

(No Model.)

2 Sheets—Sheet 1.

E. F. SCHOLDER.
TRUCK.

No. 387,741.

Patented Aug. 14, 1888.

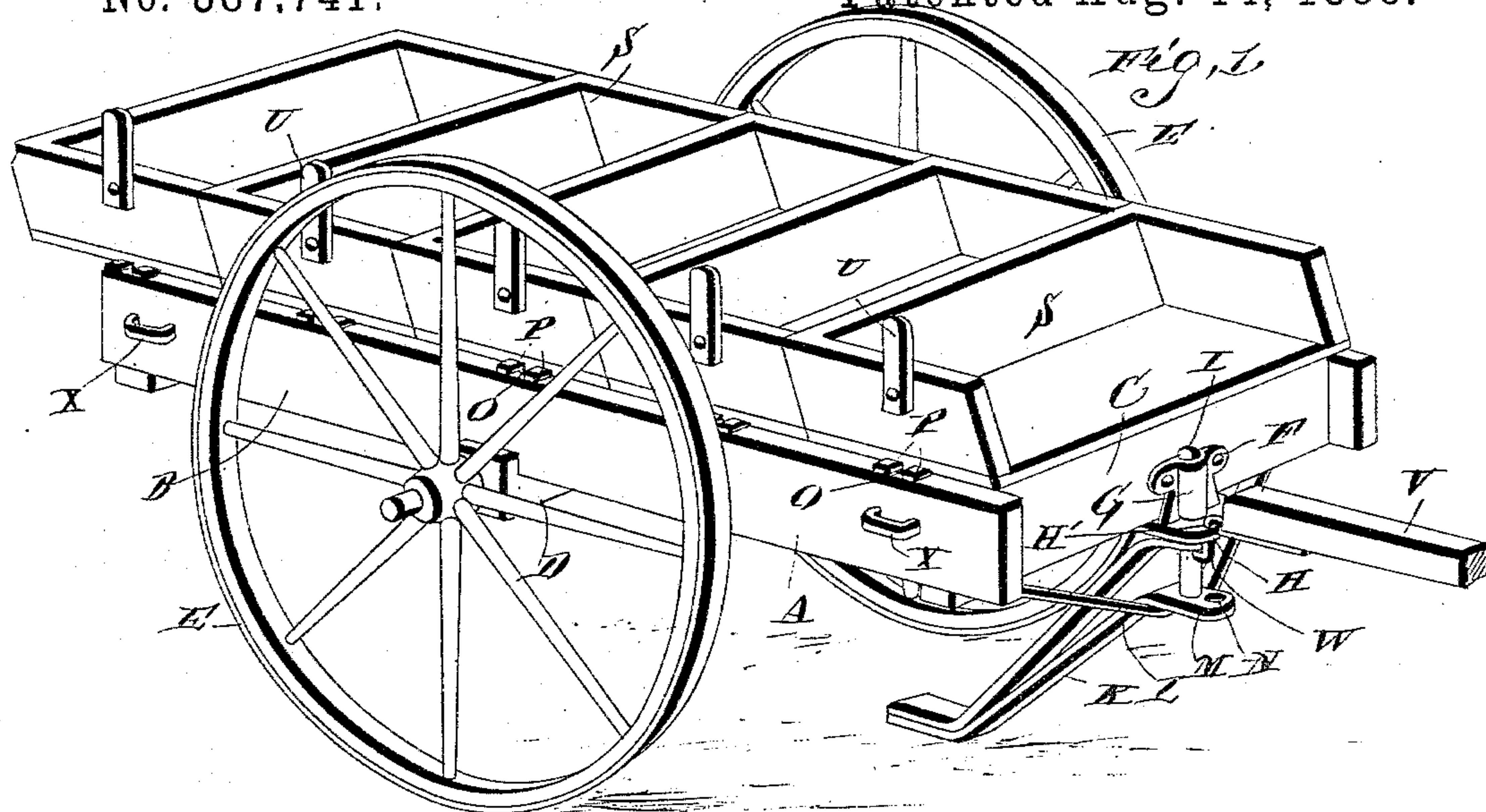
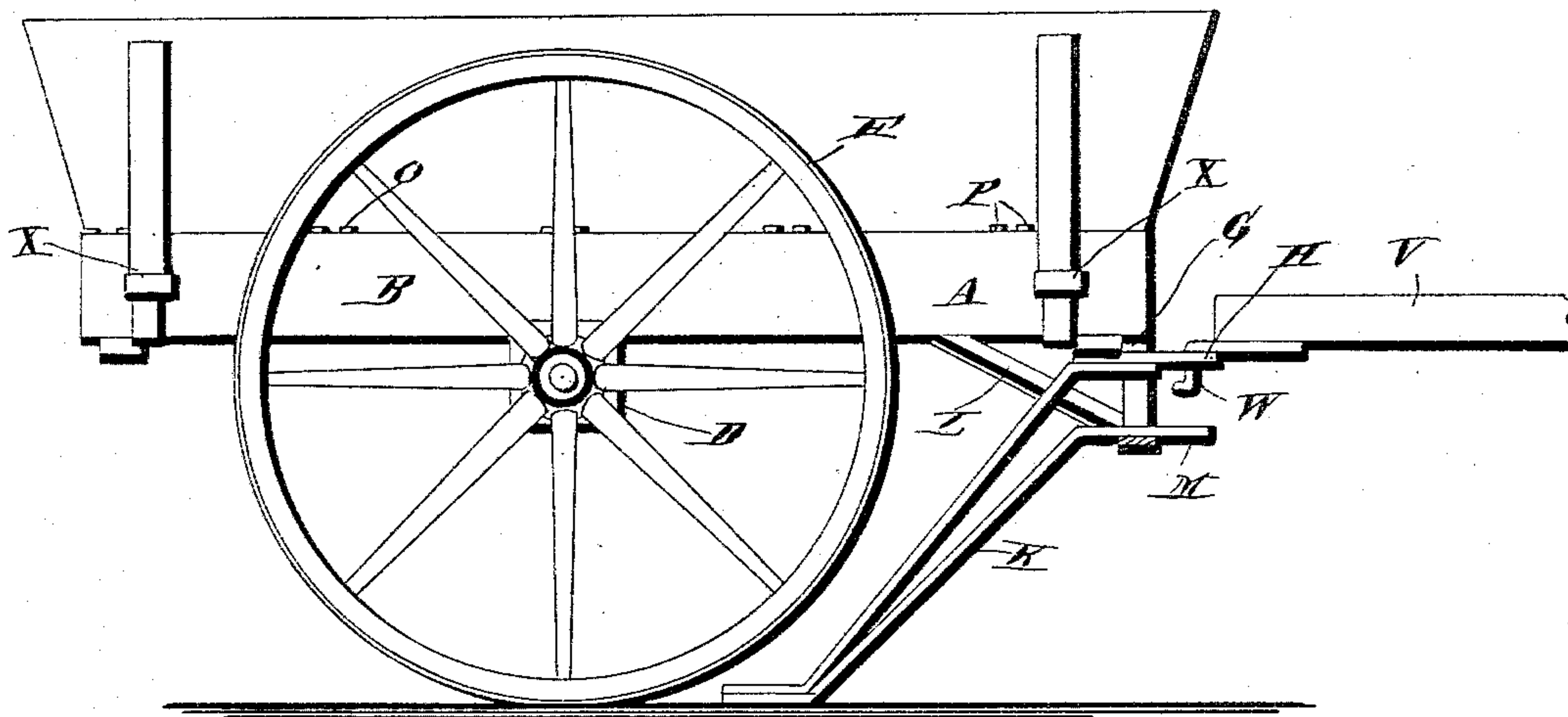


