

H. J. WHITE.

TRUCK.

APPLICATION FILED JAN. 17, 1908.

908,633.

Patented Jan. 5, 1909.

2 SHEETS—SHEET 1.

Fig. 1.

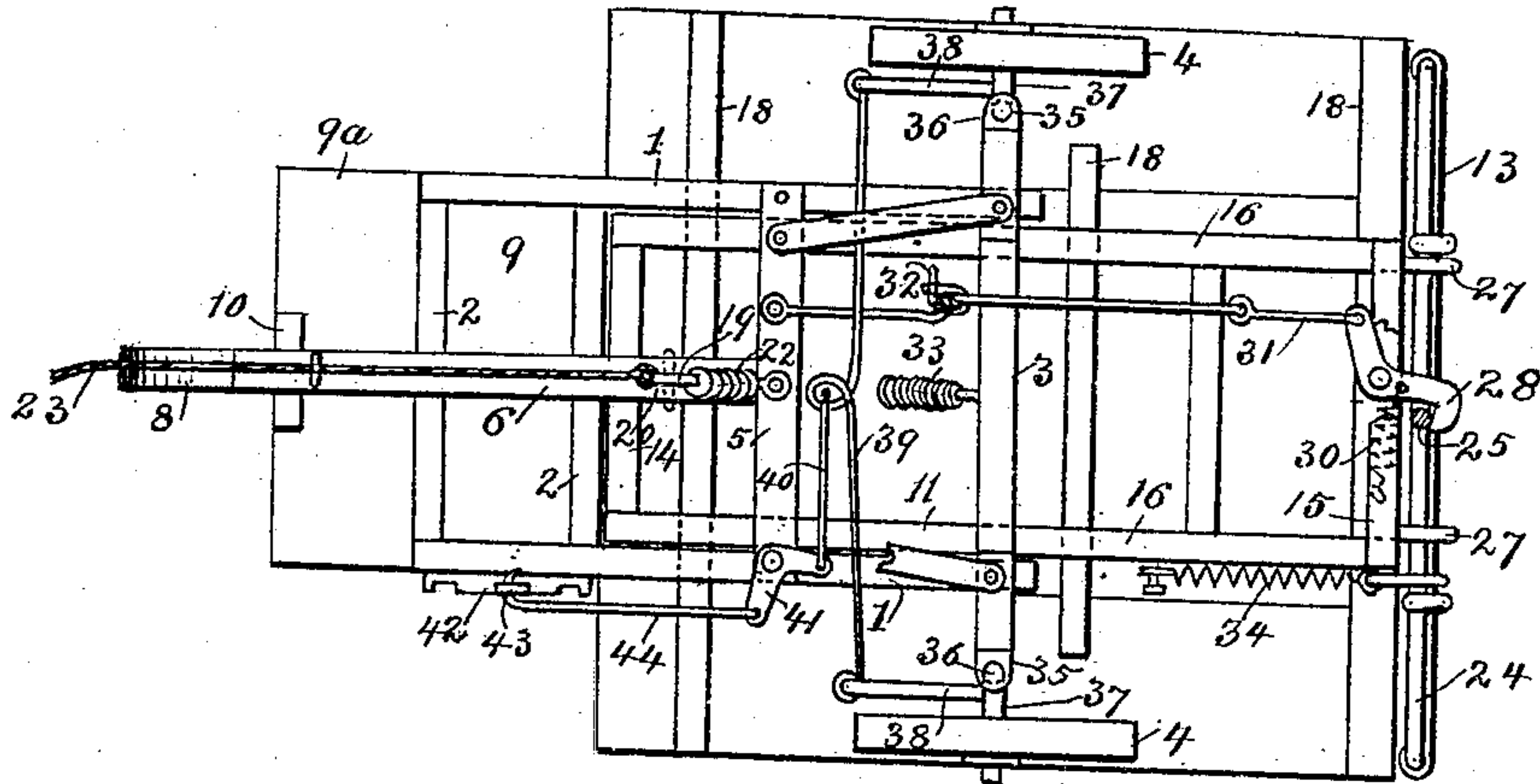


Fig. 2.

