

(No Model.)

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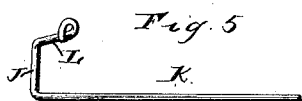
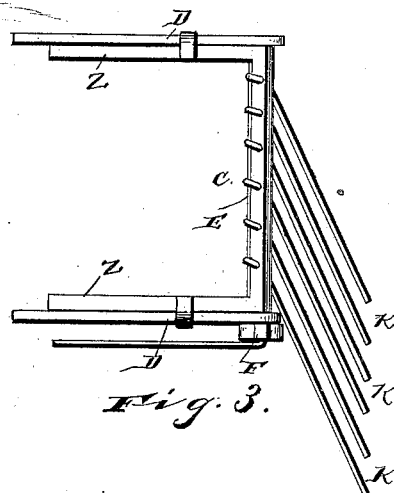
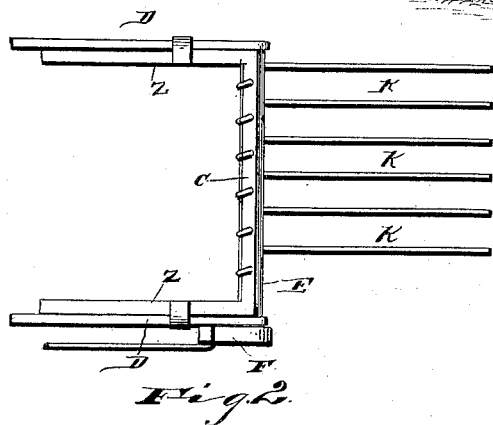
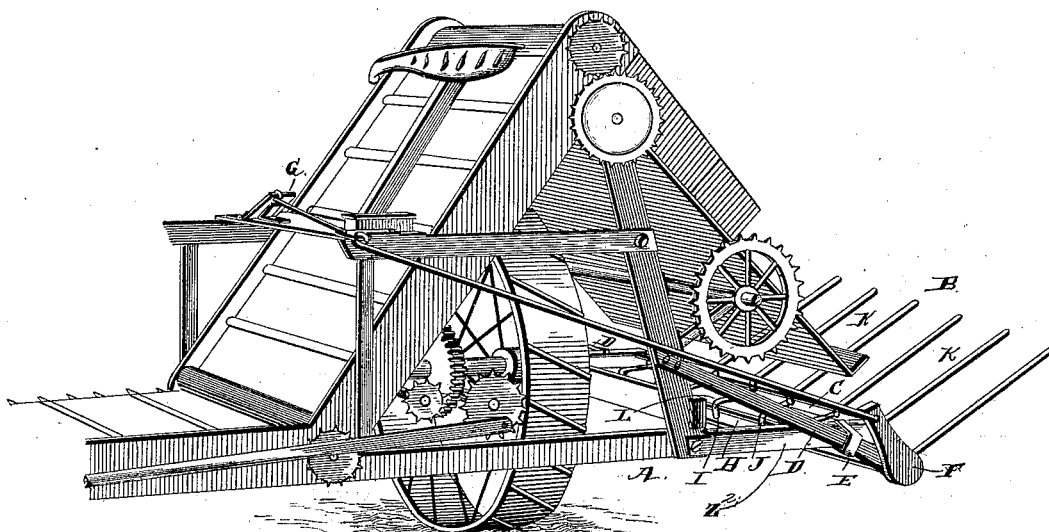
D. H. PREWITT.

BUNDLE CARRIER FOR HARVESTERS.

No. 383,009.

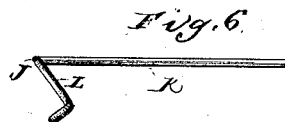
Patented May 15, 1888.

*Fig. 1.*



Witnesses.

*Geo. Thorpe*  
*A. J. Marshall*



Inventor,

*David H. Prewitt*

*By C. A. Snow & Co*  
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(No Model.)

2 Sheets—Sheet 2.

D. H. PREWITT.

### BUNDLE CARRIER FOR HARVESTERS.

No. 383,009.

Patented May 15, 1888.

Fig. 4.

