

No. 686,107.

Patented Nov. 5, 1901.

W. C. MOORE & G. M. SMITH.
TOBACCO TRUCK.

(Application filed Aug. 15, 1901.)

(No Model.)

Fig. 1.

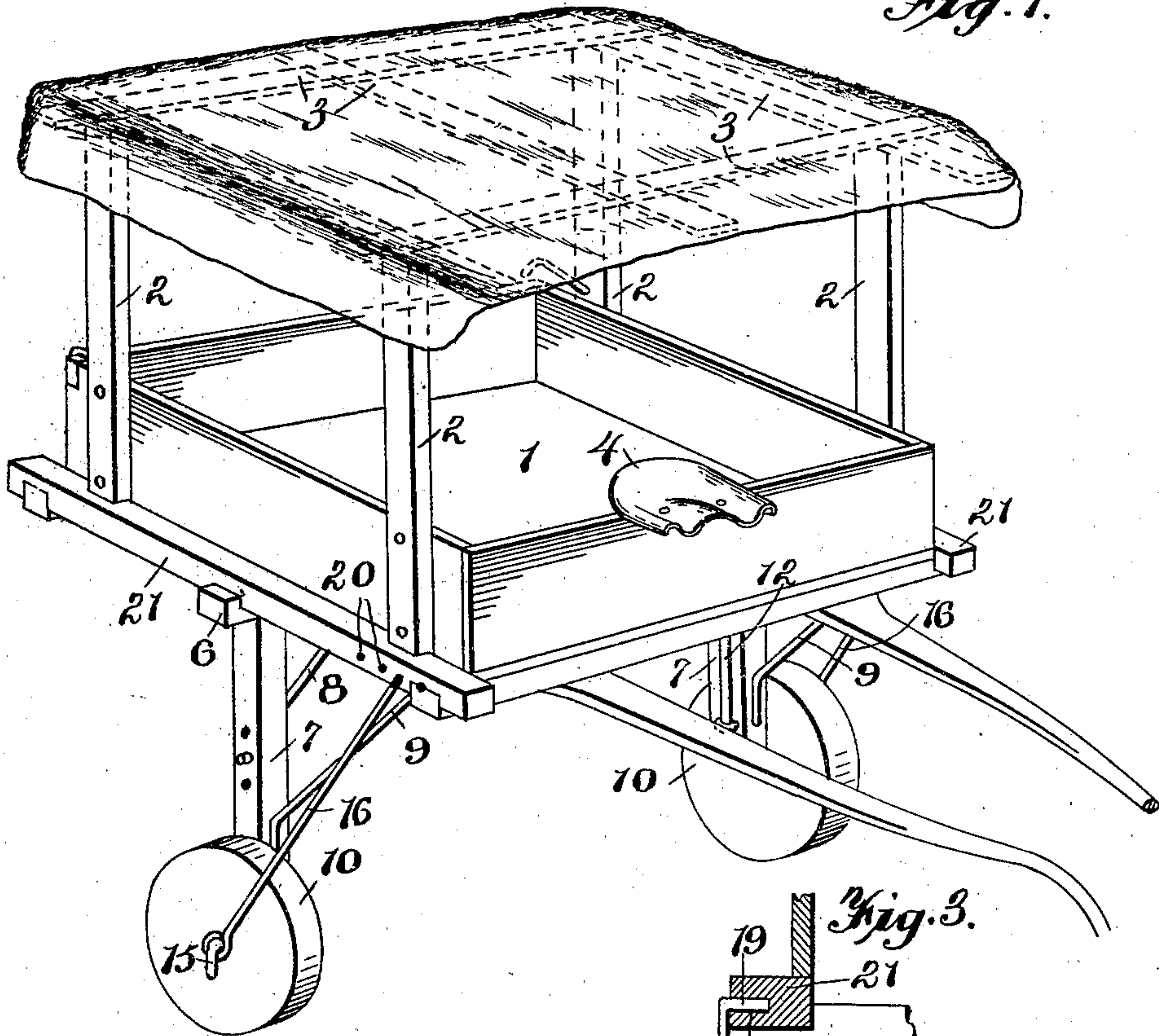


Fig. 2.

