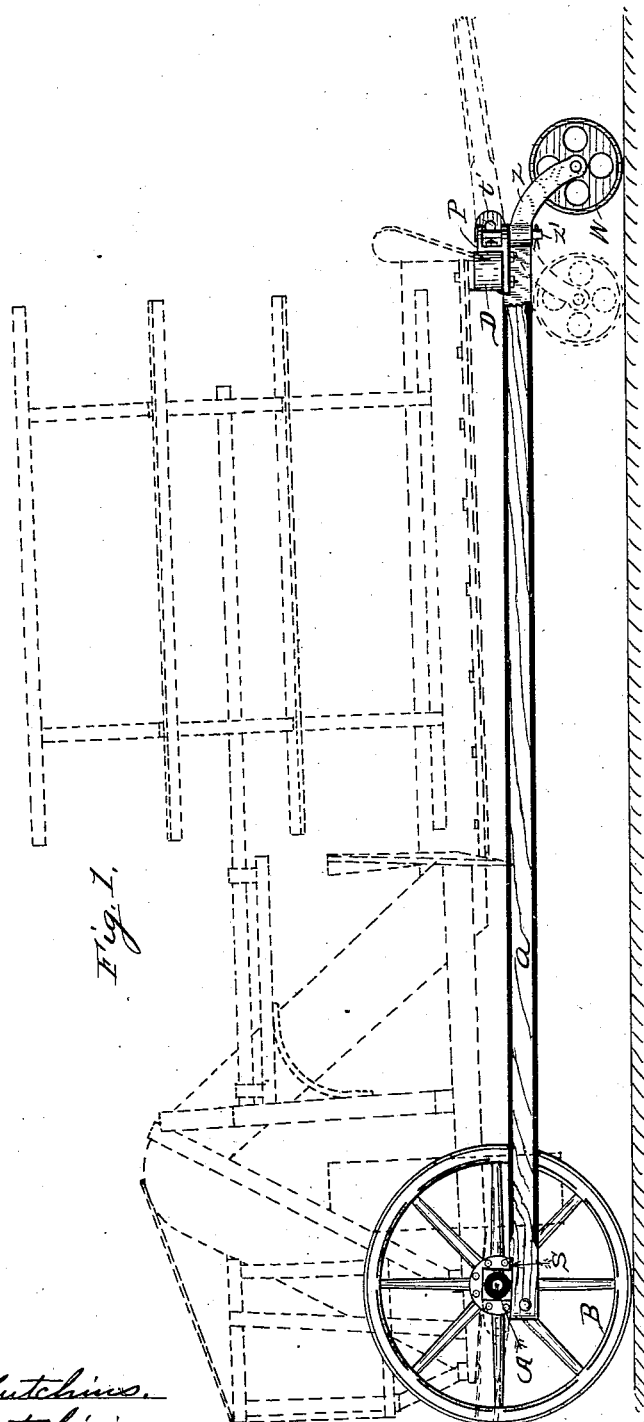
(No Model.)

2 Sheets—Sheet 1.

S. M. BARNES.  
HARVESTER TRUCK.

No. 306,997.

Patented Oct. 21, 1884.



Witnesses:

*Thos J. Hutchins.*  
*Wm J. Hutchins.*

Inventor.

*Samuel M. Barnes.*

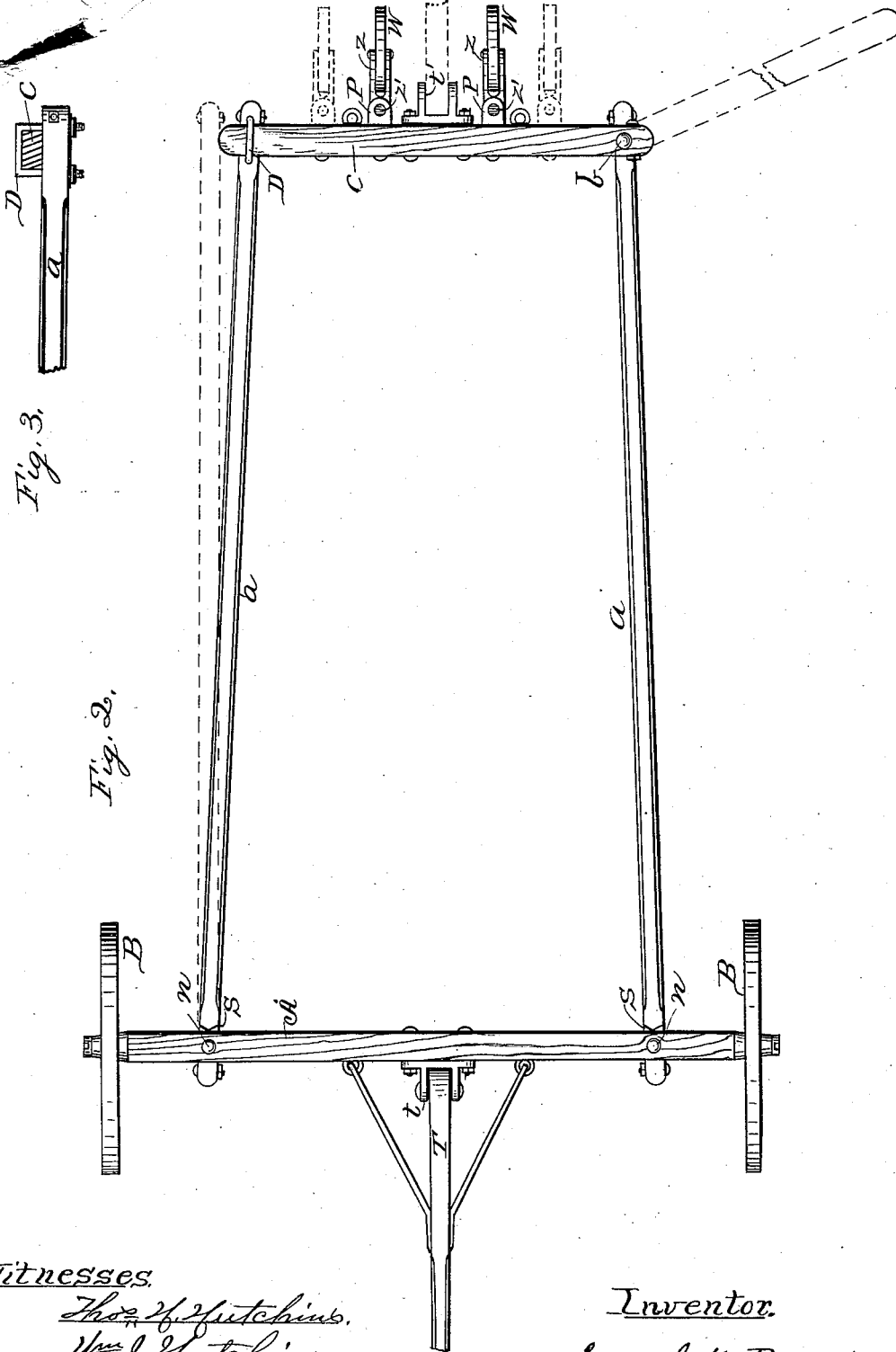
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# UNITED STATES PATENT OFFICE.