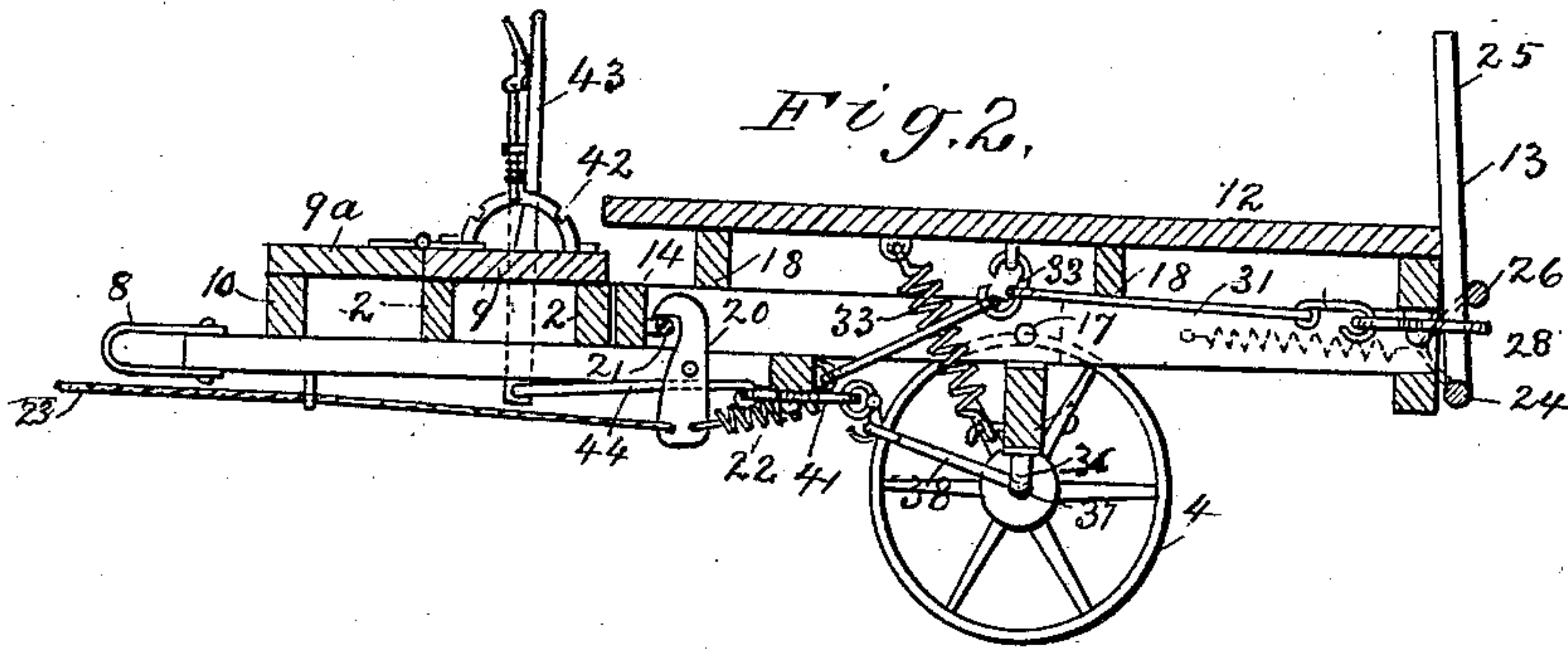
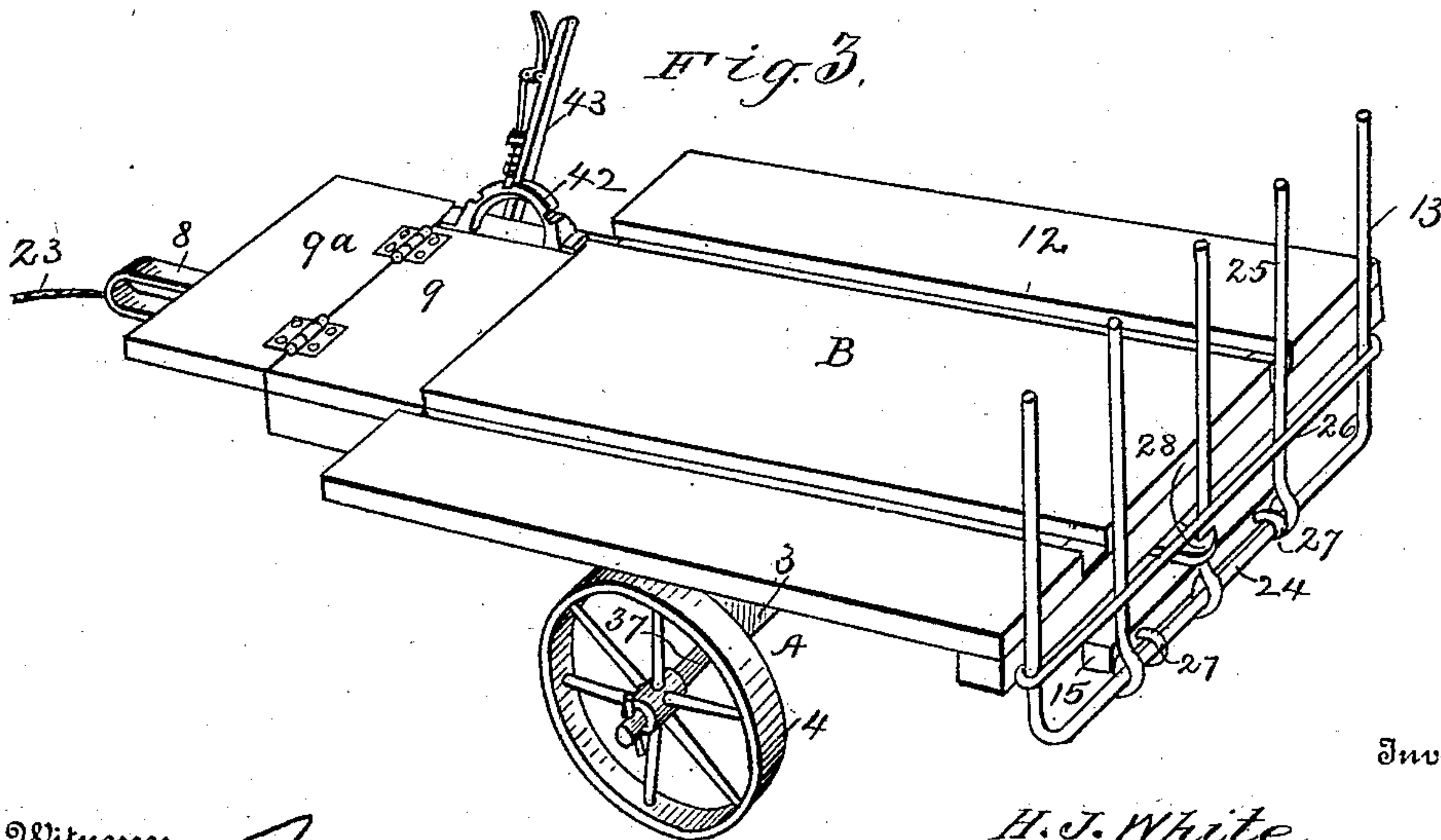


