(No Model.)

G. W. ROSE.

BARREL TRUCK.

No. 349,665. Patented Sept. 21, 1886.

Fig. 1.

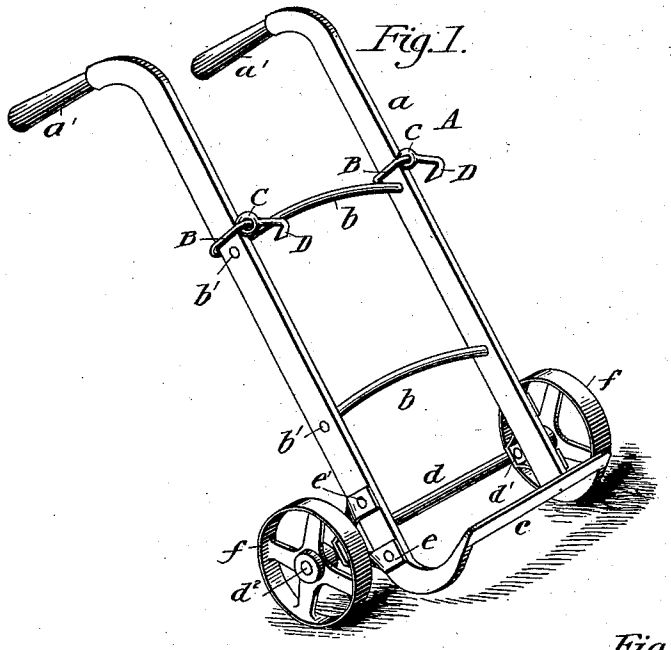


Fig. 2.

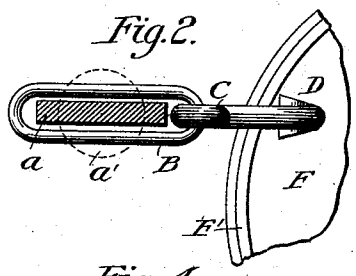


Fig. 3.

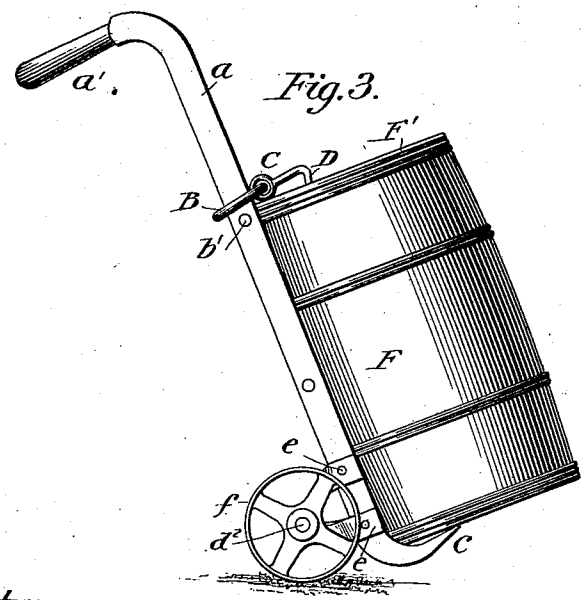


Fig. 4.

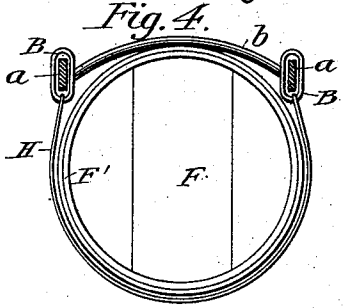
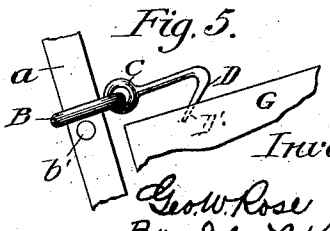


Fig. 5.



Witnesses.

John W. Griggs.

John A. Reynolds

Inventor.

Geo. W. Rose

By John F. Kerr

Atty.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

GEORGE W. ROSE, OF PATERSON, NEW JERSEY, ASSIGNOR OF ONE-HALF TO RICHARD FIELDING, OF SAME PLACE.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 349,665, dated September 21, 1886.