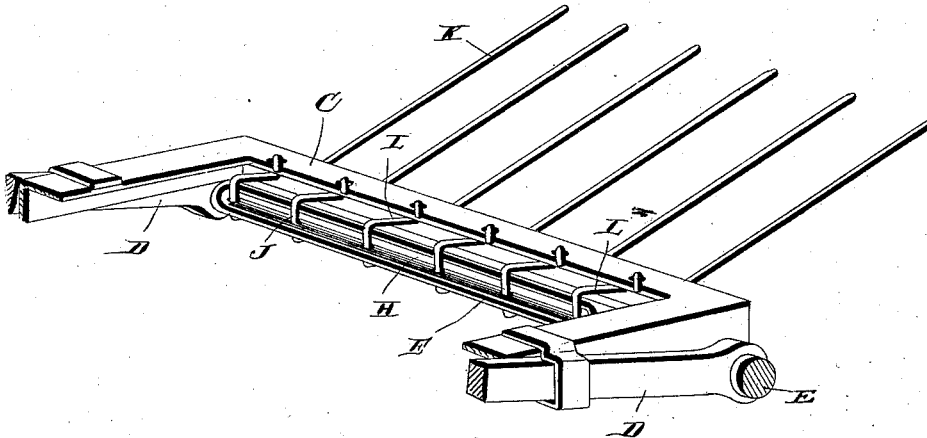


Fig 7

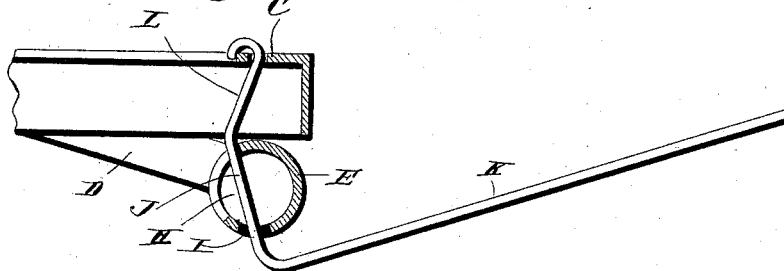


Fig.

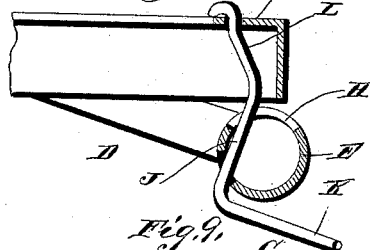
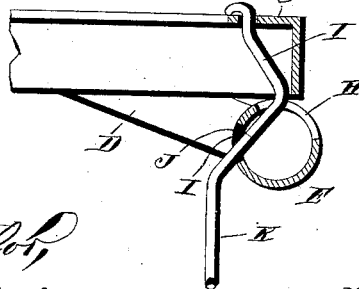


Fig. 9.



Witnesses.

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Inventor.

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# UNITED STATES PATENT OFFICE.

DAVID H. PREWITT, OF PERRYVILLE, KENTUCKY.

## BUNDLE-CARRIER FOR HARVESTERS.

SPECIFICATION forming part of Letters Patent No. 383,009, dated May 15, 1888.

Application filed December 7, 1887. Serial No. 257,332. (No model.)

*To all whom it may concern:*

Be it known that I, DAVID H. PREWITT, a citizen of the United States, residing at Perryville, in the county of Boyle and State of Kentucky, have invented a new and useful Improvement in Bundle-Carriers for Harvesters, of which the following is a specification.

My invention relates to improvements in bundle-carriers for grain-binding harvesters; and it consists in certain novel features, hereinafter first fully described, and then specifically pointed out in the claims.

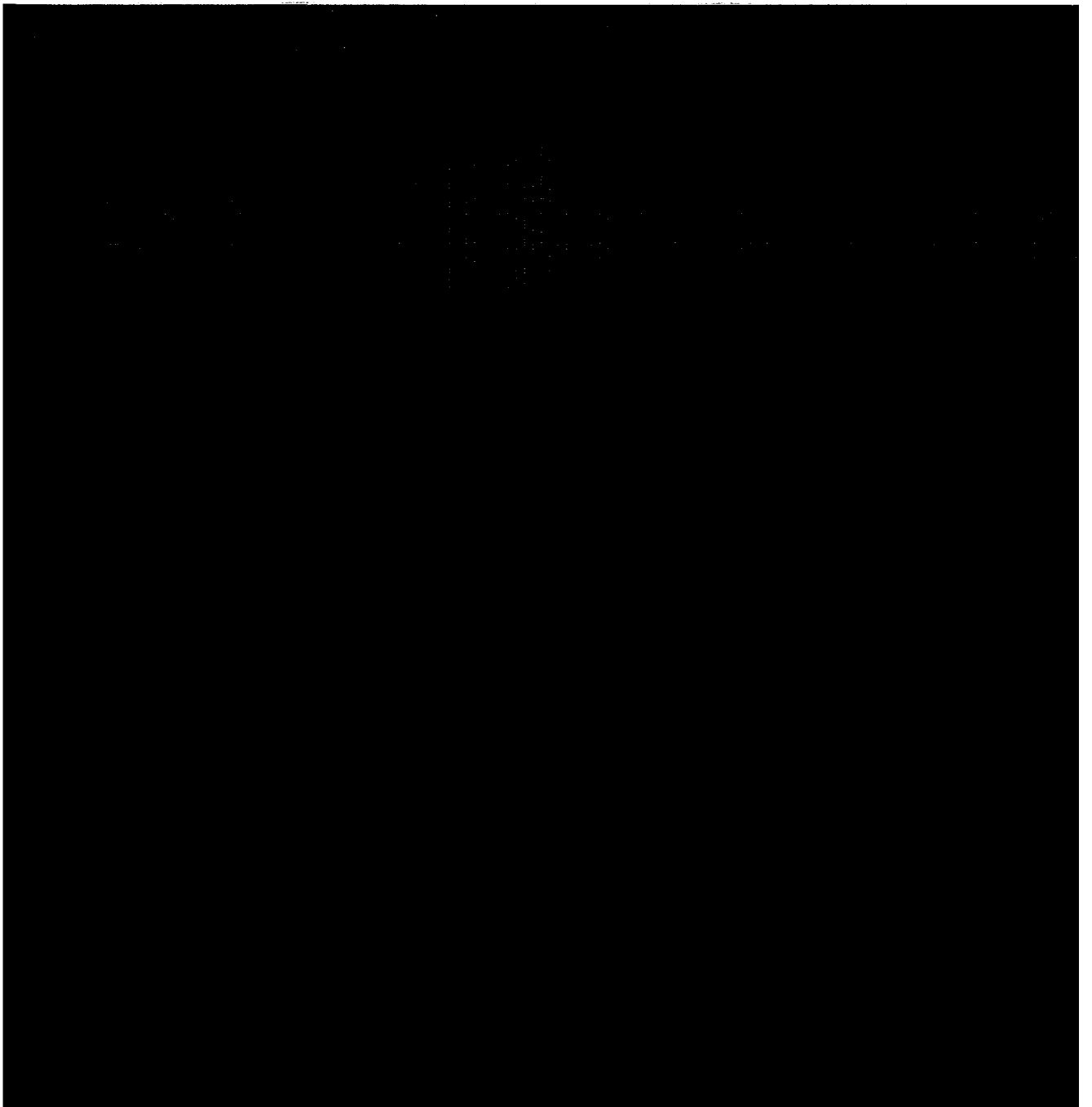
In the annexed drawings, Figure 1 is a perspective view showing a portion of a harvester and my improved carrier in connection therewith. Fig. 2 is a plan view showing the device as extended. Fig. 3 is a similar view showing it folded. Fig. 4 is a detail perspective view showing the mechanism by which the supporting-bars are operated. Figs. 5 and 6 are detail views, in plan and side elevation, to show the form of the carrying-bars. Fig. 7 is a sectional view of the carrier, showing it in the position it assumes when supporting the bundles. Fig. 8 is a similar view showing the position assumed to dump the bundles, and Fig. 9 is a similar view showing the device folded to pass through narrow places.