Fig. 3.



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2 SHEETS—SHEET 2.

Fig. 4.

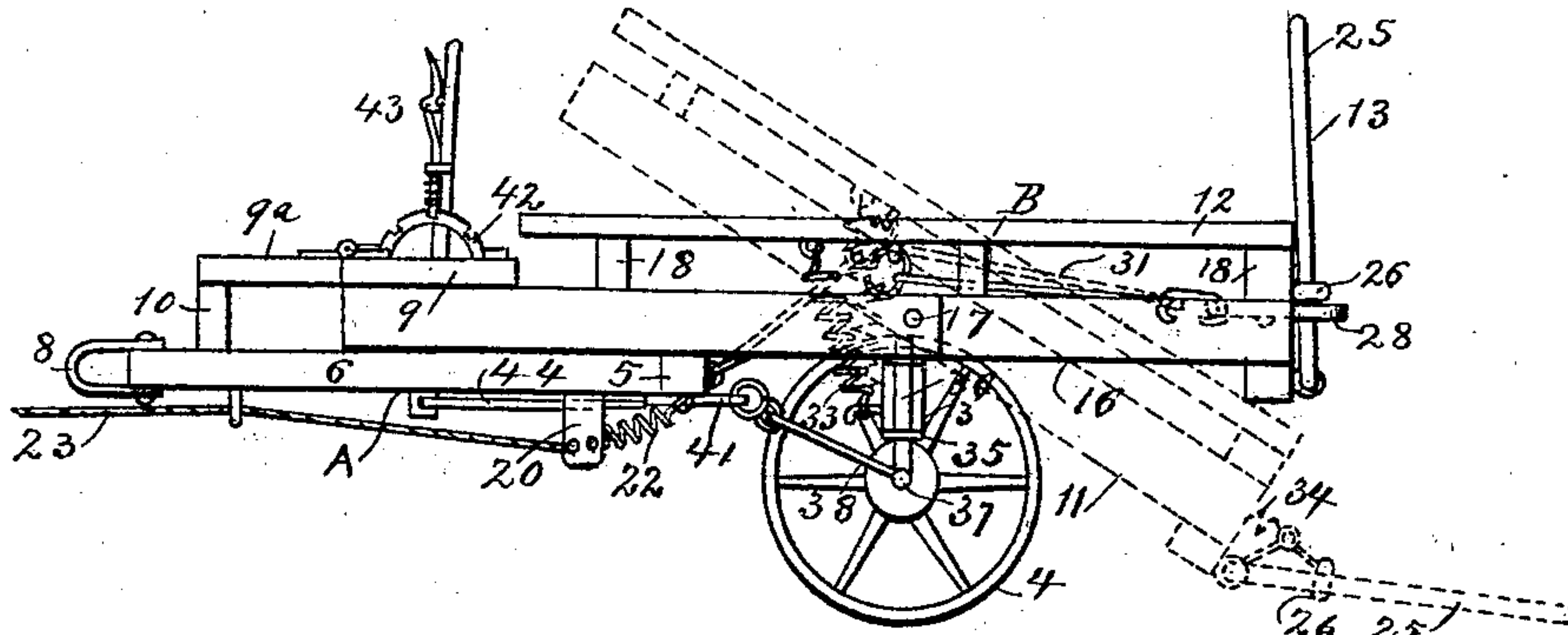


Fig. 5.

