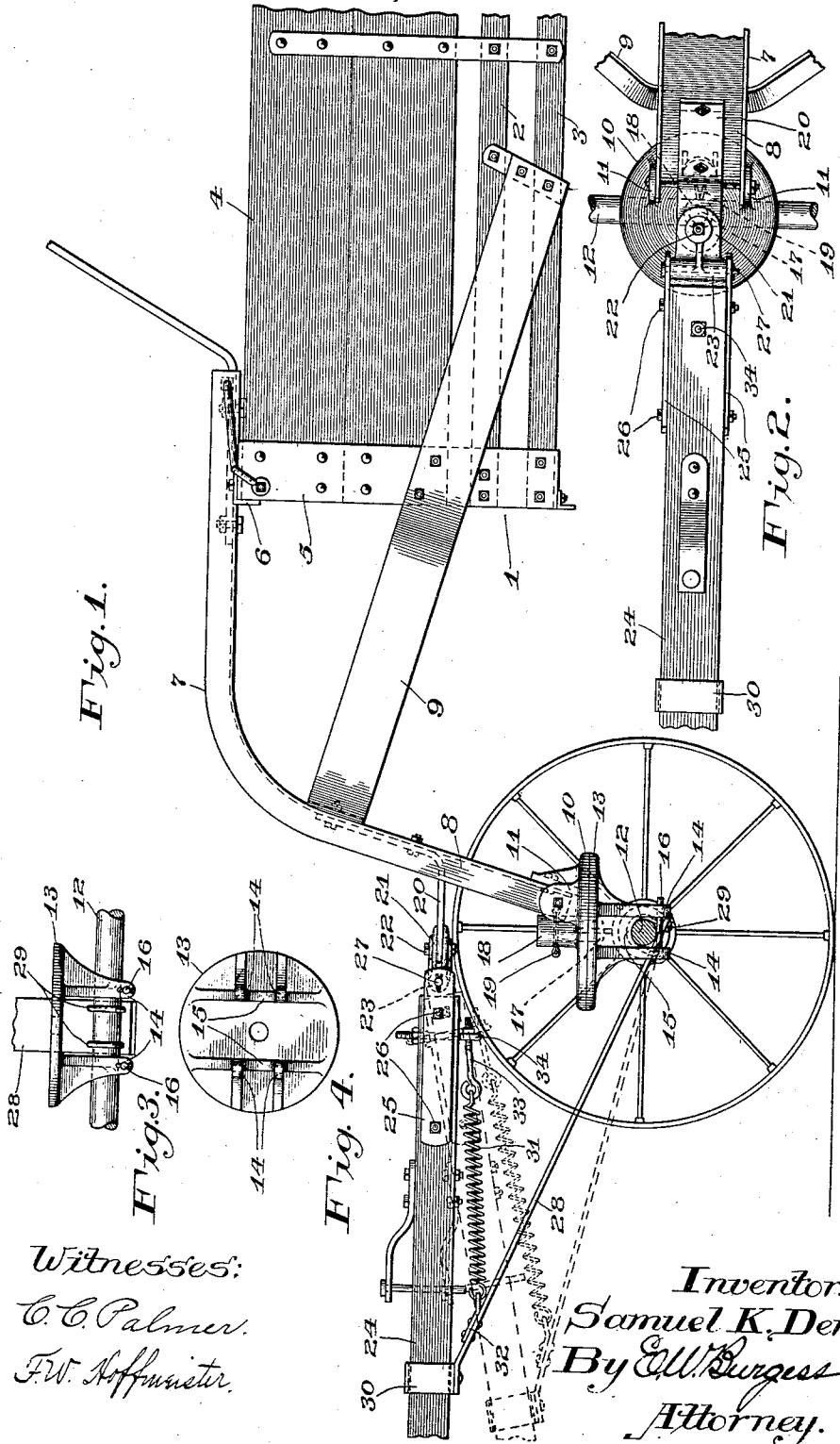


S. K. DENNIS.
FORE TRUCK FOR VEHICLES.
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UNITED STATES PATENT OFFICE.

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FORE TRUCK FOR VEHICLES.

1,017,516.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, SAMUEL K. DENNIS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Fore Trucks for Vehicles, of which the following is a specification.

