

MAY 2003

Hercules Engine News

By Glenn Karch

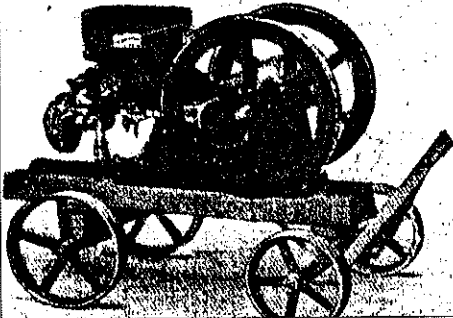
Charting the Course of Carts



Questions frequently come up regarding the proper cart for 1-1/2 HP and 1-3/4 HP Hercules and Economy engines. In reviewing Sears & Roebuck catalogs and Hercules catalogs, it would appear that both brands used the same cart during the same time periods.

I would like to back-track from the 1914 start of Hercules production for Sears and start with the cart that was offered by Sears for the 1 HP and 1-1/2 HP Economy engines built at

\$33.45 ENGINE ON HAND TRUCK

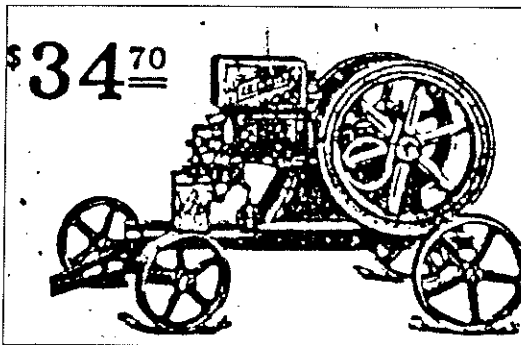


1-Horse Power Engine on Hand Truck, 4x4-Inch Pulley and Full Equipment. Beams, 2 1/4 x 3 3/4-inch hardwood, 38 inches long. Steel wheels, 10-inch front, 12-inch rear, 2-inch tires; fitted with hand tongue. Shipping weight, 395 pounds.

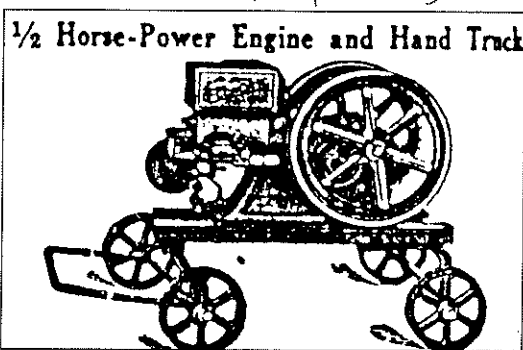
No. 47N4507 1-Horse Power Engine on Hand Truck. Engine shipped from Sparta, Mich.; truck from factory in Illinois. Price, \$33.45

No. 47N4626 1-Horse Power Engine on Hand Truck. Engine shipped from warehouse as explained above; truck from factory in Illinois. Price, \$34.95

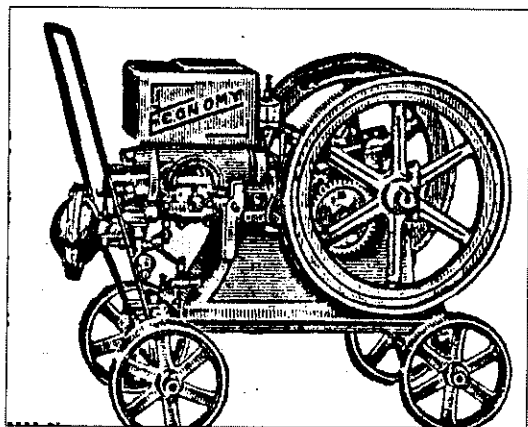
Illustration #1: Wooden cart for Sparta-built 1-1/2 HP Economy engine.



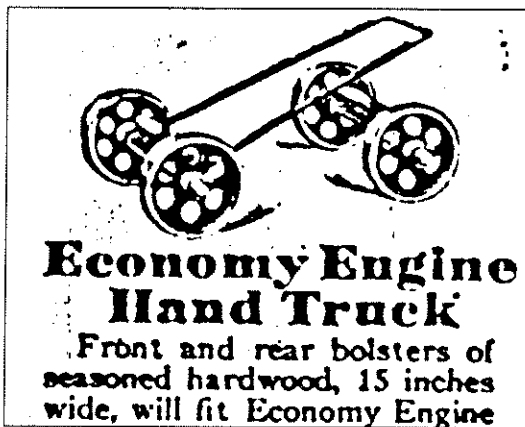
Left, Illustration #2: Angle iron cart introduced in 1914.



Right, Illustration #3: For 1915-1919 front wheels turned under cart frame.



Left, Illustration #4: For 1920-1928 front wheels no longer turned under the cart frame.



Right, Illustration #5: Starting in late 1928 the axle bolsters bolted directly to the engine.

Sparta, Mich., in 1913. The cart is illustrated here and the dimensions are as follows: Wooden beam size is 2-1/4 by 2-3/4 by 36 inches. Five spoke cast iron wheels are 10 x 2 inches in front and 12 x 2 inches at rear. (Illustration #1)

In 1914 the cart listed by Sears & Roebuck had a 40-inch angle iron frame, 24-inch wide axles with five spoke cast iron 10- x 2-inch front wheels and 12- x 2-inch rear wheels. This cart would have been used for the Model D and the early Model E engines with the tag on the base. (Illustration #2)

In 1915 and 1916 the cart listed had a 44-inch angle iron frame, 24-inch wide axles with six spoke cast iron 9- x 2-inch wheels front and rear. This cart allowed the front wheels to be turned under the cart. (Illustration #3)

For the years 1917-1919,

the cart listed had a 33-inch angle iron frame, 24-inch wide axles and six spoke cast iron 9- x 2-inch wheels front and rear. The front wheels would turn under the cart frame.

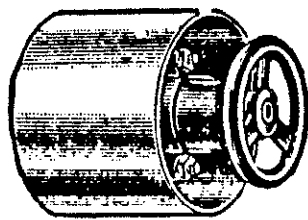
From 1920 through early

sters bolted directly to the engine base. The bolsters were 15 inches wide and the six spoke cast iron wheels were 8 x 1-1/2 inches.

For 1930-1932 the dimensions stayed the same, but the cast iron wheels now had six round holes rather than six spokes, as before. After 1932 the wheel kit was no longer offered. (Illustration #5)

Finally, some time ago I made mention of a small clutch pulley mounted on a 1-3/4 HP Economy engine. Here is an illustration and description of that pulley from a Sears catalog.

Clutch Pulleys for Small Engines



Adapted to attach to crankshaft of 1 1/4, 2 1/4 or 3 1/4 Horse-Power Economy Engines, replacing regular solid pulley. Can also be used on other engines with crankshafts of 1 1/4 to 1 3/4 in. in diameter.

Optional clutch pulley for 1-3/4 HP Economy engines.

1928, the cart listed had a 26-inch long angle iron frame, 18-inch wide axles and six spoke cast iron 9- x 2-inch wheels front and rear. The front wheels would not turn under the cart frame. (Illustration #4)

Starting in late 1928 and through 1929 the cart no longer had a frame, and the axle bol-

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