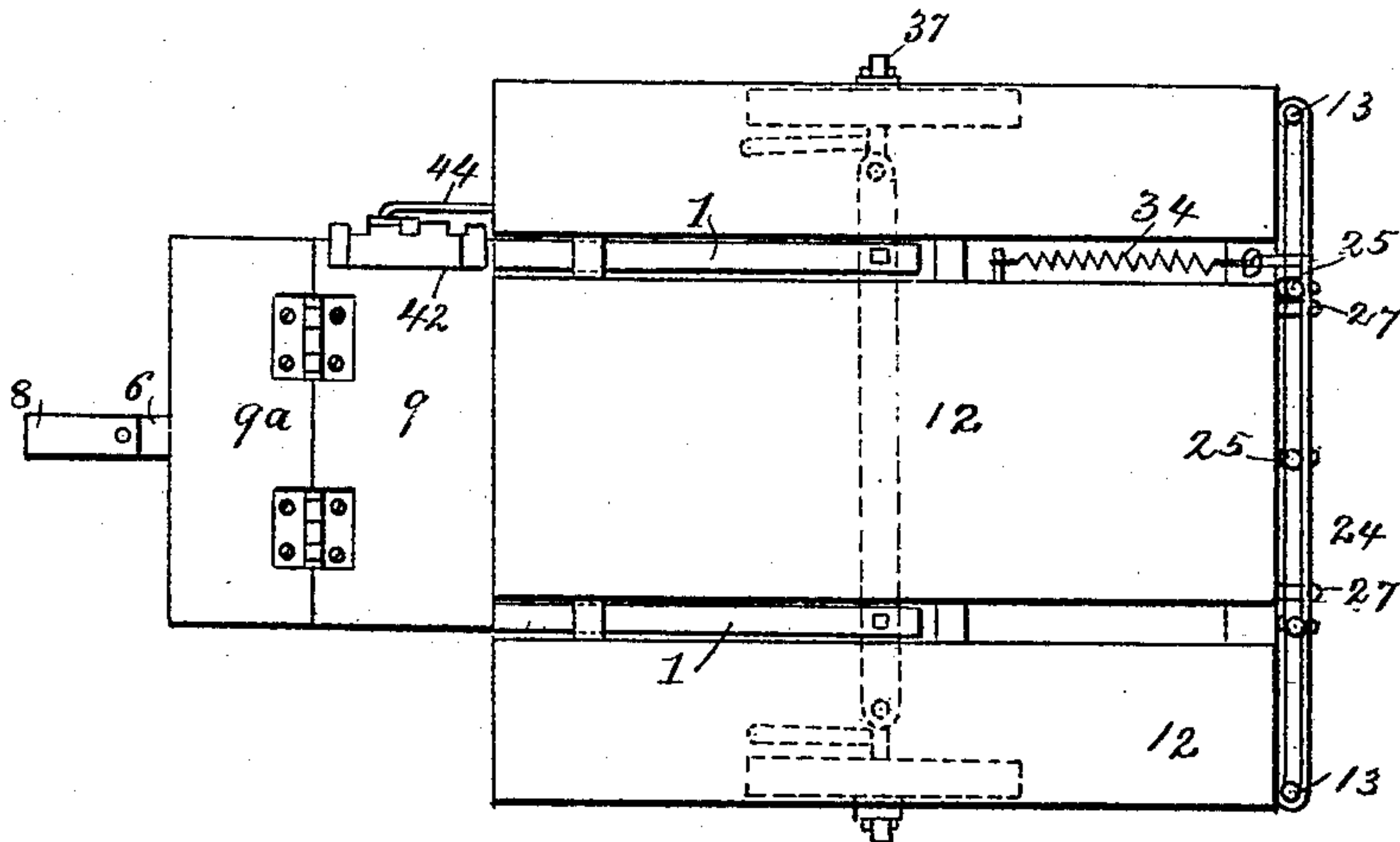
