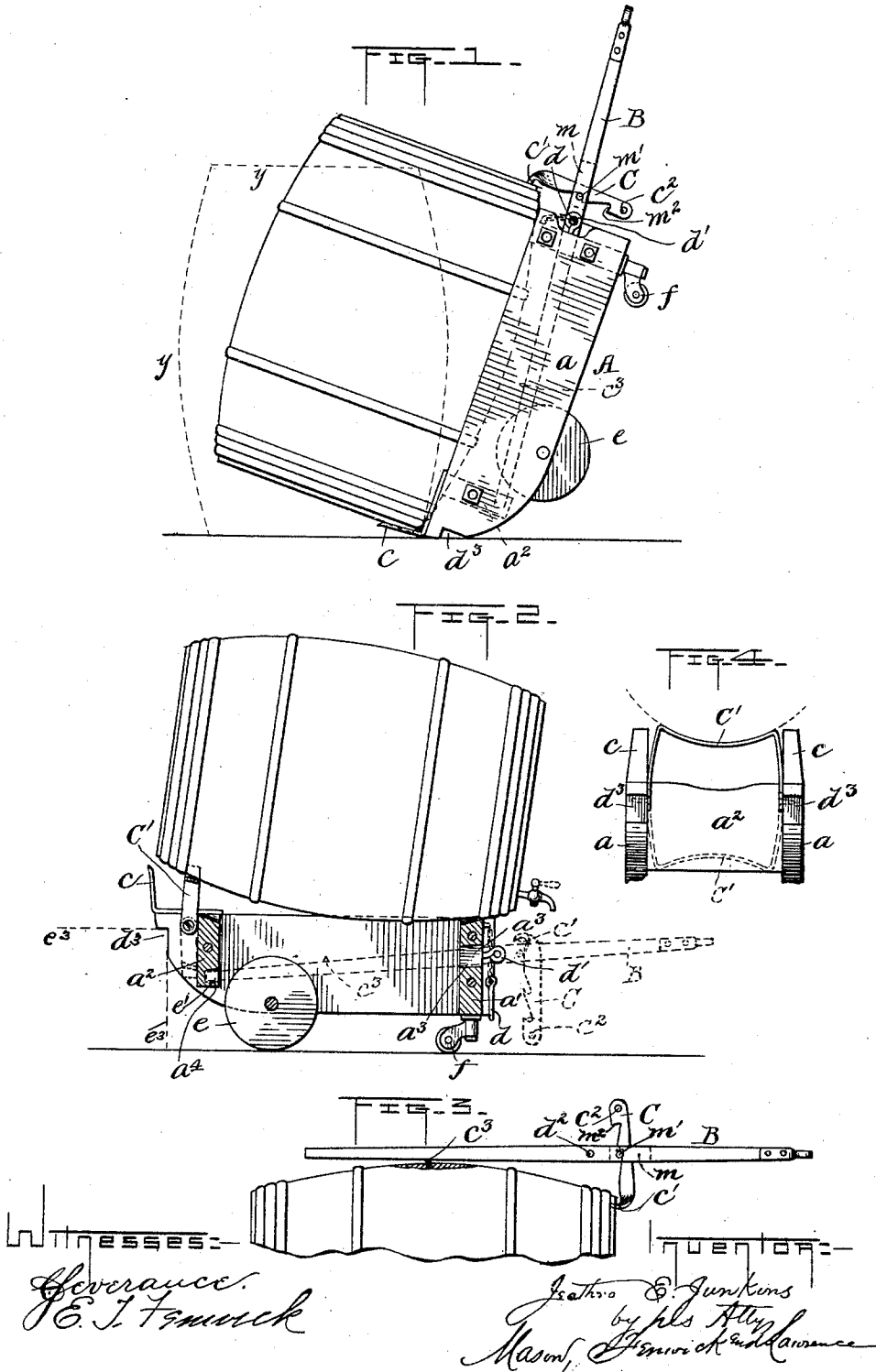


(No Model.)

J. E. JUNKINS.
BARREL STAND AND TRUCK.

No. 460,250.

Patented Sept. 29, 1891.



UNITED STATES PATENT OFFICE.

JEATHRO E. JUNKINS, OF UPPER SANDUSKY, OHIO.

BARREL STAND AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 460,250, dated September 29, 1891.