Fig. 2



Witnesses.

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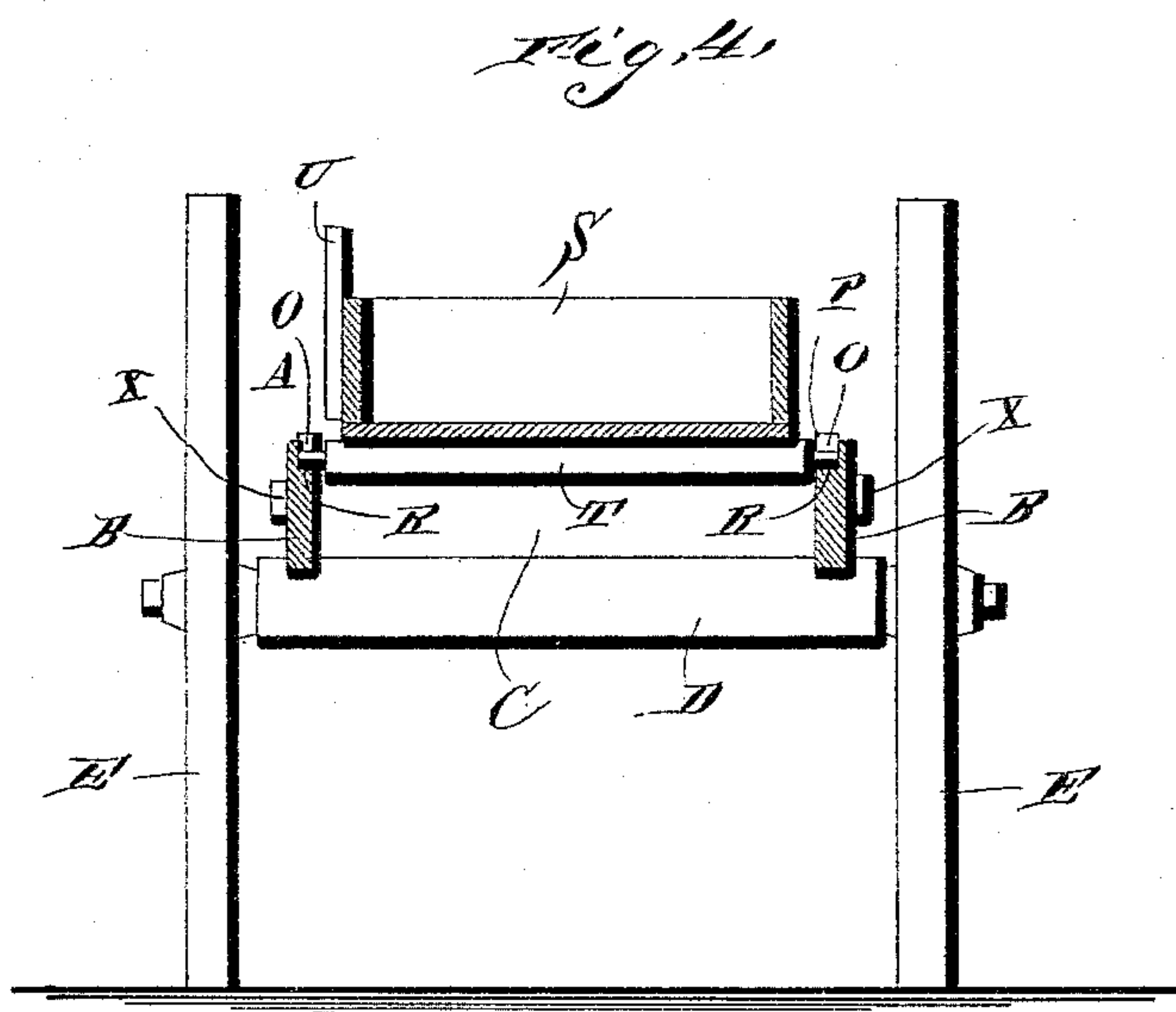
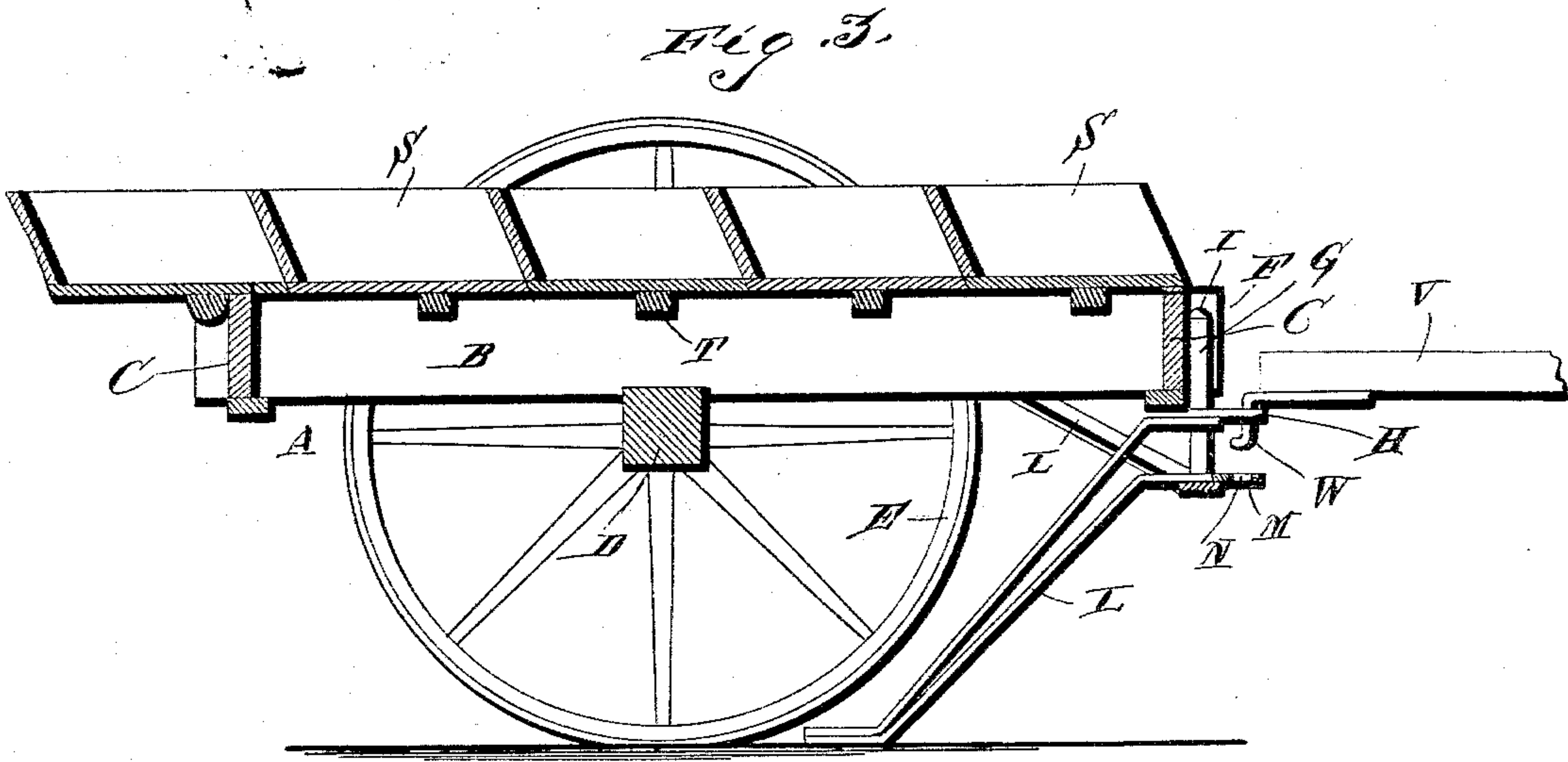
2 Sheets—Sheet 2.

