

W. E. RICE.
 BARREL TRUCK.
 APPLICATION FILED JAN. 27, 1909.

926,288.

Patented June 29, 1909.

Fig. 1.

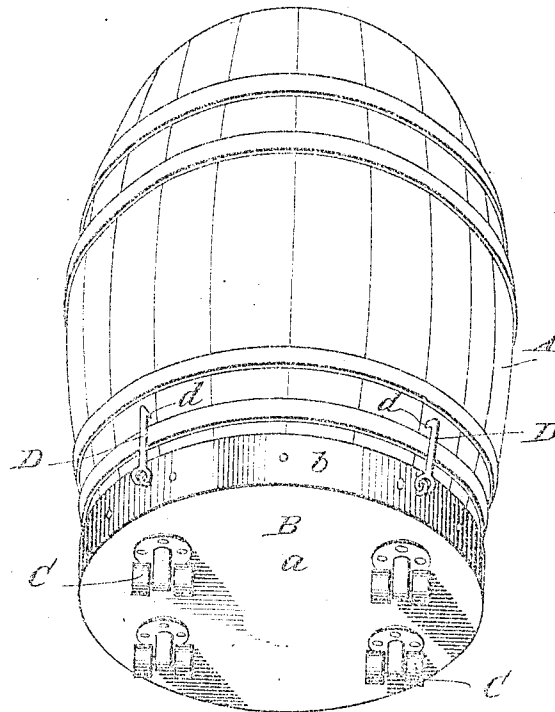


Fig. 2.

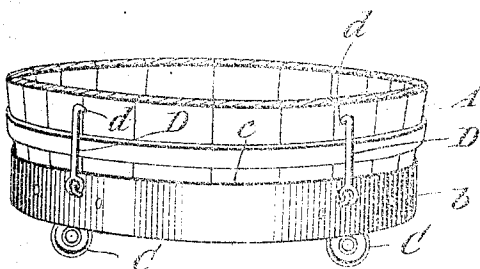
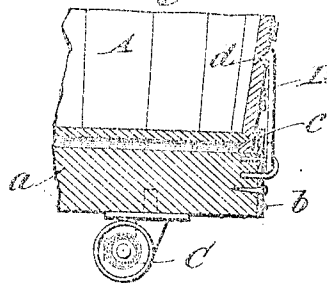


Fig. 3.



Inventor

Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM E. RICE, OF ROCHESTER, MICHIGAN.

BARREL-TRUCK.

No. 926,268.

Specification of Letters Patent.

Patented June 29, 1909.

Application filed January 27, 1909. Serial No. 474,443.

To all whom it may concern:

Be it known that I, WILLIAM E. RICE, citizen of the United States, residing at Rochester, in the county of Oakland and State of Michigan, have invented new and useful Improvements in Barrel-Trucks, of which the following is a specification.

My invention relates to barrel trucks—i. e., wheeled devices upon which barrels may be stood and expeditiously and easily moved from one point to another.

The object of my invention is to provide a simple, inexpensive and durable barrel truck upon which a barrel may be arranged in upright position, and one equipped with means whereby it may be quickly and positively connected to the lower portion of the barrel so that when occasion demands the barrel may be tripped on its side and both barrel and truck rolled together without injury to any part of the truck.

With the foregoing in mind the invention will be fully understood from the following description and claim when the same are read in connection with the drawings, accompanying and forming part of this specification, in which:

Figure 1 is a perspective view illustrating a barrel and my novel truck applied thereto and also illustrating the manner in which the connected devices are tipped over when it is expedient to roll the same. Fig. 2 is a perspective view showing my novel truck and a portion of the barrel in the positions they occupy when the barrel and truck are to be moved together on the wheels of the latter. Fig. 3 is an enlarged detail vertical section showing the preferred construction of the truck body and also showing the arrangement of the wheels under said body and the connection of one of the short hooks thereto.

Similar letters designate corresponding parts in all of the views of the drawings; referring to which:

A is a barrel, and B is the body of my novel truck, which body is of circular form and of a size to rest under one end of the barrel and support the same after the manner shown in Fig. 2. I prefer to construct the truck body B in the manner illustrated—that is, to have it comprise a circular portion *a*, of wood, and a metallic band *b* which surrounds and is fixedly connected to the perimeter of the wood portion *a* and reaches slightly above the same so as to afford a flange *c* the office of which is to snugly receive the lower end

of the barrel and to prevent the barrel slipping off the body.

In addition to the body B my novel truck comprises wheels C and three (more or less) short hooks D. The wheels C are arranged entirely under the body B and for obvious reasons are preferably of the caster type. The hooks D which constitute important features of the truck, are connected, preferably in a pivotal manner, with the body B at the outer side of the band *b*, and are designed to extend upwardly from the points of connection about the proportional distance illustrated, and are provided on their upper portions with inwardly directed barbs or prods *d* designed to be driven into the lower portion of the barrel and in that way connected thereto.

In the practical use of my novel truck, the truck is applied to the end of the barrel when the barrel is lying on its side, or else when the truck is in its working position the barrel is lifted and placed in an upright position on the truck. In either case the truck is positively connected with the barrel, at intervals around the same, by embedding the barbs or prods *d* of the hooks D in the barrel, and from this it follows that the barrel can be tipped over on its side without breaking the connection between the barrel and the truck; also, that the connected barrel and truck, both of circular form, can be rolled with the same facility as an ordinary barrel, and this without breaking or in any way affecting the connection between the barrel and the truck. The latter is due in large measure to the fact that the hooks are short and therefore effect connection between the truck body and the reduced end portion only of the barrel.

The perimeter of the body B of my novel truck describes a complete circle and is of a diameter slightly greater than that of the end portions of the barrel. By virtue of this, the truck is adapted to be expeditiously and easily applied to one end of the barrel while the barrel is lying upon its side, and when desired the barrel can be readily rolled on its side without affecting the hooks D, because said hooks when the barrel is rolled do not contact with the floor, but on the other hand the hooks when passing adjacent the floor rest between the reduced end portion of the barrel and the floor.

It will be gathered from the foregoing that when a barrel is arranged in an upright position on my novel truck and the two are con-

needed, the barrel may, with little effort, be moved, and it will also be gathered that the connected devices may be tipped over and conveniently rolled as a unit without injury to either.

The specific construction of truck herein illustrated and described constitutes the best practical embodiment of my invention of which I am aware, but I do not desire it to be understood that I confine myself to said specific construction inasmuch as in the future practice of the invention such changes in the form, construction and relative arrangement of parts may be made as fairly fall within the scope of my claimed invention.

Having described my invention, what I claim and desire to secure by Letters-Patent, is:

A barrel truck comprising a body adapted to be arranged against one end of a barrel and having a perimeter that describes a complete circle and is of slightly greater diameter than the reduced end portion of a barrel

and also having a circular guard flange of a diameter to snugly receive the said reduced end of a barrel, wheels connected with and arranged under the body and entirely within the perimeter of the same, short hooks arranged close to the perimeter of the body and extending above the same, at intervals around the body, and provided on their upper ends with inwardly directed barbs or prods, adapted to be embedded in the adjacent end portion of the barrel and having eyes at their lower ends, and staples extending through the said eyes of the hooks and permanently connecting the same in a pivotal manner to the body.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILLIAM E. RICE.

Witnesses:

E. S. LETTS,

H. J. TAYLOR.