Application filed March 11, 1891. Serial No. 384,598. (No model.)

To all whom it may concern:

Be it known that I, JEATHRO E. JUNKINS, a citizen of the United States, residing at Upper Sandusky, in the county of Wyandotte and State of Ohio, have invented certain new and useful Improvements in Barrel Trucks and Stands; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to certain new and useful improvements in barrel trucks and stands; and it consists in certain novel constructions, combinations, and arrangements of parts in such trucks, as will be hereinafter described, and pointed out in the claims, whereby the barrel can be readily adjusted from a horizontal to an upright position, can be loaded upon the truck with facility for the purpose of transportation, can be adjusted to an inclined position in order to hasten the discharge of its contents and the truck kept from sliding during the operation of unloading a barrel therefrom and placing it on a platform, and the parts employed in these operations can be moved out of the way when not required to be thus used.

In the accompanying drawings, Figure 1 is a side elevation of a truck and a barrel as they appear, relatively, during one stage of the operation, the dotted lines yy indicating the position of the barrel before it is moved to the position shown in full lines. Fig. 2 is a side elevation showing the barrel and truck as they appear, relatively, in another stage of the operation, the dotted lines illustrating the swinging, sliding, and gravitating hook dropped down out of the way. Fig. 3 is a side elevation of the handle or lever bar, its spur and the swinging, sliding, and gravitating hook in relation to a barrel lying in a horizontal position and ready for adjusting the barrel to a vertical position; and Fig. 4 is a front end view.

A represents the truck and stand, preferably mounted on wheels e and casters f , and constructed with runner-like side portions a , which are rounded or beveled off at their forward ends to enable the truck to be readily and quickly raised into a vertical position

to receive the barrel, and also conveniently unload the same. These runner-like side pieces are connected by cross-braces a' a^2 , preferably concaved on their upper surfaces to fit and form rests for the barrel. These braces extend downward to about the same depth as the side pieces, and the rear one is provided with a central passage a^3 for the introduction through it of a handle or lever bar B, and the front one with a recess e' , in which to seat the end of the handle, as shown.

The truck at its forward end is provided with a swinging bail C' , the cross-bar of which is preferably in the shape of an inverted arch, so as to be adapted to fit the curvature of the barrel. This bail is pivoted by its upright portions to the side bars, and said upright portions are of a height to have the cross-bar stand above the upper edges of said side bars when the bail is swung up and made to pass under the end of the barrel. When this bail is swung up, it forms a support for one end of the barrel, and at the same time raises the end of the barrel that it supports to an altitude which will incline the barrel, and thereby facilitate or hasten the discharge of the contents therefrom when the major portion thereof has been withdrawn and the discharge is too slow.

On the upper front ends of the side portions a of the truck toe-irons c are provided, and the same can be readily run under a barrel when it is desired to load the same upon the truck. A single cross-wedging toe-iron might be used, the same uniting the irons c . On the curved front ends of the side portions of the truck below these toe-irons notches d^3 are formed, which fit the front ends of a barrel platform, as e^3 in Fig. 2. These notches by their location admit of the toe-irons being used and allow the truck to bear squarely against the edge of the platform and catch upon its upper surface, so that it shall be held from moving while the barrel is being tilted to a vertical position onto the platform.

The lever lifting handle or bar B is provided with a slot m , through which a vertical ratchet toothed hooking-bar C is passed. Across the slot m a fulcrum-pin m' is provided, as shown. The bar C is provided with

a curved end c' to fit over the beveled chine of the barrel, and said curved end is widened so as to stand across the slot in the handle-bar, and thus prevented from passing so far downward when out of action as to be detached from the handle-bar, and at the other end of the bar C is provided with a stop-pin c^2 for preventing said hook from accidentally becoming disconnected from the handle or bar B.

10 The bar B is provided with a penetrating spur c^3 some distance from its forward end for a purpose presently described.

The bar or handle B is secured on the truck by means of a pin d , passed through eyes d' on the rear portion of the truck and through a hole d^2 in the bar or handle which coincides with the eyes, and said pin may be kept connected with the truck by a chain.