Application filed April 29, 1886. Serial No. 200,609. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. ROSE, of Paterson, in the county of Passaic and State of New Jersey, have invented a new and useful Improvement in Trucks, of which the following is a specification.

The object of my invention is to provide a new and improved truck for the purpose of carrying bales, boxes, or barrels securely, so that they will not shift or fall off, a device simple in construction, strong, and durable, accomplishing said object.

The invention consists in the construction and combination of parts and of the device hereinafter described and set forth, and pointed out in the claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of my truck. Fig. 2 is a part sectional plan of the same, showing ring with eye and hook in engagement with the chine of a barrel. Fig. 3 is a side elevation of the same, showing a barrel on truck with hook engaged. Fig. 4 is a sectional plan of same, showing a loop, hoop, or band surrounding barrel, instead of hooks. Fig. 5 is a part side elevation with pointed hook engaged with a square box or case.

My truck is simple in construction, and in the drawings like letters of reference indicate like parts in all the figures.

The truck consists of the side bars, *a*, and handles *a'*, so constructed that the handles *a'* are thicker than the side bars, *a*—that is, if the handles *a'* are round their diameter is greater than is the thickness of the side bars, *a*, which may be oblong or oval, as shown in Fig. 2, in which *a* represents a side bar, *a*,' dotted circle, the handle. The ring B fits loosely around the side bar, *a*, so as to slide or move freely up and down the same between the handles *a'* and the first cross-bar, *b*. The ring B is provided with the pin-pointed or chisel-pointed hook D, which is bent around the ring B, forming the eye C. The top of the side bars, *a*, may be provided with a groove, in which the eye C may move.

b are the cross-bars; *f*, the wheels or casters; *d*, the axle-tree. The cross-bars *b* are secured to side bars by means of pins or screws *b'*, or are riveted. The curved bar or toe-piece *c* is formed, as shown in Fig. 3, so as to grip a barrel, bale, or box in hook fashion.

By reference to Figs. 1, 2, and 3 it will be seen that the ring B cannot pass over the handles *a'*, and moves or slides along the side bars, *a*, as far as the first cross-bar, *b'*.

Another method to secure the safe handling of goods on a truck is shown in Fig. 4, where a loop or hoop, H, is employed instead of the rings, eyes, and hooks B C D. In that case the rings B are held in eyes formed by bending the ends of the loop or hoop H around said rings B.

F' is the chine of a barrel; F, the barrel.

In Fig. 5, G represents a box or bale, and D' the operation of the pointed hook D; *a*, the side bar, and B the ring in eye C. The toe-piece *c* being insinuated under the box or barrel F, which is then tipped back so as to rest against the cross-bars *b*, which form the bed of the truck, the rings B are moved down the side bars, *a*, and the hooks D are engaged with the chine F' of the barrel F, and keep it from falling off or shifting.

As said trucks are indispensable to warehouses and express-offices and business houses in general, and the need of something in the nature of my invention has long been felt, I claim that its simplicity of construction, cheapness, and durability, together with the facility with which it accomplishes the object, alike recommend it as an improvement on anything yet used or invented for the purpose.

I do not wish to confine myself to a truck of any special form or size, nor to one made of any particular material, but propose to adopt any size, shape, or material suitable. In the truck shown and described the handles, side bars, and toe-piece, rings, and eye-hooks, made substantially as described and set forth, I claim to be the essential parts of my invention. The wheels may be made to revolve on the axle-spindle, or may be fixed to and rotate with the axle. In that case bearings will be provided for the axle and secured to the side bars in any suitable manner. In case the wheels revolve on the axle-spindle they may be kept in place by a screw-nut on the end of spindle, or the end of the spindle may be riveted to keep the wheel in place, as shown in Fig. 1, by *d'* and *d²*.

With this description of my invention, what I claim is—

1. In a truck, the combination, with the side bars and handles, of a link or ring provided with an eye-hook which is movable up and down said side bars for the purpose of engaging and securely holding on truck any box, bale, or barrel, substantially as set forth.

2. The combination, with the handles, side bars, and toe-piece of a truck, of movable or sliding rings on said side bars, provided with a hook and eye, substantially as described, and for the purpose specified.

GEORGE W. ROSE.

Witnesses:
S. HUMERLE,
E. V. STUART.