

JOHNSTON

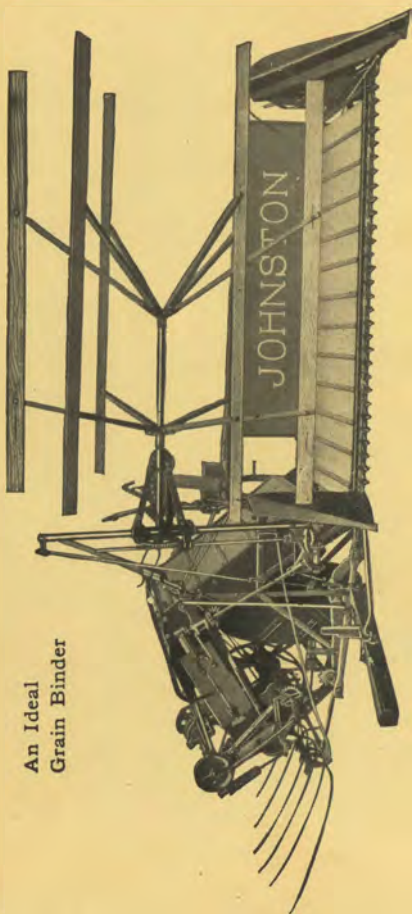
CONTINENTAL BINDER



MANUFACTURED BY THE
JOHNSTON HARVESTER CO.
BATAVIA, N.Y. U.S.A.

JOHNSTON "CONTINENTAL" BINDER

An Ideal
Grain Binder



JOHNSTON "CONTINENTAL" BINDER

In the purchasing of a Grain Binder there are several things to take into consideration. Of course, the first is, will it do your work—is it built to do it—will it do it economically—will the binder last—is its price consistent with its ability to produce results?

In the manufacturing of the Johnston Grain Binders we have always had these questions in mind as they are the important ones that the prospective customer is going to turn over in his mind.

The Johnston Continental Binder will meet all these conditions and more. Owing to the very simple construction throughout, ease of operation and draft is of course assured, as well as making binder very durable, owing to the few parts to get out of order or wear. We lay great stress on the simplicity as that means the saving of both money and time to the user of a binder.

The thousands of letters that we have on file in our office are positive proof that the Johnston will produce results, when nine-tenths of the letters tell us that "The Johnston cuts crops where other makes of binders fell down completely."

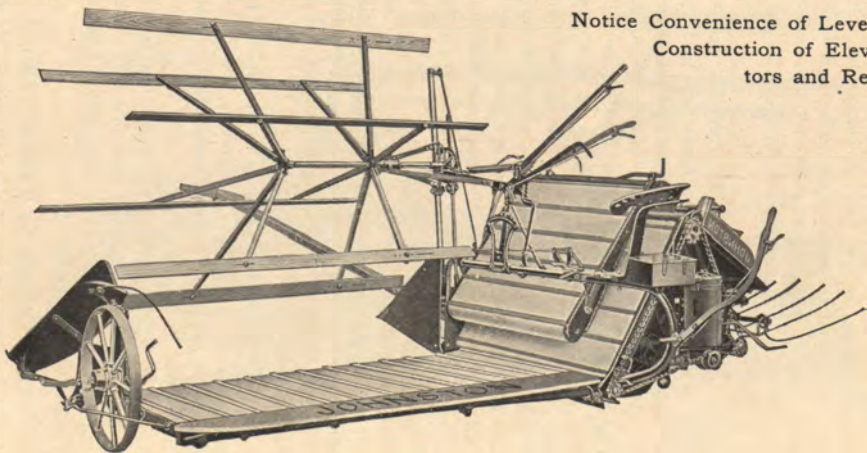
Just a word about durability. We are still filling small orders for repairs for binders purchased twenty-eight years ago—which shows how Johnston Binders last.

Makes no difference how little or how much you may pay for a binder there is none that will return to your pocket as much money in actual results as the Johnston Continental Binder.

THE JOHNSTON HARVESTER CO.