The bar B can be disconnected from the truck by withdrawing the pin d , and when removed it will be out of the way, and also by it being provided with the hooking-bar C and spur c^3 it can be used by simply inverting it for raising the barrel to an upright position, said spur penetrating the bilge of the barrel and the hooking-bar taking hold of its chine during the operation of adjusting the barrel from the horizontal position shown in Fig. 3 to the vertical position indicated by the dotted lines in Fig. 1. The spur serves no other purpose; but it is a permanent attachment of the lever handle or bar and is out of the way when not in use for the purpose stated.

The slot m , in which the hooking-bar C is fitted, is of greater length than the width of the bar, and the bar is provided with one or more ratchet-teeth m^2 , preferably with several, so as to answer for barrels of different bulge, and by this means it can be made to bear against the fulcrum cross-pin m' of the bar B so as to swing back and forth, and thus arranged it is adapted to slide back and forth in the slot m , so as to have the ratchet-teeth above the one in use clear the said pin, and thus freely slide down or gravitate out of the way when not hooking upon the chine of the barrel or other object.

The operation of raising a barrel from the position shown in Fig. 3 to an upright position is as follows: The handle or bar B is withdrawn from the truck and placed centrally on the barrel with its spur c^3 next to the bilge of the barrel; and now by placing the curved or bent end c' of the hooking-bar C over the beveled chine of the barrel, with the excess of weight on the barrel side of the cross-pin m' , as shown in Fig. 3, the barrel can be easily raised to an upright position. This feature of my handle or bar, with its spur and swinging hook, is very useful, as barrels containing, for instance, molasses and weighing about seven hundred pounds can be readily handled and placed in position for being loaded on the truck. After the barrel has been brought into an upright position the handle or bar is withdrawn from

the barrel and restored to its place on the truck, being passed through the passage a^3 at the rear of the truck, so that its forward end becomes seated in the recess e' at the front of the truck. The operation in loading the upright barrel upon the truck is thus: The truck is brought up to the barrel and the toe-irons run under the lower end thereof, whereupon the upper or rear end of the truck is moved up close to the upper end of the barrel and the bent or curved end of the swinging hook dropped over the chine of the barrel, as shown in Fig. 1. The truck is now lowered into the position shown in Fig. 2, and while this is being done the swinging hook, by reason of its freedom to slide backward in the slot of the handle or bar and its only bearing with its ratchet-tooth upwardly against the fulcrum cross-pin m' of the handle or bar, will glide off of the beveled chine and fall away from the said cross-pin by its own gravity as soon as the rear part of the loaded truck approaches a nearly-horizontal position, the release being automatic and its descent out of the way caused by the effect of gravity.

If desired, the handle or bar B may be removed and placed to one side, as the truck can without its aid be easily moved on its wheels f and casters f' to any desired place.

What I claim as my invention is—

1. A barrel truck and stand having a removable lever or handle bar, which is provided with a toothed swinging and sliding hooking-bar C and a penetrating spur c^3 , whereby with the one handle the barrel can be raised to an upright position and lowered to a horizontal position upon the truck, substantially as described.

2. A barrel-truck having a handle or lever bar provided with a slot, a ratchet-toothed hooking-bar C, and a fulcrum-pin, whereby the hooking-bar is enabled to swing over the chine of the barrel and after the barrel is brought to nearly a horizontal position automatically becomes released and descends by gravity out of the way, substantially as described.

3. A barrel truck and stand provided with a lever or handle-bar having a transverse fulcrum-pin, and also having a toothed swinging and sliding hooking-bar C, which bears against the fulcrum-pin and also against the chine of the barrel when brought into action, said hooking-bar being provided with means whereby it is connected to and retained upon the lever or handle-bar, substantially as described.

4. In combination with a barrel-truck having a front cross-brace a^2 and a rear cross-brace a' , whereby the barrel can be supported while being transported in a horizontal position, provided with the toothed swinging and sliding hooking-bar C, the swinging bail having its cross-bar arranged to rise above the upper edge of the side pieces of the truck

when in use for inclining the barrel and to
descend below the upper surface of the truck
when not in use, the said bail being pivoted
by its vertical portions to the front end of the
5 side pieces of the truck and constructed to
swing up under a barrel or other object and
incline the same and in conjunction with
the rear cross-piece *a'* firmly support the bar-

rel in its inclined position, substantially as
described.

In testimony whereof I affix my signature in
presence of two witnesses.

JEATHRO E. JUNKINS.

Witnesses:

THOS. MCKELLY,

W. R. HARE.