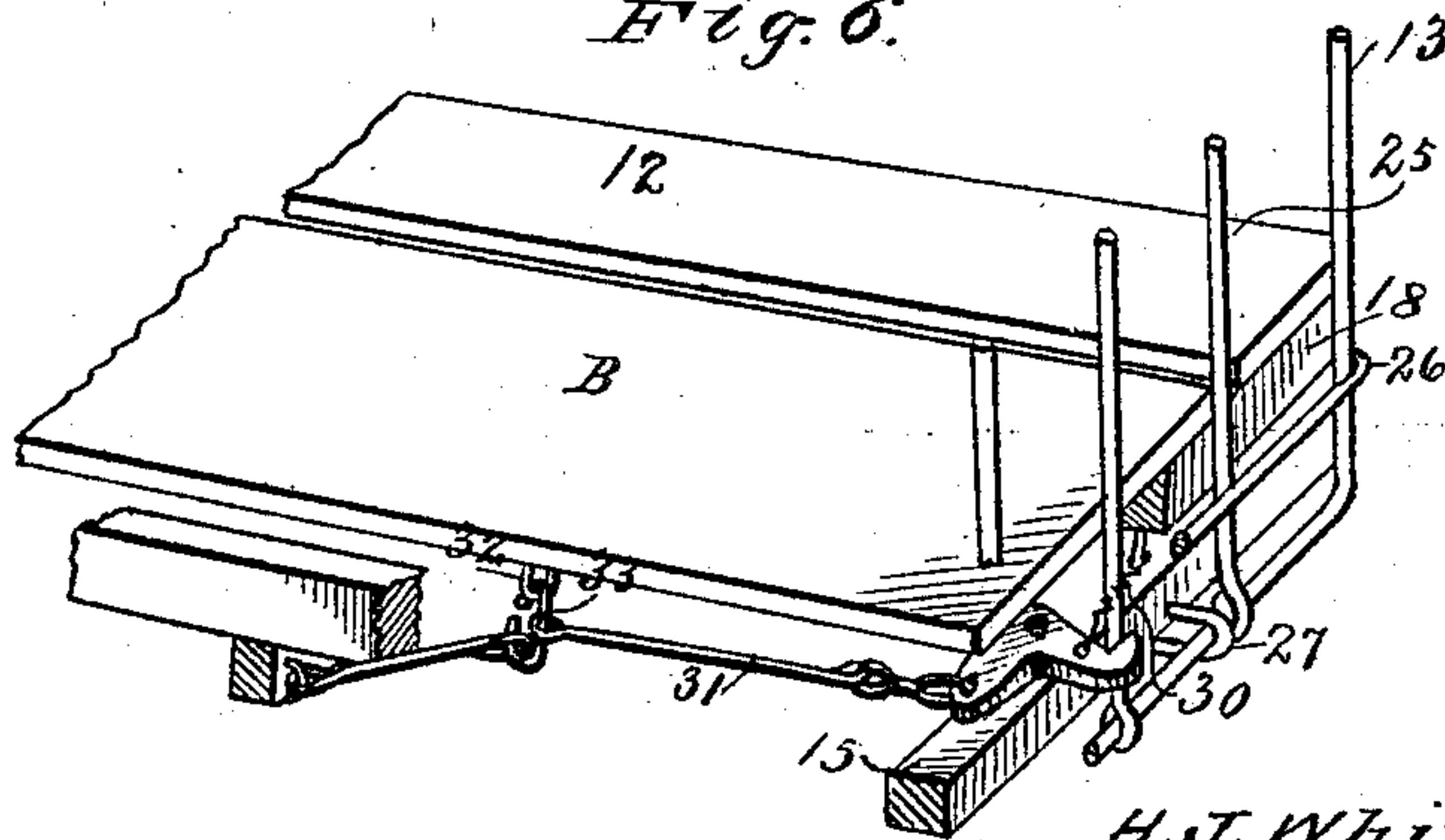


