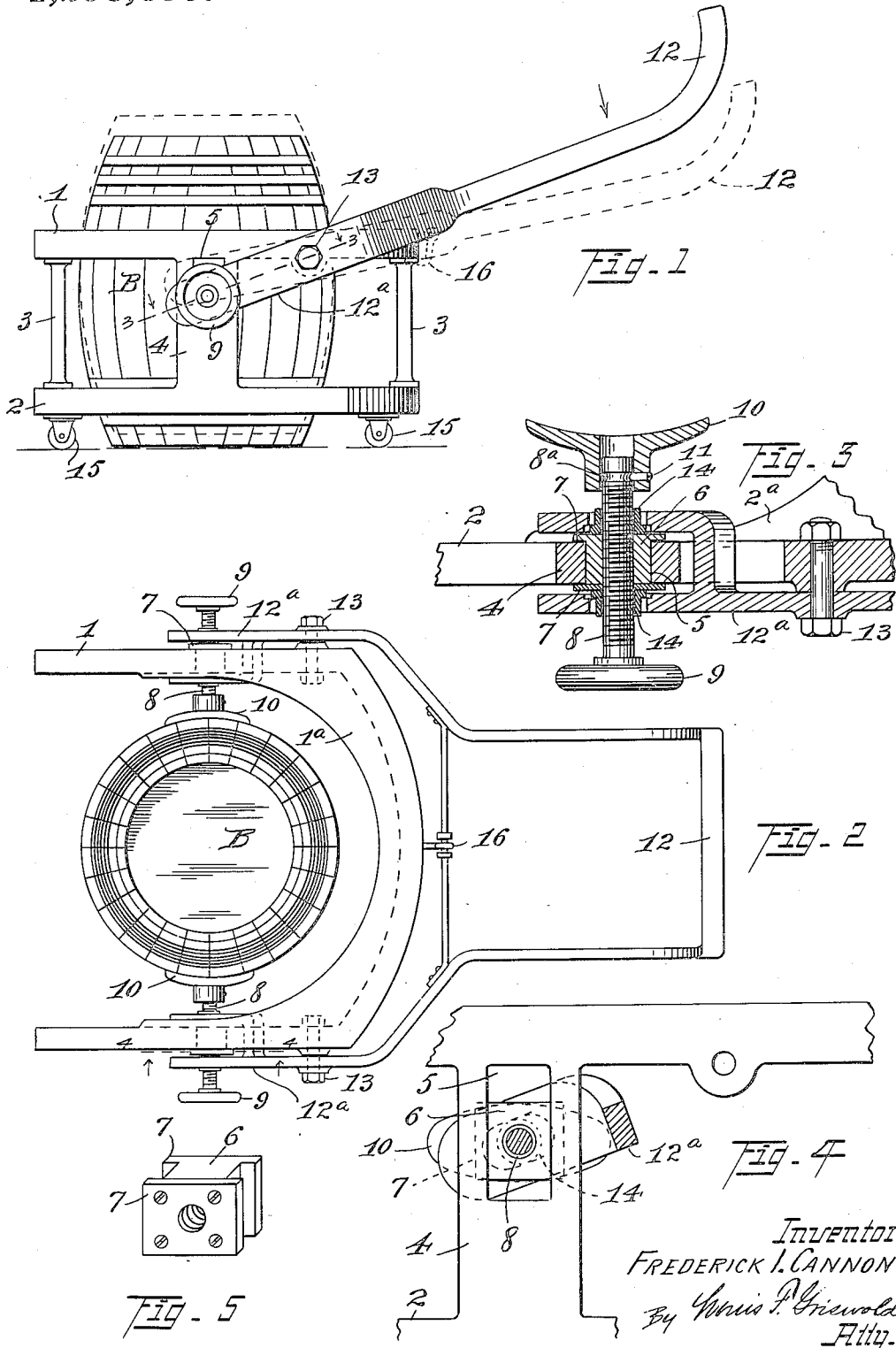


F. I. CANNON.
TRUCK.
APPLICATION FILED JULY 12, 1918.

1,293,699.

Patented Feb. 11, 1919.



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UNITED STATES PATENT OFFICE.

FREDERICK I. CANNON, OF BEDFORD, OHIO.

TRUCK.

1,293,699.

Specification of Letters Patent.

Patented Feb. 11, 1919.

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To all whom it may concern:

Be it known that I, FREDERICK I. CANNON, a citizen of the United States, residing at Bedford, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Trucks, of which the following is a specification.

This invention relates, in general, to trucks, and more especially to manually operated trucks which are used for moving or transporting barrels or similar packages in warehouses, storage depots, or garages.

The primary object of the present invention is to produce a truck construction that will engage a barrel, cask or similar package, elevate it clear of the floor, and hold it suspended while the truck is moved about.

Other objects of the invention are the provision of a construction that is capable of performing the said functions easily, quickly and efficiently when properly manipulated; that can be operated wholly by one man; that is simple and durable in construction and economical to manufacture and maintain in operative condition.

With these and other objects, which will be apparent, in view the invention consists in the construction, combination and arrangement of parts as hereinafter described and pointed out definitely in the appended claims, reference being had to the accompanying drawings which are made a part of the specification, similar characters of reference being employed to designate corresponding parts.

In the said drawings Figure 1 is a side elevation of the improved truck, showing the parts in their normal position when about to engage a barrel, the dotted lines indicating the position of the parts when the barrel is suspended and the truck with its load ready to be moved.