BATAVIA, N. Y.

Notice Convenience of Levers.
Construction of Elevators
and Reel.



JOHNSTON "CONTINENTAL" BINDER

SOME CONSTRUCTION FEATURES THAT ARE THE BEST REASONS WHY IT NEVER FAILS TO DO ITS WORK RIGHT

All-steel frames.

Sheet steel platform, with strong connections to frame.

Perfect draft connections.

Steel wheels—main wheel, 36-inch—drives with great power.

Roller bearing in both wheels—drives with least friction.

Perfect mesh of gears throughout.

Brass bushing in crank-box prevents heating.

Angle-steel cutting-bar with stiffener.

Steel Locke Belt drive-chain.

Both dividers are steel and both fold out of the way.

All levers on right-hand side.

Gear-drive reel. No lost motion. Handles all kinds of grain.

Largest elevator roller in use. Increases capacity.

Roller boxes are self-aligning, economical.

Seventh roller saves loss at the top.

Canvases made to wear, and each has eccentric tightener.

Gear-drive binder attachment. Has widest shift.

A trip that never repeats.

A knotter that always ties.

Detachable packer-boxes.

Steep-slanted decks.

Steel folding bundle-carrier, six fingers.

Best three-horse equipment on the market.

Tongue trucks for 7- and 8-foot binders.

Steel transporting truck, the quick-change kind.

Sizes: 5-foot, 6-foot, 7-foot, 8-foot.

JOHNSTON "CONTINENTAL" BINDER

Steel, in construction, stands for strength, stability, stamina, staying qualities.

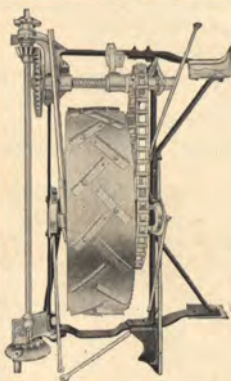
The framework of the JOHNSTON Binder is entirely of steel.

The main frame is in one piece, high-carbon steel, well braced.

All necessary gearing and shafting are compactly and securely fitted to the frame.

The shafting is always in line and the gearing in perfect mesh.

Roller bearings at rear end of crank-shaft prevent heating and reduce draft.



JOHNSTON "CONTINENTAL" BINDER

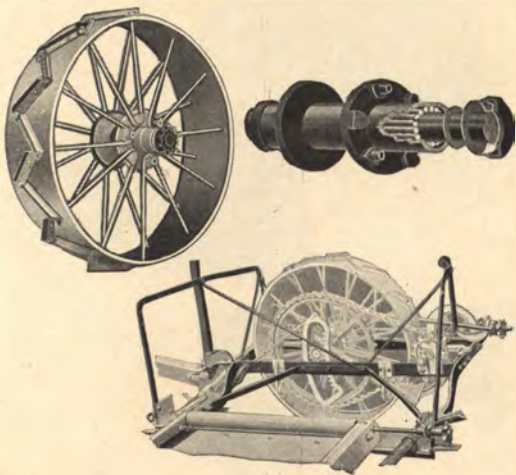
The main drive-wheel has plenty of clearance on all sides. The wheel is of the suspension pattern, and is 36 inches in diameter, giving the necessary driving power.

We are satisfied that it is the best binder-wheel on the market.

Has a strong cast hub, secured by steel hairpin spokes to a wide, beaded steel tire. Angle-steel calks are placed diagonally to the edge of the tire, but at right angles to each other. In this way the driving power is doubled. The spokes are heaviest next to the tire and are fastened through the calks by heavy nuts.

Dust-proof roller bearings in the hub reduce the friction and lighten the draft. The bearings are cold-rolled steel, held in place by steel washers.

The elevator frames are steel and securely braced. They hold the elevators in position over the wheel, just high enough to give good clearance and the right angle to the decks.



JOHNSTON "CONTINENTAL" BINDER

We use steel Locke Belt Chain.

