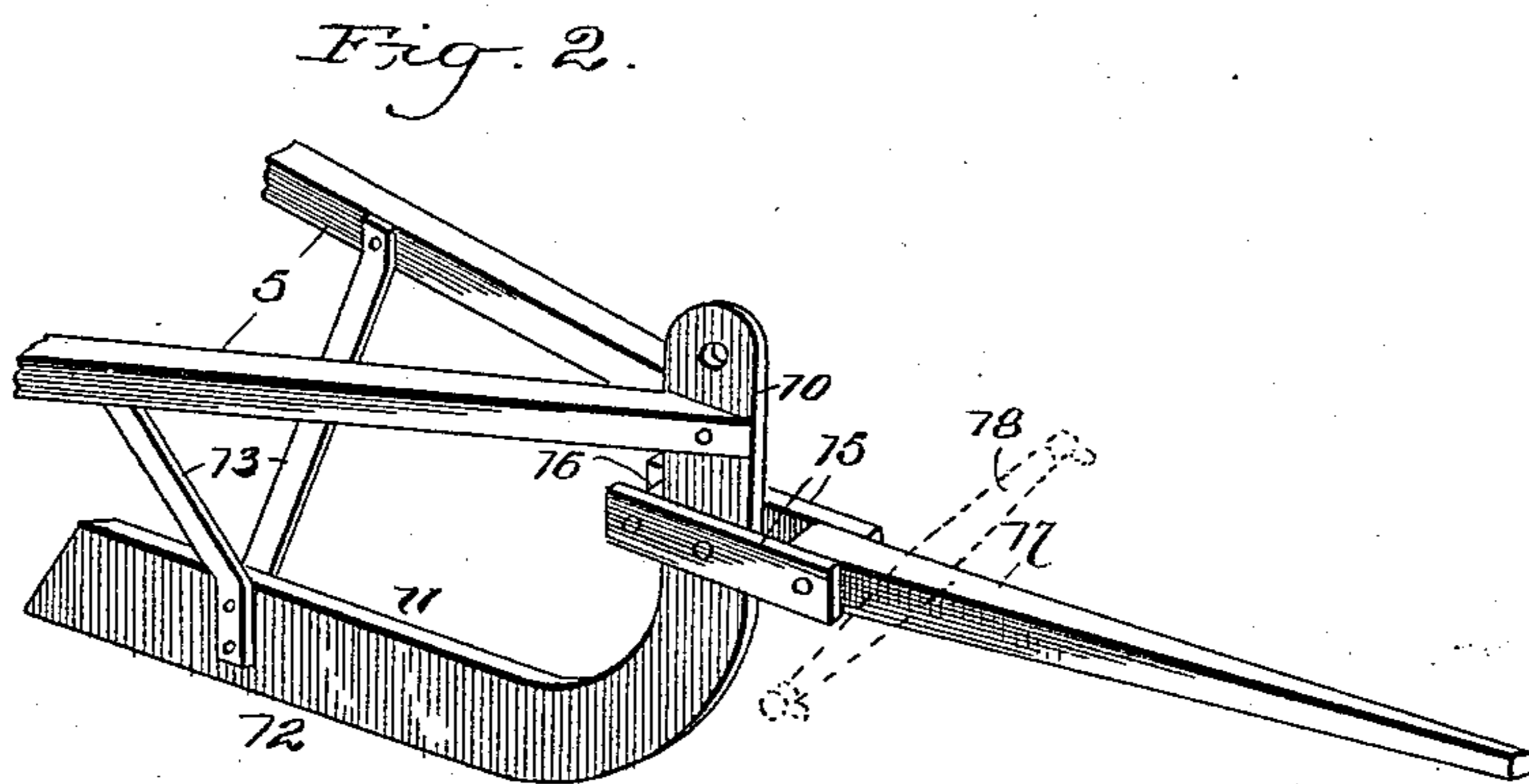
