P. J. WESOLOWSKI.

TRUCK.

APPLICATION FILED JAN. 20, 1919.

1,334,476.

Patented Mar. 23, 1920.

2 SHEETS—SHEET 1.

Fig. 1.

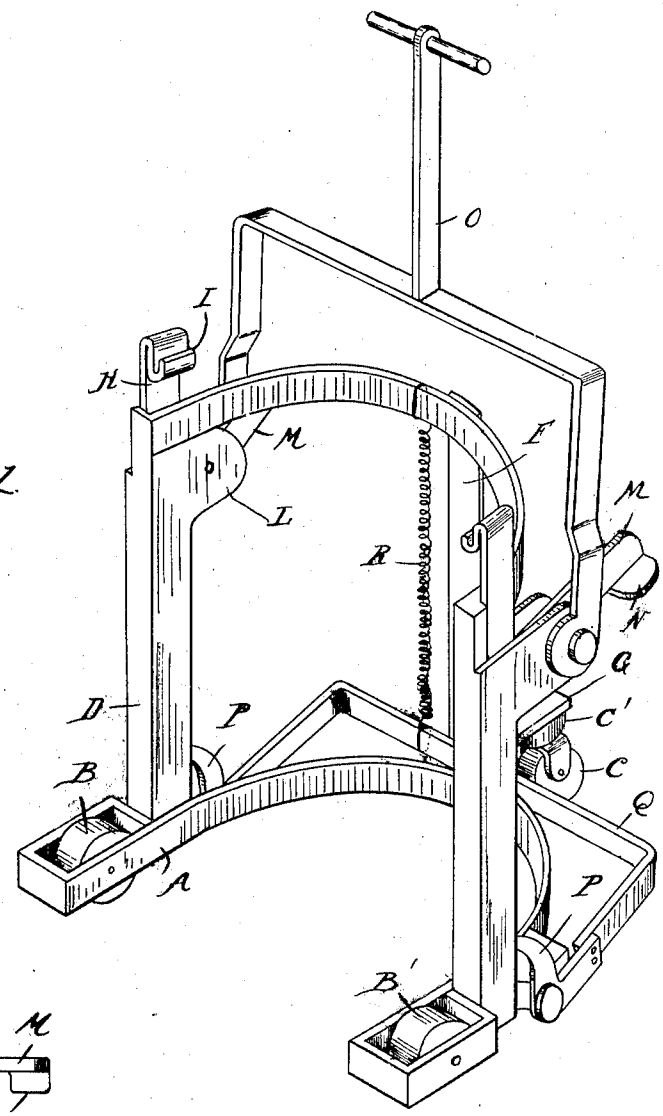
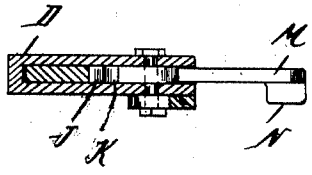


Fig. 3.



Inventor

Peter J. Wesolowski

By Whittemore Hulbert & Whittemore

Attorneys

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2 SHEETS—SHEET 2.

Fig. 4.

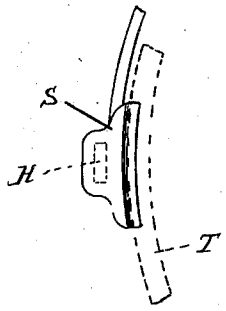


Fig. 5.