Patent links lock into each other and make a chain that is very strong, wears well and will not stretch or climb the sprockets. The chain may be removed without taking the wheel out of the frame. Lower the wheel to last notch in the segments, cut deep for the purpose.

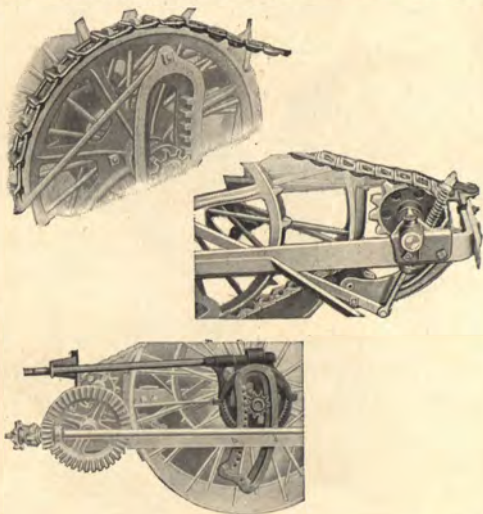
This releases the tension on the chain and links can be separated.

A spring-adjustment tightener takes up the wear on the chain.

It is simple and durable. Our method of raising and lowering the main wheel in the frame is by means of raising shaft, worm and gear, with segments on each side of the frame.

This way keeps the wheel always in line.

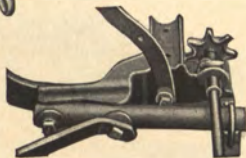
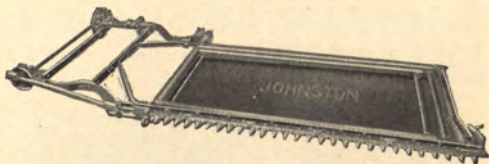
The parts are so shielded that no dirt can get in and make them work hard.



JOHNSTON "CONTINENTAL" BINDER

The Johnston platform is sheet steel, riveted in one piece. A steel angle carries the inner end of the platform, and it is simply but securely attached to the frame by joint-casting at the rear and inner shoe at the front. The angle-bar has an eye at the front end, to which the pole-brace is attached.

This construction transfers the strain in draft to the rear of the machine. The torsion pipe, at rear of the platform, is bolted to the frame, making a thoroughly strong and reliable connection just where it is needed most. The parts are cheaply replaced in case of accident. Note, also, the inner shoe and manner of holding the knife head in line.



JOHNSTON "CONTINENTAL" BINDER

The joint-casting at the rear carries the inner platform roller, but we use a separate box for the bearing, so that the wear will not come on the heavy casting. This saves expense in repairing. The cutter-bar is a steel angle, and the guards are fitted with steel ledger-plates. The guards are set flush with the bottom of the platform and allow very close cutting. We make our own knives. At the inner end of the bar is a steel-angle stiffening plate that fits the platform closely, and is bolted between the cutting-bar and canvas guide. A stay-rod, with set-nuts, holds the guides the proper distance apart. The platform is further supported by two steel angles on the under side and one at the grain-wheel end.

A steel torsion pipe, at the back of the platform holds it in perfect line. It is securely fastened at each end and supported in the middle.

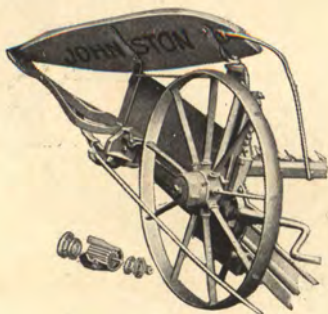


JOHNSTON "CONTINENTAL" BINDER

The pitman on the Johnston is of highest quality of selected, seasoned hardwood so constructed that it easily slips on both crank-wheel pin and knife-head. Wood bearings are employed here because experience has shown that they last longest. The pitman always has positive, direct action.

The grain-wheel is steel with broad, rounding tire, that will not cut in. Has separate hub-box, fitted with roller bearings that make the wheel run lightly. The bearings are dust-proof and are oiled from separate cup. The platform, at this end, is raised and lowered by a rack, crank and worm.