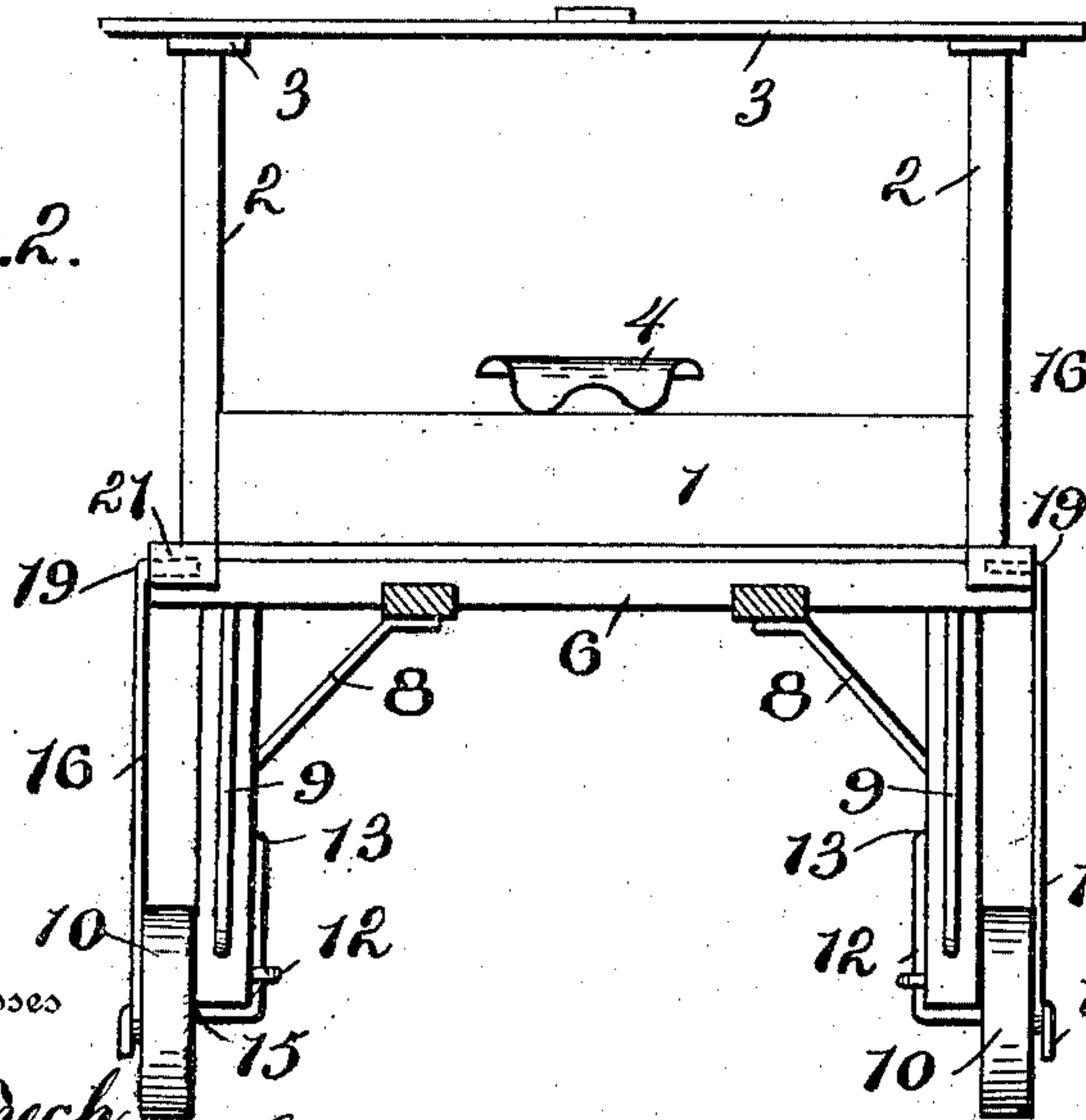
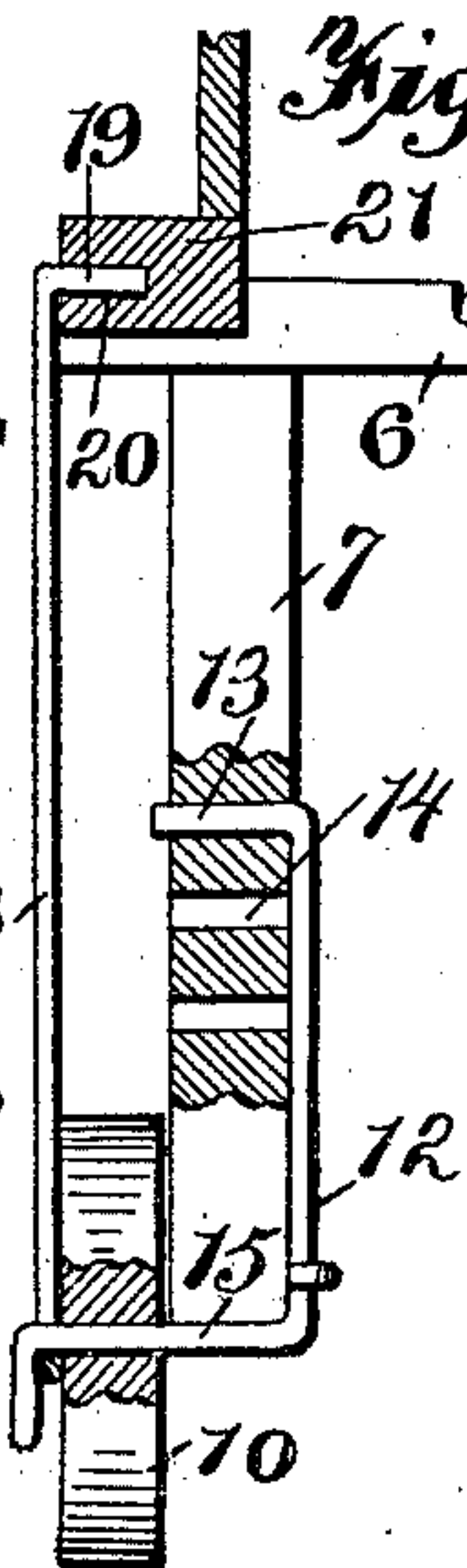