My invention relates to fore trucks in general, and in particular to such as are designed for use in connection with manure spreaders wherein it is desirable that the receptacle be carried at as low an elevation as possible to facilitate the loading of the material; the object of my invention being to provide a construction of truck that will be light and strong and one in which the weight of the draft tongue is counterbalanced by an improved form of spring mechanism. These objects are attained by means of the mechanism illustrated by the accompanying drawings, in which—

Figure 1 represents a side elevation of the front end of a manure spreader having a special form of front bolster mechanism that is connected with my improved fore truck; Fig. 2 is a top plan view of part of Fig. 1, designed to illustrate the manner of connecting the truck with the bolster; Fig. 3 represents a detail part of the mechanism designed to illustrate the manner of mounting the truck axle upon the bolster plate; and Fig. 4 represents a bottom view of Fig. 3, having the axle and draft member removed.

The same reference characters designate like parts throughout the several views.

1 represents the front end of a receptacle forming part of a manure spreader, including upper and lower sill members 2 and 3, respectively, a side wall 4, a vertically arranged bar 5, having its lower end secured to the front ends of members 2 and 3, and its upper end to a transverse bar 6, the opposite side of the receptacle being constructed in the same way.

7 represents a bolster member having its rear end secured to the central portion of bar 6 and curving forwardly and downwardly therefrom terminates in a leg portion 8, and 9 represents a bolster support U-shaped, having its central portion secured to the leg 8 and its side members inclined outward, rearward and downward and having their rear ends secured to the vertical

bars 5 and sill members 2 and 3 upon opposite sides of the machine.

10 represents a circular bolster plate having ear members 11 whereby it is secured to the lower end of the leg portion 8 of the bolster member.

12 represents a truck axle, 13 a circular plate having depending leg portions 14 that are spaced apart in the direction of the axis of the axle and provided with saddle portions 15 in which the axle is seated in a rocking manner; the axle being retained therein by means of cross pins 16 that pass through openings at the lower ends of the legs and below the axle. The plate 13 is provided with an opening at its center that receives a king bolt 17 that passes up through a vertically arranged sleeve 18 integral with the bolster plate 10 and is retained therein by means of a pin 19, the plate 13 being free to turn about the pin.

20 represents a draft member having an upwardly and rearwardly inclined portion whereby it is secured to the bolster member 7, and a forwardly projecting horizontal portion, the front end of which is pivotally connected with a clevis member 21 by means of a vertical pin 22, the clevis member being provided with a transverse horizontally arranged barrel portion 23.

24 represents a draft tongue having bars 25 secured to opposite sides thereof, at its rear end, by means of bolts 26. The bars project beyond the rear end of the tongue and are provided with transverse openings that receive a pin 27, whereby they are pivotally connected with the barrel portion of the clevis in a manner permitting the tongue to rise or fall at its front end, the tongue being free to swing laterally about the vertical pin 22.

28 represents a reach bar having its rear end secured to the truck axle between the leg portions of the plate 13, by means of U-bolts 29, and its upper end to a yoke member 30 that is slidably mounted upon the draft tongue in a manner permitting the tongue to rise and fall at its front end, the axle rocking in the saddle during such movement.

31 represents a counterbalancing spring having its forward end connected with the upper end of the reach bar by means of a clip 32, and its rear end adjustably connected, by means of a link 33, with the

lower end of an eye bolt 34 secured to the rear end of the tongue.

What I claim as my invention, and desire to secure by Letters Patent, is:

- 5 1. A fore truck for vehicles including, in combination, a truck axle, a bolster member, said axle being connected with said bolster member in a manner permitting it to turn about a vertical axis and to rock about the
10 longitudinal axis thereof relative to said bolster member, a draft tongue having its rear end connected with said bolster member in a manner permitting said tongue to swing laterally and to rise and fall at its
15 front end relative to said bolster member, a truck frame member having the rear end thereof secured to said axle and its front end slidably connected with said draft tongue, and a counterbalancing spring hav-
20 ing its front end connected with the front end of said truck frame member and its opposite end with said draft tongue.

2. A fore truck for vehicles including, in combination, a truck axle, a bolster member,

a circular bolster plate secured to said bol- 25
ster member, a circular axle plate having depending leg portions spaced apart in the direction of the length of said axle and provided with saddle portions adapted to receive said axle in a manner permitting a 30
rocking movement thereof, a draft tongue having its rear end connected with said bolster member in a manner permitting said tongue to swing laterally and to rise and fall at its front end relative thereto, a truck 35
frame member having its rear end secured to said axle between the depending legs of said axle plate, a yoke slidably mounted upon said tongue and having the front end of said truck frame member secured thereto, 40
and a counterbalancing spring having its front end connected with the front end of said truck frame member and the opposite end thereof with said draft tongue.

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Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."