Fig. 2 is a plan view of the truck, showing its engagement with a barrel.

Fig. 3 is an enlarged fragmentary section on line 3—3 of Fig. 1.

Fig. 4 is an enlarged fragmentary section on line 4—4 of Fig. 2, and Fig. 5 is a perspective view of one of a pair of sliding bearing blocks employed in the construction.

The embodiment of the present invention as illustrated, provides a frame or body, cast integral, and comprising an upper horizontally arranged member 1, and a similar lower member 2, said members being spaced apart and connected by a series of supporting

columns 3, and two vertical side bars 4. The frame members 1 and 2 are U-shaped and provided with reinforcing webs, 1^a and 2^a, as best shown in Figs. 2 and 3, and the vertical bars 4 are arranged on opposite sides in lateral alinement.

For purposes of explanation, the open part of the U frame members will be considered the front of the structure, and the closed portion the rear thereof.

The upright bars 4 are provided with corresponding slots 5 in which are mounted blocks 6, said blocks being provided with retaining flanges 7, and adapted to slide vertically in the slots 5. Threaded laterally through the blocks 6 are screw members 8, said screws having hand wheels 9, or equivalent actuating means attached to their outer terminals. Mounted on the inner ends of the screws 8 are gripping members 10, said screws being held in revoluble engagement with the members 10 by pins or screws 11 which extend into the races 8^a, thus allowing the screws to revolve in the members 10, as required in the operation of the device.

A combined propelling and lifting member 12 is provided, said member being of yoke formation having bifurcated side bars 12^a. The member 12 is pivotally connected with the upper frame member 1 on the outside thereof by bolts 13, said bolts, obviously, being in vertical and horizontal alinement. The bifurcated portions 12^a of the member 12, extend forward from the pivotal points and straddle the blocks 6. Sleeves 14 are mounted on the screws 8 on both sides of the blocks 6, said sleeves extending through corresponding slots 12^b provided in both branches of the bifurcated members 12^a. It is evident from the foregoing, that the member 12 is a double lever, the two facsimile parts of which are fulcrumed at 13, and that the blocks 6, together with the screws 8 can be raised by the application of power to said lever.

Casters 15 are provided on the underside of the frame member 2, and a latch, in the form of a hook 16, is connected with the member 12, and adapted to engage the top frame member 1 and thereby sustain the load in an elevated position while the truck is moved on said casters as desired.

In operation the truck is rolled on the casters 15 to a location where the package to be operated upon is embraced by the U frame and the grip members 10, said grip mem-

bers being first separated a sufficient distance to accommodate the package. The screws 8 are next manipulated toward each other, through the threaded blocks 6 until
 5 the members 10 firmly grip the package, which in the present instance is a barrel B. Power being then applied to member 12 in the direction of arrow Fig. 1, causes said member to lift the barrel free from the floor.
 10 When said member 12 has assumed the position shown by dotted lines, Fig. 1, the hook 16 engages the underside of frame member 1 and holds the barrel suspended within the frame. The truck with its load
 15 can then be readily moved to any desired location, being manually propelled by the member 12.

The improved truck is especially serviceable in garages for handling barrels of lubricating oil and grease, and while it is shown and described as embodying an integral casting for the body frame, it will be understood that said frame may be of structural steel formation, and that there may be various other changes in design and details of construction without departure from the nature of the invention.

What I claim and desire to secure by Letters Patent is.

30 1. In a hand truck, the combination of a frame comprising two U shaped members arranged horizontally and spaced apart vertically by oppositely disposed connecting side bars having vertical slots
 35 therein; blocks vertically slidable in said slots; laterally adjustable gripping members threaded through said blocks; levers fulcrumed on the frame and engaging the gripping members whereby a vertical movement may be imparted to said gripping
 40 members and the bearing blocks connected therewith; and rollers on the underside of the frame.

2. In a hand truck, the combination of a
 45 frame comprising two U shaped members arranged horizontally and spaced apart with oppositely disposed connecting side bars hav-

ing vertical slots therein; blocks vertically slidable in said slots; laterally adjustable
 50 screws threaded through said blocks; gripping members on the inner ends of said screws; levers fulcrumed on the frame and engaging the screws whereby an elevating movement may be imparted to said screws
 55 and gripping members; a latch connected with said levers, that engages the frame when the gripping members are in their elevated positions; and roller members on the underside of the frame.

3. In a hand truck, the combination of a
 60 frame comprising two U shaped members arranged horizontally and spaced apart with oppositely disposed connecting bars having vertical slots therein; floor casters on the
 65 underside of said frame; bearing blocks vertically slidable in the vertical slots; laterally adjustable gripping members threaded through the blocks; levers fulcrumed on the frame and engaging the gripping members,
 70 whereby a vertical movement may be imparted to said gripping members, said levers also providing means for manually propelling the truck.

4. A hand operated package carrying
 75 truck comprising a horizontally arranged double U shaped frame open at the front, top, and bottom and having vertical bearing slots in two opposing sides thereof, floor
 80 rollers on the underside of said frame, bearing blocks vertically slidable in the slots, laterally adjustable package holding members threaded through said blocks, a combined yoke lever and propelling handle pivoted to the outside of the frame on two opposing sides thereof, said yoke having bifurcated ends which engage the package holding members on both lateral sides of their
 85 respective bearing blocks whereby said holding members may be elevated, and a latch member for retaining said holding members
 90 in an elevated position.

In testimony whereof I affix my signature.

FREDERICK I. CANNON.