Fig. 3.



Witnesses

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WILLIAM C. MOORE AND GEORGE M. SMITH, OF FALKLAND, NORTH CAROLINA.

TOBACCO-TRUCK.

SPECIFICATION forming part of Letters Patent No. 686,107, dated November 5, 1901.

Application filed August 15, 1901. Serial No. 72,132. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM C. MOORE and GEORGE M. SMITH, citizens of the United States, residing at Falkland, in the county of Pitt and State of North Carolina, have invented new and useful Improvements in Tobacco-Trucks, of which the following is a specification.

Our invention relates to improvements in tobacco-trucks, and pertains to a truck which is adapted to be carried into the tobacco-field and to receive the tobacco just as it is taken from the stalks and in which truck it is delivered to the curing barn or house.

In the accompanying drawings, Figure 1 is a perspective view of a tobacco-truck embodying our invention. Fig. 2 is a front elevation of the same. Fig. 3 is an enlarged detail view of one of the wheel-supporting standards, illustrating the manner in which the wheel is vertically adjustably connected thereto.

Referring now to the drawings, 1 is the body of the truck, to the outer sides of the corners of which project the vertical standards 2. Connected to the top of these vertical standards are the transverse and longitudinally extending bars 3, the said bars projecting beyond the side of the standards 2 both longitudinally and transverse the said body and sufficiently beyond in the front portion of the truck to constitute a shade for the driver upon the seat 4. Secured to the under side of the body are the shafts, by means of which the animal draws the truck.

Depending from the center of the truck and connected at their upper ends with a centrally transversely arranged bar 6 are the wheel-supporting standards 7. These standards 7 are braced through the medium of the transversely-arranged rod 8 and the longitudinally-arranged rod 9, by means of which the standards are firmly held in their vertical position relative to the body of the truck. The supporting-wheels 10 are adjustably connected with the wheel-supporting standards 9 in a manner which will be presently described, and the truck is sufficiently wide to have the standards 9 span two rows of tobacco, the animal drawing the truck passing between the two rows, there being a row at

each side of the horse or other animal drawing the truck, as illustrated in Fig. 1.