The manner of attaching the pole is very simple and effective. The pole-iron is dropped into a slot in the main frame and is held in place with a short pin, making a strong hinge with free action. The draw-casting is fastened to the frame and to the tilting support as well.



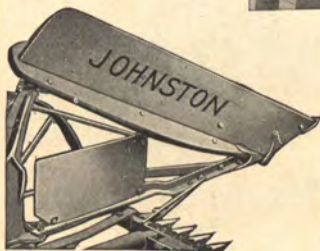
JOHNSTON "CONTINENTAL" BINDER

The grain-wheel post is attached to platform angle and a brace runs to under side of platform as well.

The outer divider has steel angle-support, and is well braced. A sheet-steel shield keeps the grain from pushing through between divider and wheel. The inner divider is sheet steel. Both dividers fold out of the way, one by raising a lever and the other by pulling out a catch-pin. Not a bolt or nut to be touched.

When the binder is on the road or passing through narrow gateways, the convenience of folding dividers will be appreciated. In addition to the regular divider, each binder is provided with an extension divider for tall grain. It is fitted complete with an

extra point and socket, and is easily attached.

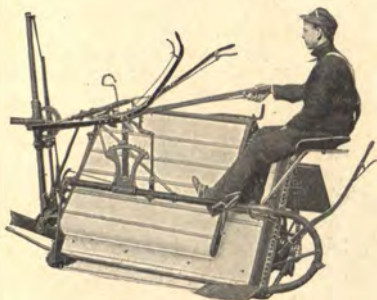


JOHNSTON "CONTINENTAL" BINDER

On the "Continental" all levers, except for carrier and backwing, are on the right-hand side. All are easily reached from the seat. We call your attention especially to the reel-levers. The reel can be tilted or shifted quickly, for grain that is tall, short or medium, standing or down, straight or tangled, heavy or light.

A wide range of adjustment is necessary to take care of the crop under all conditions, but the Johnston has yet to find the crop that it cannot handle. A balance-spring carries the weight of the reel in shifting.

We show the reel set for tall grain, with the beater holding the grain to the knife.



JOHNSTON "CONTINENTAL" BINDER

Then, again, the reel set low and far out to catch tangled grain. For tangled grain leaning toward the machine the tendency is for the grain to lop over, to be cut too far from the ground and to be shoved on to the platform instead of falling naturally.

In this case the reel should be set with the beaters just clearing the points of the guards.

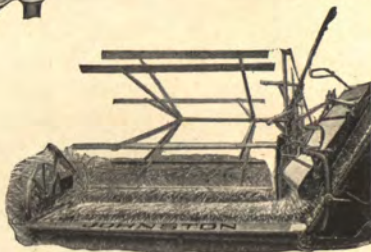
This forces the grain to stand while being cut, and to fall where it should.

Then, for very short grain, the reel can be set with the beaters just above the guards, thus forcing all of the grain to fall on the canvas.

The Johnston reel is driven by gearing, has a double head, a steel-pipe axle and six beaters. It is light, strong, compactly built, works smoothly, and there is no lost motion.

The gears mesh perfectly and wear well.

The reel-heads have a socket for each reel-arm, holding them firmly in place.



JOHNSTON "CONTINENTAL" BINDER

The standard bracket slides on small rollers, up and down the pipe. This prevents binding.

A steel truss holds the standard upright and the reel beaters level and parallel with the platform.

The reel is very simply driven. Running parallel to the reel driving shaft is a 1½-inch steel tube which forms a support. The reel support is further supported by a heavy brace rod attached to the top of the tube, which prevents the reel from sagging, regardless of the angle it may be in. The tube and reel driving shaft are hinged and can be adjusted easily by a simple lever from the operator's seat.

The value of the hinge-bearing will be appreciated when you get hold of the levers.

Note the very simple adjustment for backwing.

You have only to lift a rod with a bent end, out of one hole and drop it into another.

