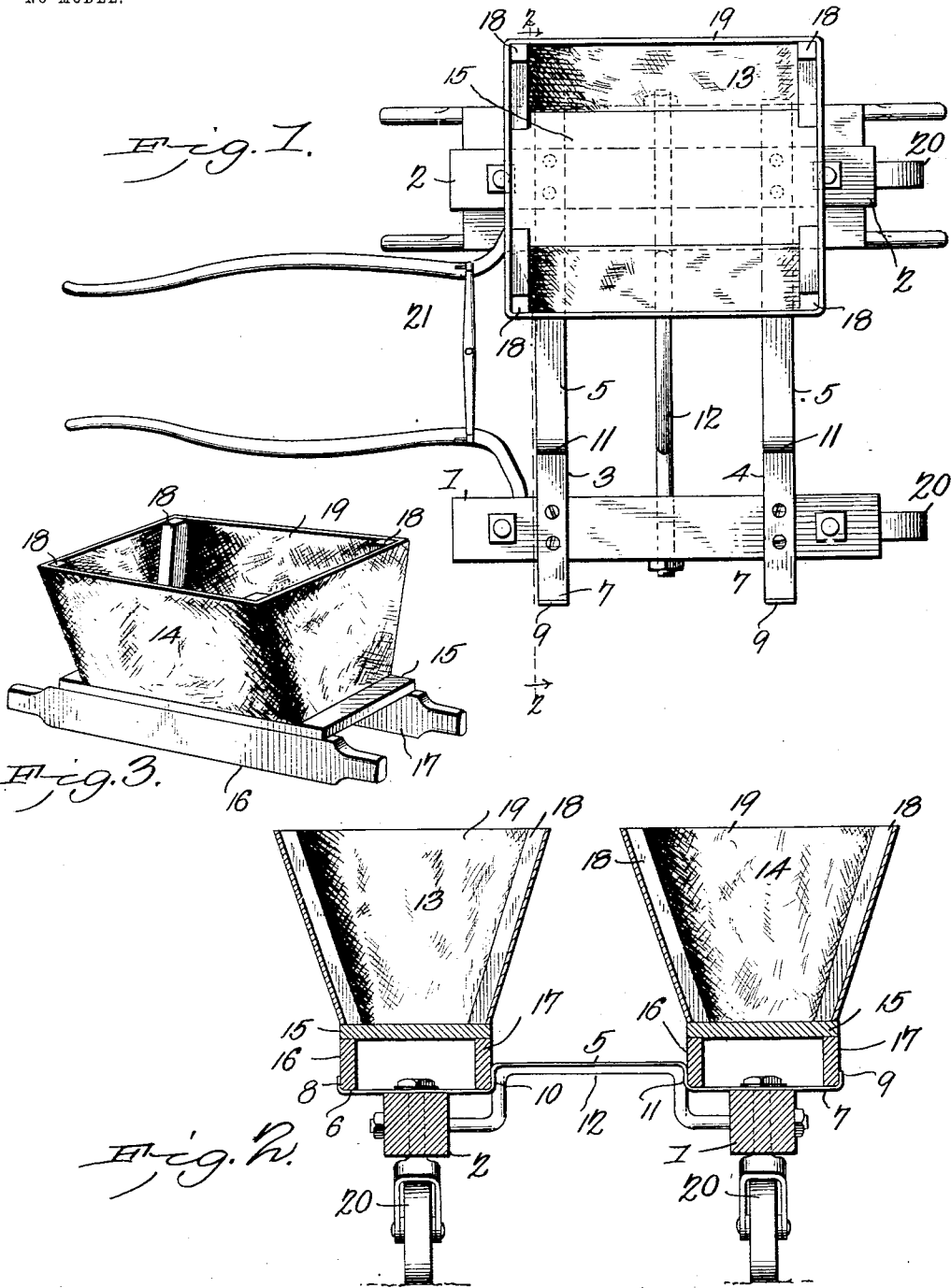


J. A. GARDNER.  
TOBACCO TRUCK.

APPLICATION FILED JUNE 29, 1903.