The means for adjustably connecting the supporting-wheels 10 to the standards 9 consist of the journal-rods 12, which have their upper ends 13 adapted to pass through the transversely-arranged opening 14 in the said standards. The said upper end preferably extends outward, and the vertical portions of the rod are arranged at and lie against the inner sides of the standards. The lower ends of these wheel-supporting rods are turned laterally, as indicated at 15, and pass through the supporting-wheels, constituting spindles or axles therefor. Preferably these ends extend beyond the outer side of the wheels 10 and have connected therewith an adjustable brace-rod 16. The lower end of this brace-rod is suitably connected with the projecting end of the axle, and its upper end is turned laterally inward, as indicated at 19, and adapted to pass in one of the plurality of openings 20, formed in the side bars 21 of the truck. The standards 7 are provided with a corresponding number of transversely-arranged openings 13 for the upper laterally-turned ends of the wheel-supporting rods. By means of staples or suitable eyes 22, which receive the vertical portions of the wheel-supporting-rods are suitably connected with the lower end of the standards 9, and the wheel-supporting rods are adapted to move vertically there-through. When it is desired to adjust the wheels vertically to suit the truck for passing through a field with tobacco of a certain height to be convenient to gather it and to place it in the truck, the upper ends of the wheel-supporting rods are drawn outward from the openings in the standards 9 and the upper ends of the brace-rods are removed from the openings in the side bars of the body. The wheels are then drawn downward, carrying with them the wheel-supporting rods, and the laterally-turned upper ends of the wheel-supporting rods then placed in the desired openings in the standards 9 and the brace-rods with their upper laterally-turned ends in the corresponding openings of the side bars of the body of the truck. In this way the truck can be raised or lowered to the desired height

which is most convenient for the person picking the tobacco and placing it in the truck, while at the same time the truck will be supported at the proper height to permit it to be drawn through the fields without in any manner injuring the plants.

By means of a truck constructed as herein shown and described two rows of tobacco may be gathered as the truck passes along and placed in the rear end thereof, and the truck can be adjusted to the most convenient height for the pickers.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. A tobacco-truck comprising a body portion having depending therefrom, vertically-arranged wheel-supporting standards forming an unbroken space therebetween up to the bottom of the body, through which the tobacco is adapted to pass, and vertically-adjustable wheels carried by the lower end of said standards, whereby the body can be raised or lowered to bring the body near the tops of tobacco of different lengths, substantially as described.

2. A tobacco-truck comprising a body having depending therefrom vertically-arranged wheel-supporting standards provided with a plurality of transversely-arranged openings, wheel-supporting rods having laterally-turned upper ends adapted to enter the said openings, and laterally-turned lower ends forming axles for the said wheels, and guiding-eyes carried by the lower ends of the standards embracing the said wheel-supporting rods, substantially as described.

3. A tobacco-truck comprising a body having depending therefrom at opposite sides, wheel-supporting standards provided with transversely-arranged openings, wheel-supporting rods having laterally-turned upper ends adapted to enter said openings and their lower ends turned laterally to constitute bearings for the supporting-wheels, the lower ends projecting beyond the outer side of the wheels,

and brace-rods having their lower ends attached to the projecting ends of the axles and their upper ends adjustably connected with the body of the truck, substantially as described.

4. In a tobacco-truck, the combination with a body of depending wheel-supporting standards carried thereby, eyes carried by the lower ends of said standards, vertically-movable wheel-supporting rods passing through said eyes, means for adjustably securing the upper ends of said rods to the standards, brace-rods having their lower ends attached to the projecting ends of the axles and means for adjustably securing the upper ends thereof to the body, substantially as described.

5. A tobacco-truck comprising a body having a member on each side provided with a plurality of transversely-arranged openings, wheel-supporting rods having laterally-turned upper ends adapted to enter said openings, and guiding-eyes carried by the lower ends of said member embracing the said wheel-supporting rods, substantially as described.

6. A tobacco-truck comprising a body having a member on each side provided with a plurality of transversely-arranged openings, wheel-supporting rods having laterally-turned upper ends adapted to enter said openings and their lower ends turned laterally to constitute bearings for the wheels, eyes carried by the lower ends of said members and adapted to receive the wheel-supporting rods, and brace-rods having their lower ends attached to the ends of the lower laterally-turned ends of the supporting-rods and their upper ends adjustably connected to the body, substantially as described.

In testimony whereof we have hereunto set our hands in the presence of two subscribing witnesses.

WILLIAM C. MOORE.
GEORGE M. SMITH.

Witnesses:

ANDREW J. MOORE,
THOS. J. MOORE.