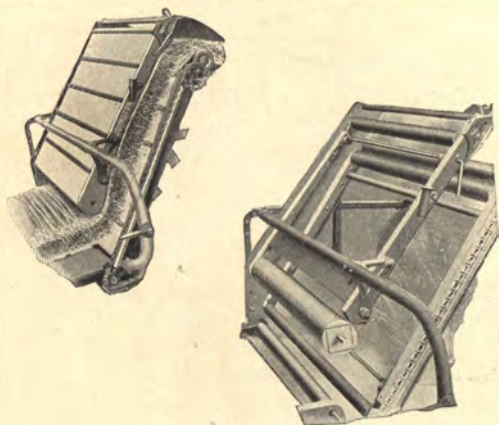
The backwing can be set for long or short grain, and it can be removed when necessary.



JOHNSTON "CONTINENTAL" BINDER

Johnston elevators are better constructed and have greater capacity for every condition of grain than on any other binder made. We can and have proved it over and over again, in thousands of grain fields. Johnston elevators never fail to carry the thin, light crop and never choke up with the heavy, tangled bunches of grain. Why? Because it was made right. It has never needed changing. At the lower end of the upper elevator there is a $5\frac{1}{4}$ -inch roller, the largest for the purpose on any binder. This roller pulls all tangled or short grain into the throat of the elevator, instead of pushing it out between the lower rollers, helping instead of hindering. The canvases are held taut for light grain, but room is provided for the canvases to give when carrying the heavy bunches.

There is no loss, no clogging in either case.



JOHNSTON "CONTINENTAL" BINDER

The large roller is the built-up kind and will not warp. Both elevators are securely braced and held in line. The upper elevator is supported by steel pipe-arch.

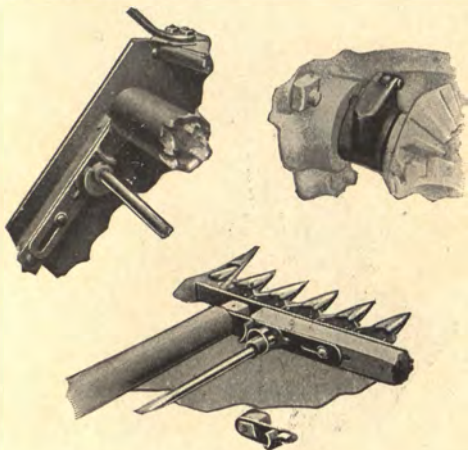
Note spreader-rod in top of lower elevator. Also, roller-box bearing for shaft that drives the upper elevator.

Boxes are self-aligning, make the rollers run true and cost little to replace when worn.

The canvases are made of the best grade of duck, inch elm cleats and leather straps. They are well hemmed and riveted, and are tacked every half inch.

Each canvas is provided with a tightener, operated by an eccentric lever from the outside.

A cam, a slide and a lever are the only parts used, and they are always in order. The slide has an oil-soaked wood bearing in which the rollers run, and there is practically no wear.



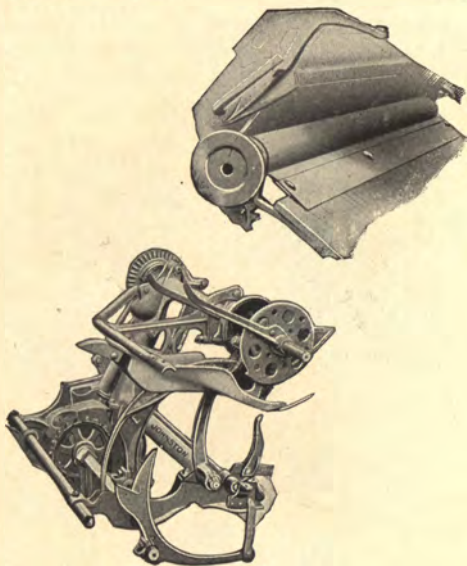
JOHNSTON "CONTINENTAL" BINDER

Between the lower elevators and the decks, we provide a seventh roller. It keeps the grain from passing through the opening, and helps it on its way to the decks. Please note that the deck-cap is fitted closely to the seventh roller, below its center. This prevents the loss of grain at this point. The decks are steep-slanted, and the grain slides down easily.