NO MODEL.



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN A. GARDNER, OF GRIFTON, NORTH CAROLINA.

## TOBACCO-TRUCK.

SPECIFICATION forming part of Letters Patent No. 751,628, dated February 9, 1904.

Application filed June 29, 1903. Serial No. 163,610. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN A. GARDNER, a citizen of the United States, residing at Grifton, in the county of Pitt and State of North Carolina, have invented a new and useful Tobacco-Truck, of which the following is a specification.

This invention relates to trucks, and particularly to that class used for transporting tobacco from the field to the barn or curing-house.

Among other objects it is the purpose of this invention to provide a truck with interchangeable receptacles conveniently disposed so as to receive the tobacco from six rows at a time.

Another object of the invention is to provide a truck with receptacles which can be conveniently removed and replaced.

A further object of the invention is to provide means for holding the receptacles to the truck.

Other objects, as well as the novel details of construction and advantages of this invention, will be specifically described hereinafter, it being understood that I do not limit myself to the exact details shown, but reserve the right to make such slight changes as would properly come within the scope of the appended claims.

In the drawings, Figure 1 is a top plan view of the truck with one of the receptacles removed. Fig. 2 is a vertical cross-sectional view through the truck and the receptacles on the line 2 2 of Fig. 1, and Fig. 3 is a perspective view of one of the receptacles.

The numerals 1 and 2 designate two sills connected by the duplicate arched spacing and connecting frames 3 and 4, disposed near the respective ends of the sills. Each frame consists of an intermediately-arched portion 5, having ends 6 and 7, which are attached to the sills and space them apart, so that the truck will straddle the rows as the truck passes over the field. The terminal lips 8 and 9 are approximately parallel with vertical bars 10 and 11 of the arched portion of each frame and together with the intermediate portions between the bars and lips form seats for the reception of the receptacles carried by the truck. The truck is additionally braced by an arched

member 12, which is substantially parallel with the frames 3 and 4, which connect the sills. The receptacles 13 and 14 are carried on the respective sides of the truck to be conveniently accessible to the picker's adjacent to the rows, and each receptacle is illustrated as comprising a base 15, having parallel depending flanges 16 and 17, which normally rest between one of the vertical bars of each arched frame and the flanges thereof, so that any tendency of the receptacles becoming displaced will be prevented. A plurality of standards 18 are carried by the base, one at each corner, and around these is wrapped a web 19 of sufficient width to meet the requirements of serving as the ends and sides of the receptacle.

The sills 1 and 2 are preferably supported upon swiveled casters or wheels 20, so that the truck can be conveniently turned in any direction through the medium of the draft device 21 or by other means.

In the practical embodiment of this invention the flanges on the ends of the arched frame will be made of spring metal, so as to firmly clamp the receptacles to the truck, and the ends of the flanges 16 and 17 of the receptacles will be formed into the handles, whereby the receptacles can be lifted from the trucks.

I claim—

1. A truck, having spaced sills and an arched frame connecting them, removable receptacles, and terminally-disposed means on the arched frame for engaging opposite sides of the receptacles.

2. A truck, having an arched frame with terminal and intermediate portions, and removable receptacles carried by the frame and having their side walls oppositely engaged by the terminal and intermediate portions respectively.

3. A truck having sills arched spacing members connecting the sills and provided with terminal receptacle-engaging flanges on the respective sides of the truck and receptacles engaged by the flanges.

4. A truck having arched frames with parallel, yielding, upstanding terminally-disposed engaging portions and receptacles engaged by said portions.

5. A truck having spaced sills, receptacle-

holding means on the sills having upstanding  
flanges arranged on opposite sides of each sill,  
with transverse intermediate connecting por-  
tions terminally connected with the upstand-  
5 ing flanges which are arranged between the  
sills.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in  
the presence of two witnesses.

JOHN A. GARDNER.

Witnesses:

A. L. JACKSON,  
S. K. JACKSON.