SAMUEL M. BARNES, OF FAIRBURY, ASSIGNOR TO WILLIAM S. BROOKS AND JAMES R. ASHLEY, BOTH OF JOLIET, ILLINOIS.

## HARVESTER-TRUCK.

SPECIFICATION forming part of Letters Patent No. 306,997, dated October 21, 1884.

Application filed April 1, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL M. BARNES, a citizen of the United States of America, residing at Fairbury, in the county of Livingston and State of Illinois, have invented certain new and useful Improvements in Harvester-Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a side elevation of the truck, the dotted lines showing how the harvester is to be loaded thereon; Fig. 2, a plan view on the top of the truck detached from the harvester; and Fig. 3, an end view of the supporting-bar C, showing its attachment to one of the reaches, *a*, by means of the clip D.

This invention relates to certain improvements in harvester-trucks for use in transporting grain-harvesters endwise from one place to another, which improvements I will fully set forth and explain in the following specification.

Referring to the drawings, A represents an axle supported by the two traveling wheels B B. A pair of reaches, *a a*, are pivotally connected to the axle A by means of bolts *n*. The hounds *t*, attached to axle A, furnish means for attaching a tongue, T, to the axle to draw the truck. The reaches *a a* are connected at their rear ends by means of the supporting-bar C, which is pivotally connected at *b* to one reach and detachably connected to the other by means of the clip D, as shown more particularly in Fig. 3. The cross-bar C rests on the top of the two reaches and is of sufficient length to support the entire width of the platform of the harvester. It is smooth and unobstructed on its upper surface, so as to present no obstructions to the harvester or be in the way of loading and unloading. The supporting-bar C is provided with one or more caster-wheels, W, attached thereto by means of lugs P bolted thereto. The stock *z* of the caster-wheels is attached to said lugs by the bolt *z'*, as shown more particularly in Fig. 1. These caster-wheels may be adjusted to any place or position along on said supporting-bar, without changing the position of the reach-bars *a* or changing their angle of draft, by means of a row of holes in said bar C to change the position of said lugs

P, or by any other suitable means. The object of so adjusting the said casters along on said supporting-bar is to place them directly under the greatest weight of the harvester, as the position of the weight in harvesters is very different in different makes of machines, and it is absolutely necessary to have the casters directly under the weight to balance the machine on the truck. It may be desirable to change the position of the casters along on the supporting-bar for a variety of other reasons not necessary to enumerate. The supporting-bar C is also provided with hounds *t'*, for the attachment of a tongue at that end of the truck, so it can be drawn in either direction.

The object of pivoting the supporting-bar C to one of the reaches *a* at *b*, as shown in Fig. 2, is so that the said supporting-bar can be swung around out of the way in placing the truck under the harvester, as shown by the dotted lines in said figure. After the reach-bars *a a* are properly under the harvester, the supporting-bar is swung around, so its opposite end can be attached to the opposite reach-bar *a* by means of the clip D, as shown. The supporting-bar C has horizontal movement through said clip D, so the reaches *a a* may be moved and held to or from each other to accommodate them to any harvester. The harvester, however, is intended to rest solely on the supporting-bar C and axle A. The reach-bars *a a* simply perform the service of connecting the supporting-bar C and axle A, and are not provided with caster-wheels for the reason that when caster-wheels are attached to their outer ends the weight of the harvester on them will give them such a torsional strain as to break them down, which objection is entirely obviated by attaching the casters to the supporting-bar C, as shown.

The harvester may be loaded on the truck in any way desired, which must of necessity vary with each make of harvester.

I do not confine myself to the exact construction described, but desire to cover any construction that is substantially the same as that described in principle and operation.

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

In the harvester-truck described, the supporting-bar C, having the caster wheel or wheels W W, and means for adjusting them thereon, as described, and adapted to connect  
5 the outer ends of the reach-bars *a a* by being pivotally secured to one and adjustably secured to the other by means of a clip, D, or other

suitable means, as and for the purpose set forth.

SAMUEL M. BARNES.

Witnesses:

IRA SMITH,

C. F. H. CARRITHERS.