For the fourth season, we are driving the Johnston Binder attachment by gear, and find it by far the better way.

There is positive action, no lost motion—saves wear, saves weight.

The complete attachment is compact and very simple in construction.



JOHNSTON "CONTINENTAL" BINDER

The binder-frame is cast iron, and is a stable foundation for shafting and gearing.

The rear binder-frame support has a large cast roller which carries the weight of the attachment in shifting.

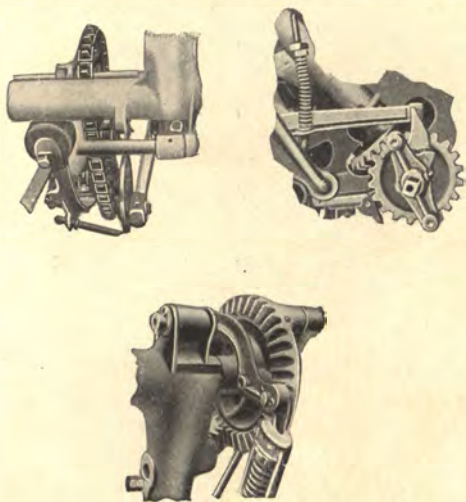
The driving-gears are carefully made and fitted so that they mesh well and wear well.

The binder cam-wheel and part of the compressor are shown also.

The trip and compressor springs are adjusted independently, but one nut takes up the wear.

We use a spring-trip binder-lock.

The Johnston trip never repeats or causes the making of small bundles.



JOHNSTON "CONTINENTAL" BINDER

The packers and driving-dog are always in perfect time with the needle.

The packers keep just ahead of the needle, doing the heavy part of the work.

The packers and packer-crank run in detachable boxes.

They are self-oiling, reduce friction and are cheaply replaced when worn.

The needle is carefully fitted.

The flange on twine-can cover keeps the can in shape and the tension-plate steady.

The Johnston knotter is our special pride, because, through nineteen years, it has proved its real and lasting value. It has done faithful work

and sure. It has not been changed in all that time. The keynote of its success is positive action of all of its parts. They are all cam-driven and must work just so.



JOHNSTON "CONTINENTAL" BINDER

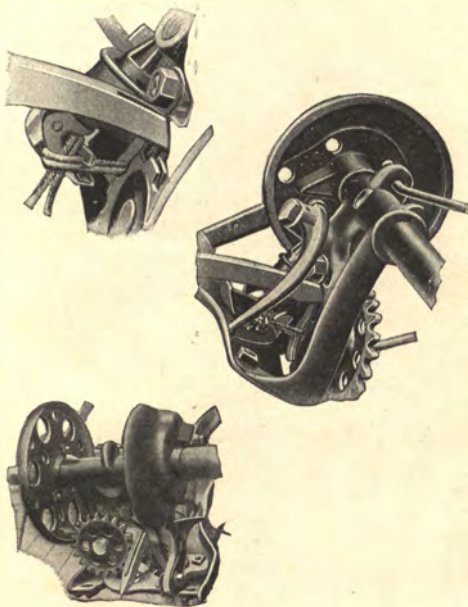
We show, in succession, cuts of cam for knotting-hook with the twine over the hook. just ready to begin tying; next, the hook, after three-fourths of the turn and the knot nearly tied; then, the cam for knife-arm, the knot tied and the twine being cut; last, the cam for twine-holder gear.

Each cog on the gear means a bundle tied.

Every knotter is carefully fitted and thoroughly tested before leaving the factory.

A third discharge-arm is provided with each machine.

It can be adjusted ahead of the other discharge arms, to part the heads in heavy, tangled grain.