Referring particularly to the drawings by letter, A designates a portion of a harvester-frame, and B my improved bundle-carrier secured thereto. The said bundle-carrier is composed of a frame, C, which is U-shaped in plan view, (see Figs. 2 and 3,) having the ends of its side bars, Z, secured to the harvester-frame and projecting therefrom in substantially a horizontal plane, and the inclined parallel arms D, which are secured to the harvester-frame and to the side bars of the U-shaped frame C, and have their front ends below and in the same vertical plane with the cross-bar of the said U-shaped frame. In the said front ends of the arms D, I journal a rock-shaft, E, which is provided at one end with a crank-arm, F, which is connected to a treadle, G, arranged near the driver's seat, by suitable links and bell-crank levers. In the upper rear portion of this rock-shaft I form a longitudinal recess, H, which extends nearly the entire length of the shaft, and is nearly equal in depth to the diameter of the shaft. In the base of

this recess I provide a longitudinal series of vertical openings, I, through which pass the inner vertical portions, J, of the carrying-bars K. These carrying-bars project outward from the shaft E and the side of the harvester, as clearly shown in Fig. 1.

The upper extremities of the vertical portions J of the carrying-bars are bent to one side to form the cranked portions L, the ends of which are pivoted to the cross-bar of the U-shaped frame C.

In operation the bundles pass from the binding mechanism of the harvester onto the carrier-bars, and when a sufficient number of bundles have been collected the driver depresses the treadle G, thereby operating the carrier, through the intermediate mechanism, to drop the bundles. When the bars are in the position shown in Figs. 2, 4, and 7, they will support the bundles, and are held in this position by reason of the upper edge of the longitudinal recess H bearing against the bars at the angles formed by the vertical portions J and the crank-arms L, on the inner edge of the openings I against the lower part of the vertical portion J. Now, when the treadle is depressed, the crank-arm F is thrown outward, the bar E is rocked in the same direction, and consequently the upper edge of the said recess is moved away from the said vertical portions of the carrying-bars, as shown in Fig. 8. The weight of the bundles will consequently cause the outwardly-extending portions of the carrying bars or fingers to fall, as shown in Fig. 8, and as the said fingers or bars are not secured at any point, except where the crank-arms L are pivoted to the frame C, they will at the same time swing around upon the pivot-points of said crank-arms as a center to the position shown in Fig. 3, for the reason that the said crank-arms project rearward of the main portion of the bars. While in this position, if the treadle be further depressed, the lower portion of the rock-shaft E will be turned upward, causing the openings I to assume the position shown in Fig. 9, the outer edge of the opening pushing against the outer sides of the vertical portions of the carrying-bars, thereby throwing the carrying-bars around to the position shown in said figure under the frame C, and permitting the passage of the machine along roads and through gate-



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