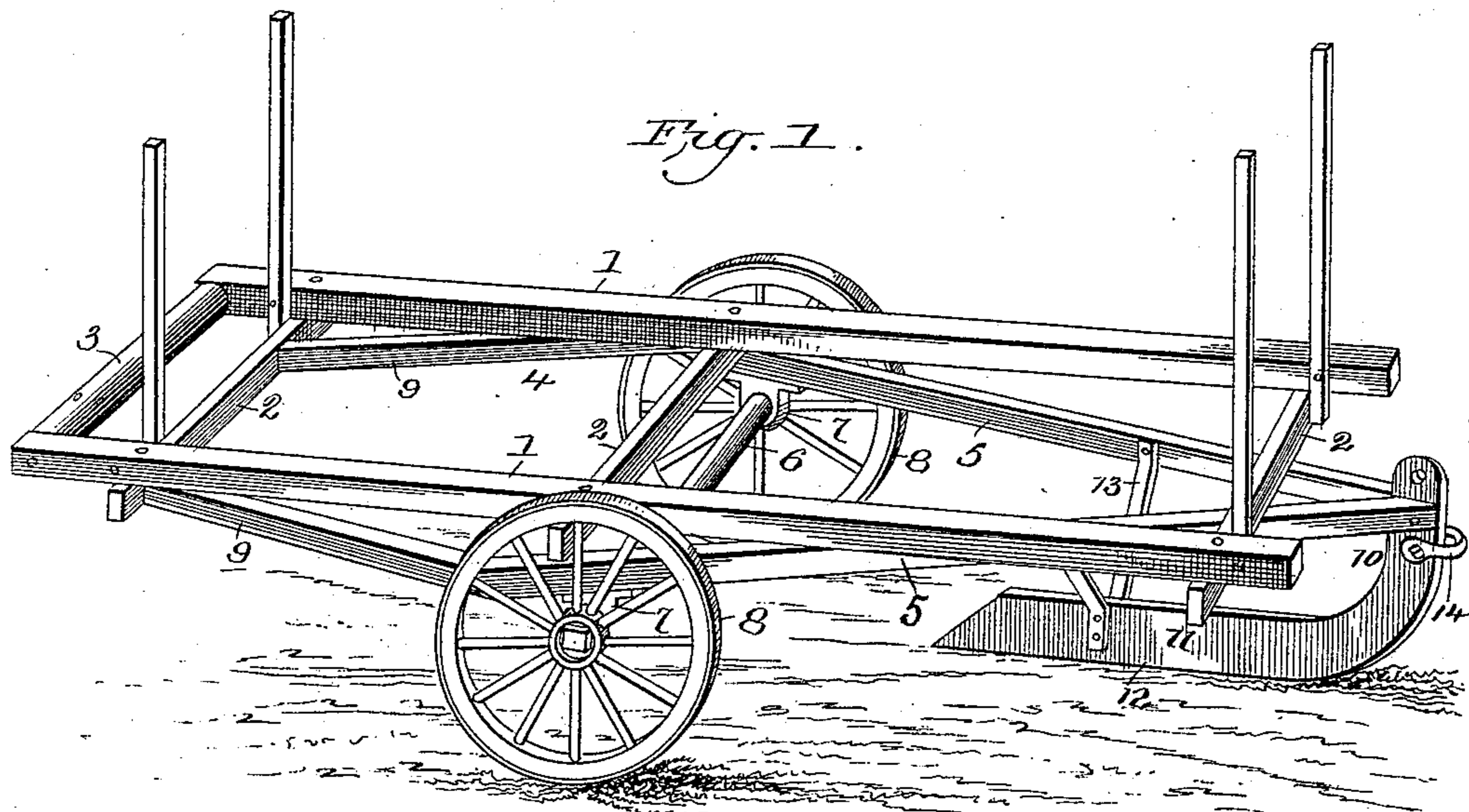