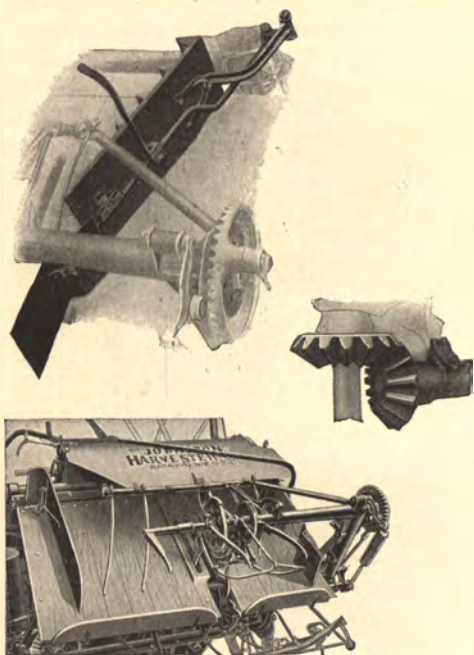
JOHNSTON "CONTINENTAL" BINDER

The Johnston butter keeps the butts of the grain even, so that a nice bundle will be turned out.

Has a sheet-steel extension to hold the bundle while it is being bound.

Shifting the binder attachment and adjustment of the butter controls the placing of the twine around the bundle.

Either long or short bundles are bound in the middle.



JOHNSTON "CONTINENTAL" BINDER

You can bind long grain 24 inches from the butts and the short grain 6½ inches from the butts.

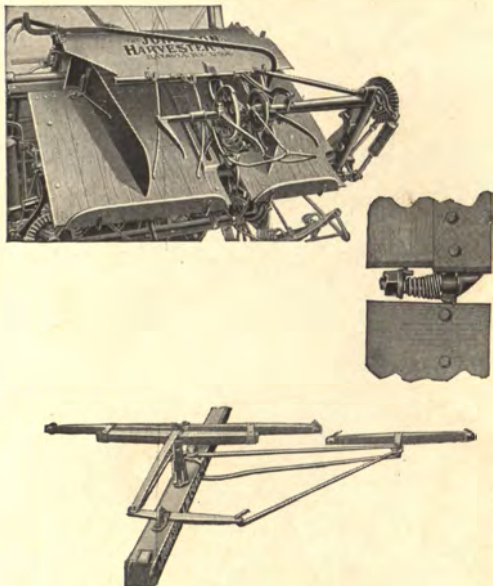
Each deck has a spring-trip dump-board.

A ratchet-nut takes up the wear in the spring.

The Johnston three-horse rig was new three years ago and has proved to be very satisfactory in every way.

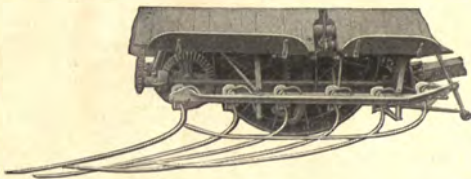
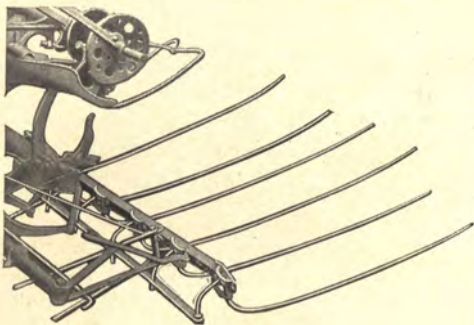
It is built of steel, is 50 per cent. lighter, yet will wear longer and do better work than the old style.

There isn't a better rig on the market.



JOHNSTON "CONTINENTAL" CARRIER

The bundles, when discharged, drop directly into a folding steel carrier. It has six steel fingers which fold to the rear, out of the way. It is held in place and tripped by foot from the seat. It is built for strength and carries its load easily. It is well balanced and dumps and returns to place quickly. It is easily attached to the machine and perfectly supported.