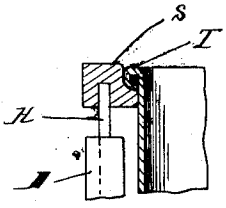
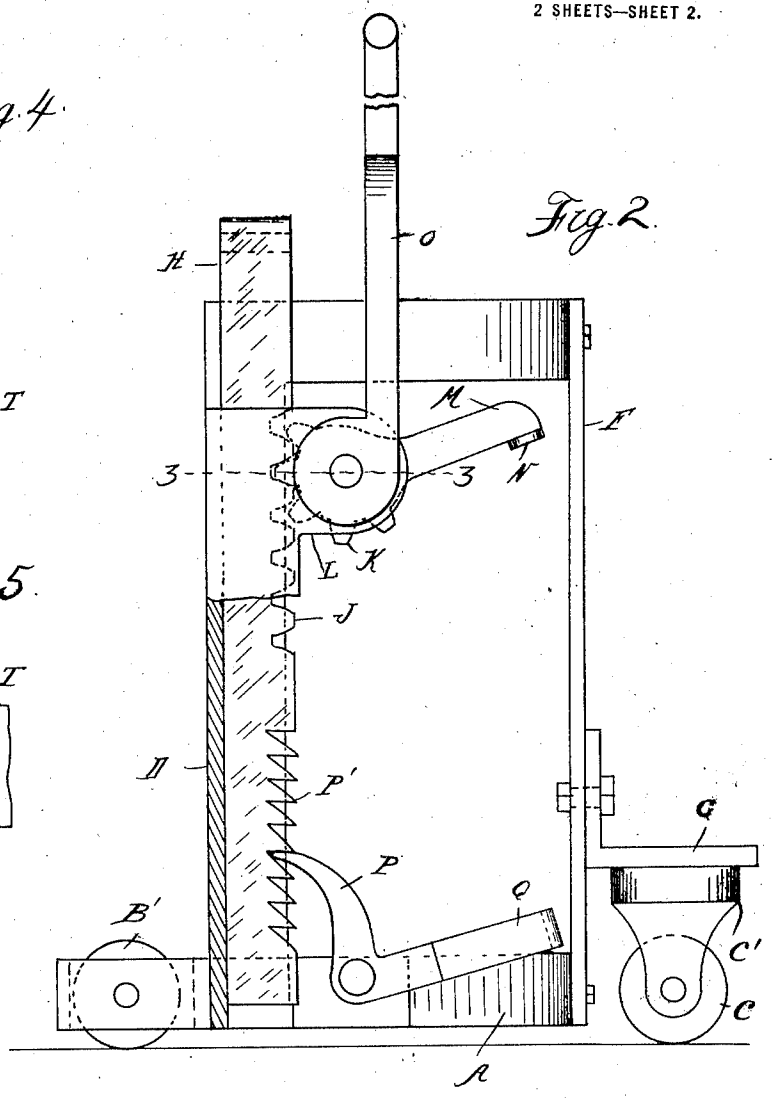


Fig. 2.



Inventor

Peter J. Wesolowski

By Whittemore Hulbert & Whittemore

Attorneys

UNITED STATES PATENT OFFICE.

PETER J. WESOLOWSKI, OF DETROIT, MICHIGAN.

TRUCK.

1,334,476. Specification of Letters Patent. Patented Mar. 23, 1920.

Application filed January 20, 1919. Serial No. 271,963.

To all whom it may concern:

Be it known that I, PETER J. WESOLOWSKI, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Trucks, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to trucks more particularly designed for use in handling metallic barrels of the type having a central surrounding flange, or other packages of a similar character.

The invention consists in the novel construction by which the truck may be engaged to the barrel standing in upright position and will lift and transport the same without change in angle.

In the drawings:

Figure 1 is a perspective view of the truck;

Fig. 2 is a sectional elevation thereof;

Fig. 3 is a cross-section on line 3—3 of Fig. 2;

Fig. 4 is a plan view;

Fig. 5 is a side elevation, showing a modified form of lifting shoe.

A is a base frame of substantially U-shape form to embrace the barrel or package, such frame having at its forward ends the rollers B and B′ and centrally of its rear end the caster roller C. D are uprights on the frame positioned in rear of the rollers B and B′ and so as to be substantially on diametrically opposite sides of the barrel or package embraced by the frame. The uprights D are preferably cross connected at their upper ends by a semi-circular band and this is connected at its rear end to an upright F which is secured to the base A. As shown, the caster roll C has its swiveled shank C′ secured to a bracket member G which is secured to the upright F, thereby permitting clearance for said roll and at the same time arranging the base frame A a slight distance above the floor.

To transport the barrel it is necessary to lift the same so as to clear the floor. This is accomplished by providing vertically adjustable members H which slidably engage grooved bearings in the uprights D, said members H having at their upper ends the inwardly extending hooks I for engaging the flange upon the barrel. The members H have their rear edges provided with rack teeth J which are engaged by pinions K journaled in rearwardly extending arms L on the uprights D. M are rocker arms secured to the pinions K and having at their rear ends laterally extending lugs N. O is a bifurcated handle member pivoted preferably concentric with the axes of the pinions K and adapted when rocked rearward and downward to bear against the lugs N and move downward the rockarms M. This will cause a rotation of the pinions K and an upward movement of the racks J sufficient to cause the hooks I to engage the flange of the barrel and to lift the latter clear from the floor. P are dogs for engaging ratchet teeth at the lower ends of the members H to hold the same in raised position. Q is a bail or gripping member attached to the dogs P, which is adapted to be depressed by the operator's foot to withdraw the dogs from engagement with the ratchet teeth and permit of lowering the bars H. R is a spring for yieldably drawing the bail Q upward or in a position for holding the dogs P in engagement with the ratchet teeth.