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Inventor.

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UNITED STATES PATENT OFFICE.

EDWARD FERDINAND SCHOLDER, OF HEPLER, KANSAS.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 387,741, dated August 14, 1888.

Application filed March 20, 1888. Serial No. 267,867. (No model.)

To all whom it may concern:

Be it known that I, EDWARD FERDINAND SCHOLDER, a citizen of the United States, residing at Hepler, in the county of Crawford and State of Kansas, have invented a new and useful Improvement in Trucks, of which the following is a specification.

My invention relates to an improvement in trucks adapted particularly for hauling manure on farms, and also adapted to be used for hauling earth when making excavations, and to be converted into a truck for hauling grain, fodder, and similar substances; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a truck embodying my improvements when the same is adapted for use in hauling manure or earth. Fig. 2 is an elevation of the same when the truck is adapted to be used in hauling fodder or hay. Fig. 3 is a vertical longitudinal sectional view of my improved truck when arranged to haul and dump manure and earth. Fig. 4 is a vertical transverse sectional view of the same.

A represents a rectangular frame of suitable length and breadth, which comprises the longitudinal side beams, B, and the front and rear connecting beams C. Arranged under the frame, near the center thereof and somewhat nearer the rear end of the frame, is an axle, D, which is rigidly secured to the same, and is provided with supporting wheels E. At the front end of the same, and secured to the under side of the front cross-bar C, at the center thereof, is a bracket, F, having a vertical sleeve, G, and provided at its lower side with a horizontal bracket, H, which projects forward and rearward therefrom, the rear end of said bracket being bolted to the under edge of the cross-bar C and the front edge of said bracket being provided with an opening, H'.

I represents a vertical pivotal bolt, which extends through the sleeve G and depends therefrom, and on the said pivotal bolt is pivoted a trailing supporting-arm, K, the lower rear end of which is adapted to rest on the ground, and thereby support the front end of

the frame and arrange the latter in a slightly-inclined position.

A brace or yoke, L, has its central portion secured to the lower end of bolt I, and has its ends bolted to the sides of the frame at a suitable distance from the front end thereof. The said trailing arm K is provided in advance of the pivotal bolt with a projecting ear, M, which is provided with an opening, N.

In the upper edges of the side beams, B, on the inner sides of the same, are vertical open slots O, the said slots being covered by wear-plates P, which are screwed or bolted to the inner sides of the bolts and form bearings for the projecting trunnions R of a series of dump-hoppers, S, the said hoppers having flat bottoms, vertical end walls, inclined rear sides, and having their front sides entirely open, as shown. Said hoppers are arranged one in front of the other throughout the length of the frame and have their trunnions journaled in the slotted bearings O, the front open sides of each hopper bearing against the inclined rear sides of the hopper in advance thereof, and said hoppers being thereby supported in a horizontal position. The trunnions project from the ends of bars T, which are arranged under the bottoms of the hoppers slightly in advance of the centers thereof, as shown, whereby the preponderating weight of the contents of the hoppers and of the hoppers themselves will be in rear of their trunnions or pivots, thereby keeping the said hoppers with their opposing sides in contact with each other, and consequently maintaining the hoppers normally in equilibrium. The said hoppers are each provided at one end with a vertical standard or handle, U, by means of which the hoppers may be dumped, so as to discharge them of their contents and unload the truck, as will be readily understood.

V represents a tongue or shafts having a hook, W, at its rear end adapted to engage the opening in the bracket G, and thereby connect the tongue to the front end of the truck, and a suitable whiffletree is connected to the opening N of the ear M of the trailing supporting-arm, so that the draft of the animals may be applied directly to the front end of the truck. On the outer sides of the beams B

are keepers X, in which the standards of the wagon bed or rack may be secured when the dump-hoppers are removed from the frame and the truck is adapted to be used for hauling fodder, wood, or other material.

A truck thus constructed is extremely cheap and simple, is very strong and durable, is very readily operated, and will be found of great utility by farmers and other persons. The wheels E are of small diameter, and thereby the body of the truck is supported at only a slight distance above the ground, thus rendering it exceedingly easy to load and unload the truck.

Having thus described my invention, I claim—

1. The combination of the frame and the series of hoppers pivoted on the frame, the said hoppers having their front and rear sides inclined, the rear side of one hopper resting against and closing the front side of the next adjacent hopper, as set forth.

2. The truck having the supporting-wheels E mounted at a suitable distance near the cen-

ter thereof and provided at its front end with a pivoted trailing supporting-arm, substantially as described.

3. The combination, in a truck, of the frame having the supporting-wheels E and provided at its front end with the pivoted trailing arm having the ear M, adapted to receive a whiffletree, and the tongue or shaft having the hook engaging the bracket or plate at the front end of the frame, substantially as described.

4. The combination, in a truck, of a frame having the bearings P in its sides and the hoppers having the trunnions engaging the said bearings, the said hoppers being provided with the standards or arm U, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

EDWARD FERDINAND SCHOLDER.

Witnesses:

R. P. HAMMONS,
O. C. ECKE.