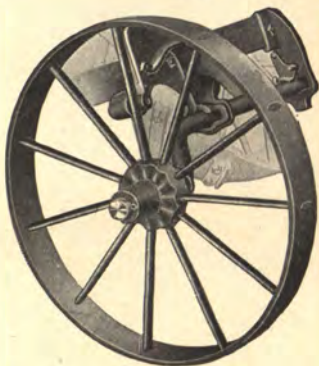
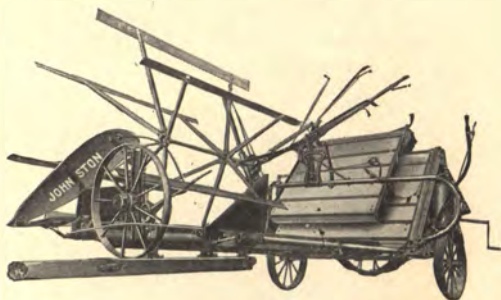
JOHNSTON TRANSPORTING TRUCK

It is the kind on which a binder can be mounted in five minutes. This is not brag, but an every-day occurrence in harvest time.

It is known as a stub-axle truck and consists of the two steel axles, four malleable supports and a pair of special steel wheels.

The supports are always bolted in position on the main frame of the machine.

The wheels, complete with their axles, are slipped into place without taking off a single piece or touching a bolt or nut.

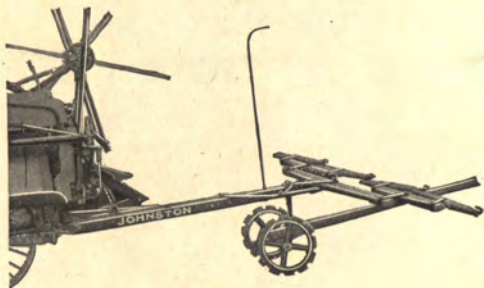
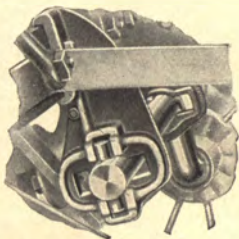


JOHNSTON TRANSPORTING TRUCK

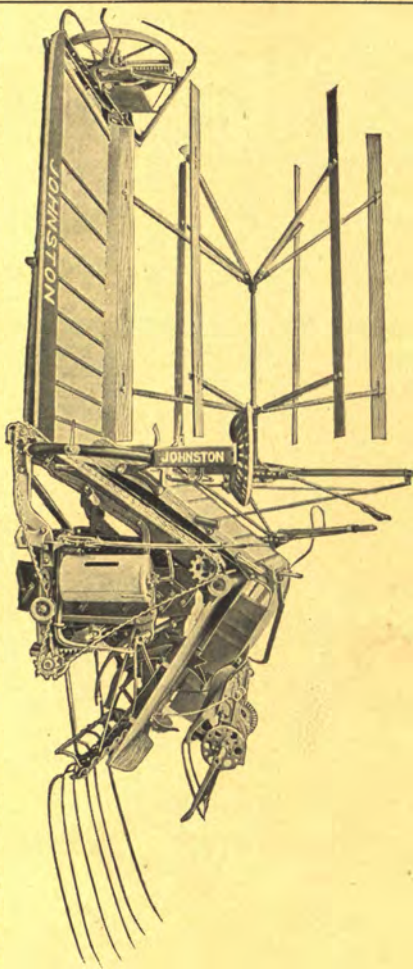
Insert axles through both brackets and give it a quarter turn, so that pins will fit in notches cut in back of inside bracket, and lock with small lever.

After raising the drive and grain wheels out of the way, you have simply to hook pole-iron to casting attached to rib on under side of platform and drop outer end of platform to the casting on the pole and it is done.

Every 8-foot binder is furnished with an up-to-date tongue truck and a 4-horse equipment. The truck prevents side-draft and neck-weight. They are shipped with 7-foot machines, when ordered.



JOHNSTON "CONTINENTAL" BINDER



JOHNSTON

GRAIN BINDERS, CORN BINDERS,
MOWERS, REAPERS, RAKES,
TEDDERS, DISK, SPIKE
AND SPRING TOOTH HARROWS,
ORCHARD HARROWS, MANURE
SPREADERS



FACTORY & OFFICE

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