In operation the truck may be moved upon its rollers up to the barrel or other package so that the U-shape base frame will embrace the package and the uprights D will be arranged upon diametrically opposite sides thereof. The operator then by rocking the handle O will actuate the pinions K and racks J, causing the hooks I on the bars H to engage with the flange of the barrel and to lift the same upward. As the barrel is lifted the dogs P will engage the ratchet teeth P′ to hold the weight when the handle is released. After the barrel is sufficiently lifted to clear the floor the truck may be propelled by the handle O, the swivel caster wheel C permitting of turning in any direction. Upon reaching the point for depositing the package the bail Q is depressed to withdraw the dogs P and the barrel is then lowered by the upward movement of the handle O until it again rests upon the floor.

In place of forming the members H with the integral inwardly extending hooks I at their upper ends, said members may be provided with attachable lifting shoes, such as shown in Figs. 4 and 5. In these figures S are the attachable shoes which engage the upper ends of the members H and are so fashioned as to engage the beaded top of a package or receptacle, such as T. Thus, where the truck is used for transporting

receptacles of different sizes or shapes, by exchanging the shoes S it may be adapted for any article.

It is to be noted that by adapting the handle O for movement independent of the pinions K and rock arms M, said handles may be swung to the raised position shown by the drawings when the truck is either in transit or not in use so that the handle may form no obstacle to movement of the truck where space is limited.

What I claim as my invention is:

1. A truck, comprising a substantially U-shape base frame having rollers at the opposite sides and the rear thereof, uprights on said base frame, bar members slidably engaging said uprights having rack faces and projections for engaging the barrel or package to be transported, pinions engaging said racks, a rockable handle member having engagement with said pinions for rotating the same to lift said racks and thereby to lift the barrel, and dogs engageable with said racks for holding the same in raised position.

2. A truck, comprising a substantially U-shape base frame, uprights upon opposite sides of said frame and at the rear thereof, a U-shape member for connecting the upper ends of said uprights, rollers for the opposite sides of said base frame, a caster roller for the rear of said frame mounted upon said rear uprights, rack bars slidably engaging the side uprights, pinions mounted on said side uprights engaging said rack bars, rock arms secured to said pinions and extending rearward, a handle member rockably secured to said uprights and adapted to engage said rock arms, projections on said rack bars for engaging and lifting the barrel, and dogs for engaging said rack bars to hold the same in lifted position.

3. A truck, comprising a U-shape wheeled base frame, channeled uprights on opposite sides of said base frame, rack bars slidably engaging said channel uprights, pinions journaled in said uprights and engaging said rack bars, a rockable handle for rotating said pinions, projections on said rack bars for lifting the barrel, dogs for holding said rack bars in lifted position, and a pedal actuating member for disengaging said dogs to lower said rack bars.

4. A truck, comprising a wheeled base member for embracing a barrel or other receptacle when standing in upright position, uprights on said base member on diametrically opposite sides of the barrel, vertically adjustable members on said uprights, a handle for propelling the truck, mechanism connecting said handle and said vertically adjustable members for lifting the latter by a rocking movement of the handle, and exchangeable lifting shoes on said members for engaging different articles.

5. A truck comprising a wheel base, means for embracing a barrel or other receptacle when standing in upright position, uprights on said base means on diametrically-opposite sides of the barrel, vertically adjustable members on said uprights, a common means for vertically adjusting said members, and exchangeable lifting shoes on said adjustable members for engaging different articles.

6. A truck, comprising a substantially U-shaped base frame, having rollers at the opposite sides and at the rear thereof, uprights on said base frame, bar members slidably engaging said uprights and having rack faces and projections for engaging the barrel or package to be transported, a rockable handle member forming a leverage for raising said bar members to thereby lift the barrel, means for applying the leverage to said bar members from said handle member and dogs engageable with said racks for holding the bar members in raised position.

7. A truck, comprising a U-shaped wheel base frame, channeled uprights on opposite sides of said base frame, rack bars slidably engaging said channel uprights, said bars having projections for lifting the barrel, a rockable handle member forming a lever for raising said bar members, means for applying the leverage to said rack bars from said handle member, dogs engageable with the rack bars for holding the same raised and a pedal actuating member for disengaging the dogs to permit lowering of the rack bars.

8. A truck, comprising a substantially U-shaped base frame, rollers for supporting said frame, uprights in said frame, bar members slidably engaging said uprights, rock arms respectively associated with said bar members for applying leverage to raise the same, the pivotal handle member engageable with said rock arms for applying leverage thereto, said handle member being movable independently of said rock arms to a raised position and means independent of said rock arms for holding the bar members raised.

In testimony whereof I affix my signature.

PETER J. WESOLOWSKI.