Fig. 6.



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# UNITED STATES PATENT OFFICE.

HARVEY J. WHITE, OF ANDREW COUNTY, MISSOURI.

## TRUCK.

No. 908,633.

Specification of Letters Patent.

Patented Jan. 5, 1909.

Application filed January 17, 1908. Serial No. 411,333.

*To all whom it may concern:*

Be it known that I, HARVEY J. WHITE, a citizen of the United States, residing in the county of Andrew and State of Missouri, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

This invention contemplates certain new and useful improvements in trucks and the object of the invention is an improved carrier which, while applicable for use in transporting operations generally, is designed particularly for use with vertical corn binders to receive the bundles of corn from the binder and convey the same in order to leave a comparatively clear field behind the harvester. And a further object of the invention is a device of the character described which will quickly and conveniently discharge the bundles at the will of the driver to form a shock, and which will automatically return to its original receiving position after discharging said bundles.

With these and other objects in view that will more fully appear as the description proceeds, the invention consists in certain constructions and arrangements of parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention and the merits thereof, reference is to be had to the following description and the accompanying drawings, in which:

Figure 1 is a bottom plan view of my improved carrier; Fig. 2 is a longitudinal section thereof; Fig. 3 is a perspective view; Fig. 4 is a side elevation of the carrier showing in dotted lines the tipped position of the body portion and the consequent released position of the end gate; Fig. 5 is a top plan view; and, Fig. 6 is a detail view in sectional perspective.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

My improved carrier is designed to be secured to the left-hand corner of a vertical corn binder, and comprises a running-gear A and a body portion B pivotally secured thereto and arranged to be tipped into an inclined position to discharge the bundles of fodder placed thereon.