(No Model.)

J. L. H. BAKER.  
FARM TRUCK.

No. 525,126.

Patented Aug. 28, 1894.



Witnesses  
*J. M. Reynolds*  
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Attorney

# UNITED STATES PATENT OFFICE.

JUSTUS L. H. BAKER, OF JAMESTOWN, OHIO.

## FARM-TRUCK.

SPECIFICATION forming part of Letters Patent No. 525,126, dated August 28, 1894.

Application filed April 5, 1894. Serial No. 506,437. (No model.)

*To all whom it may concern:*

Be it known that I, JUSTUS L. H. BAKER, a citizen of the United States, and a resident of Jamestown, in the county of Greene and State of Ohio, have invented certain new and useful Improvements in Farm-Trucks or Wagon-Sleds; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to farm trucks or sled wagons and has for its object to provide a simple and effective construction of parts which will afford facilities for conveying machinery, lumber and other articles from one place to another with convenience.

With these and other objects in view, the invention consists of the construction and arrangement of parts which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a farm truck embodying the invention. Fig. 2 is a similar view of the front portion of the truck showing a novel form of tongue attachment.

Similar numerals of reference are employed to indicate corresponding parts in both views.

Referring to the drawings, the numeral 1 designates opposite longitudinally disposed beams secured by under cross-braces 2 arranged at proper intervals adjacent to the opposite ends of the beams 1 and intermediate of the said ends and in the rear portion of the said beams, is a roller 3. The frame, composed of the beams 1 and the cross-braces 2, rests upon and is attached to a bed frame 4, comprising front oppositely situated converged beams 5, having bearing at their rear ends on an axle 6, boxes or bearing 7 being secured to the under rear portions of the said beams 5, for the said axle. The latter is provided with wheels 8 and to the rear ends of the beams 5 are secured shorter beams 9 which also slightly converge toward the rear. Between the front ends of the beams 5 is secured the vertical portion 10 of a runner 11 whose lower horizontal portion 12 has bearing upon the ground or other surface and is connected to the adjacent portions of the

beams 5 by braces 13. To the vertical portion of the said runner, as shown in Fig. 1, is attached a clevis 14, but this clevis is adapted to be removed, and the tongue shown by Fig. 2 is supplied in place thereof. When the clevis 14 is removed, side bars 15 are placed against opposite sides of the runner and pivotally attached thereto, the said bars 15 being secured in rear of the runner by a cross-bar 16, and their front ends pivotally embrace the rear end of a tongue or pole 17, which is supplied with a singletree 18 or analogous device. It will be seen that the cross-bar 16 tends to hold the pole or shaft in a horizontal position by bearing on the adjacent rear edge of the runner.

The device entire is complete for the intended purposes and articles may be mounted thereon and transported from one position to another and to any point desired and may be conveniently used in transporting plows or other farm implements, as well as lumber, with ease and readiness. It will be understood, of course, that a wagon bed may be readily mounted on the beams 1 and if thus arranged, the device will be exceptionally useful for conveying loads or different articles.

The roller 3 in the rear of the frame is for the purpose of attaching a rope running out to a boom or tie-down pole over a load of fodder, hay or straw, when hauled on the truck, and it is adapted to be supplied with a loose pin to wind with, which is long enough to hold the roller after it has been wound up by bearing against an adjacent portion of the frame. The frame is also supplied with standards at the front and at the rear end of the truck, and are adapted to be turned inward parallel with the said bars of the frame, the bolts being pivot bolts, and permitting this operation.

Having thus described the invention, what is claimed as new is—

In a farm truck or wagon of the character set forth the combination of a frame mounted upon an axle and comprising upper beams arranged longitudinally and connected near opposite ends by cross-strips, lower beams attached to the upper beams and converging toward the front and rear and a runner secured

to the front portions of the bed frame having  
braces attached to the converging under  
beams, the said axle being located about mid-  
way of the frame, the said runner having se-  
5 cured thereto a tongue, substantially as and  
for the purposes specified.

In testimony whereof I have signed this

specification in the presence of two subscri-  
ing witnesses.

JUSTUS L. H. BAKER.

Witnesses:

C. E. PEARSON,

W. A. PAXSON.