The running-gear A embodies two side sills 1, two forward sills 2 secured at the front ends thereof, and an axle 3 secured to

the rear ends of the side sills and extending transversely therebeneath, said axle carrying traveling wheels 4 at its extremities. A cross-brace 5 is secured beneath the side sills between the forward sills and the axle, and a tongue 6 is fastened at its rear end to the cross-brace and extends forwardly beneath the forward sills 2 and beyond the same, the front end of said tongue being provided with a clevis 8 by means of which the carrier is secured to the corn binder. A platform 9 is secured to the front ends of the side sills 1 and the forward sills 2, the front section 9<sup>a</sup> of said platform preferably extending beyond the forward sills and having a support 10 which rests on the tongue to sustain said section. This front section 9<sup>a</sup> is formed separate from the main portion of the platform and is hingedly connected thereto so that it may be raised to substantially a vertical position as may be desired when turning a sharp corner or the like.

The body portion B comprises a supporting frame 11, a bed 12 secured to and resting on the supporting frame, and an end gate 13 pivotally connected to the rear end of the supporting frame and normally held in a position to extend upwardly from the corresponding end of the bed.

The frame 11 is rectangular and fits between the side sills 1 and above the axle 3 and extends rearwardly therefrom as shown, said frame embodying front and rear cross-bars 14 and 15 and two side bars 16 which are pivotally secured near their middle points to the rear ends of the side sills by means of a rod 17 passing therethrough. A plurality of supports 18 are secured transversely of the frame 11 and the bed 12 is laid thereon.

In order to hold the body portion rigidly to the running-gear, the tongue 6 is formed with an opening 19 extending upwardly therethrough and a notched pawl 20 is pivoted in such opening and its upper end engages a lock bar 21 secured to the front cross-bar 14 of the frame 11, said pawl being held in such engagement by a tension spring 22 secured to its lower end and the cross-brace 5. A trip member 23 is secured to the lower end of the pawl or latch 20 with the other end of the trip member fastened in any convenient way to the frame of the binder (not shown), said trip member being designed to be pulled by the driver of the harvester whereby to overcome the tension



of the spring 22 and rock the pawl 20 out of engagement with the bar 21 and thus permit the body portion to be tipped downwardly by the bed of the truck.

5 The end gate 13 is pivotally secured to the rear cross-bar 15 of the frame, said gate in the present instance comprising a base bar 24 the ends of which are bent upwardly to form standards as shown, a plu-  
10 rality of standards 25 rigidly secured at their lower ends to the base bar, and a tie-bar 26 secured to the standards intermediate their ends and strengthening the same and holding them in proper spaced relation, said  
15 base bar being journaled in a plurality of eyes 27 secured to and projecting from the rear cross-bar 15. The gate is held rigidly in position by a bell-crank shaped detent 28 pivotally attached to the rear bed support  
20 18, one arm of said detent being notched and engaging with one of the standards 25, said arm being held in such engagement by a tension spring 30 secured thereto and to the rear platform support 18. A flexible actuat-  
25 ing member 31 is secured at its rear end to the other arm of the detent and at its front end to the cross-brace 5 of the running-gear, said actuating member being attached inter-  
30 mediate its ends to the platform 12 by means of a link and eye 32 secured thereto. It will be obvious from this arrangement that upon the movement of the body portion into tilted position the actuating member is drawn forwardly and swings the detent out  
35 of engagement with the standard 25 to permit said gate to drop downwardly against the ground.

A tension spring 33 is interposed between the running-gear and the forward end of the  
40 body portion, in the present instance between the axle 3 and the bed 12, for the purpose of returning the body portion to its original position after it has been tipped, a spring 34 being secured to one of the side bars of the  
45 frame 11 and to the gate 13 and exerting its tension to return the latter to its normal position.

In order to more readily steer the carrier the traveling wheels 4 are arranged to be  
50 angularly disposed to the axle 3, and for this purpose two vertically alining eyes 35 are secured to each end of said axle, and shafts 36 are journaled in said alining eyes and are formed with perpendicularly disposed out-  
55 wardly extending ends 37 upon which the wheels 4 are mounted. Two bars 38 are rigidly secured at one end to the ends 37 of the shafts and extend forwardly therefrom with their other ends secured to a hound 39. A  
60 link 40 is pivotally secured at one end to the middle point of the hound 39 and at its other end to one arm of a bell-crank lever 41 pivotally secured to the cross-brace 5 of the run-  
65 ning-gear. A quadrant 42 and an actuating lever 43 are secured to the forward end of

the running-gear, said actuating lever being attached to the other arm of the bell-crank lever by means of a connecting-rod 44 and being designed to be moved forwardly or rearwardly to turn the wheels to one side 70 or the other.

In the practical use of my improved carrier or truck a man stands on the platform 9 and places bundles from the binder upon the bed 12 until the latter is loaded. When  
75 within two or three rods of the point where the carrier is to be dumped, the attendant on the platform moves the actuating lever 43 so that the carrier will be moved to the left whereby the bundles when discharged will  
80 be out of the way of the machine when cutting the next row. When it is desired to discharge the carrier, the driver of the corn binder pulls the trip member and the weight of the bundles on the rear end of the bed  
85 lowers the same and tips the body portion as shown. This tipping movement obviously releases the gate and the weight of the bundles against the latter pushes the gate downwardly so that the bundles slide off the car-  
90 rier upon the ground. The springs 33 and 34 return the body portion and the gate respectively to their normal positions and the discharge of the bundles is thus accom-  
95 plished without stopping the binder or in any way hindering its action.

Having thus described the invention, what I claim is:

1. A vehicle of the character described, comprising a running gear, a body portion 100 secured to the running gear, a gate pivotally secured to the body portion, means for holding the gate in an operative position, means for releasing the gate, and a spring interposed between the gate and the body portion 105 and adapted to return the gate to its normal position.

2. A vehicle of the character described, comprising a running-gear, a body portion 110 pivotally secured to the running-gear, means for holding the body portion rigidly to the running-gear, a gate pivotally secured to the body portion and embodying standards, means for releasing the body portion and permitting it to assume a tipped position, a  
115 detent pivoted to the body portion and adapted to engage one of the standards, a spring secured to the detent and the body portion and holding the detent in engagement with the standard, and an actuating  
120 member secured at one end to the detent, at its other end to the running-gear, and intermediate of its ends to the body portion, said actuating member being arranged to be  
125 pulled upon the movement of the body portion to tipped position, whereby to rock the detent out of engagement with the standard as and for the purpose set forth.

3. A vehicle of the character described, comprising a running-gear, a body portion 130



pivotaly secured to the running-gear, a gate  
pivotaly secured to the body portion, means  
for holding the body portion rigidly to the  
running-gear, means for holding the gate in  
5 an operative position, means for releasing  
the body portion and permitting it to assume  
a tipped position, means for releasing the  
gate upon the movement of the body portion  
to tipped position, a tension spring inter-  
10 posed between the running-gear and the  
body portion, and adapted to return the lat-  
ter to its original position, and a tension  
spring secured to the body portion and the  
gate arranged to return the latter to an  
15 operative position.

4. A vehicle of the character described,  
comprising a running gear, a body portion  
pivotaly secured to the running-gear, means  
for holding the body portion rigidly to the  
20 running gear, a gate pivotaly secured to the

body portion, means for releasing the body  
portion and permitting it to assume a tipped  
position, a spring actuated detent pivotaly  
secured to the body portion and arranged for  
engagement with the gate, to hold the same 25  
in a noperative position, and an actuating  
member secured at one end to the detent, at  
its other end to the running gear, and inter-  
mediate of its ends to the body portion, said  
actuating member being pulled by the move- 30  
ment of the body portion to a tipped posi-  
tion, whereby to rock the detent out of en-  
gagement with the gate.

In testimony whereof I affix my signature  
in presence of two witnesses.

HARVEY J. WHITE. [L. s.]

Witnesses:

ROBERT G. WHITE,  
MARGARET G. STEWART.