

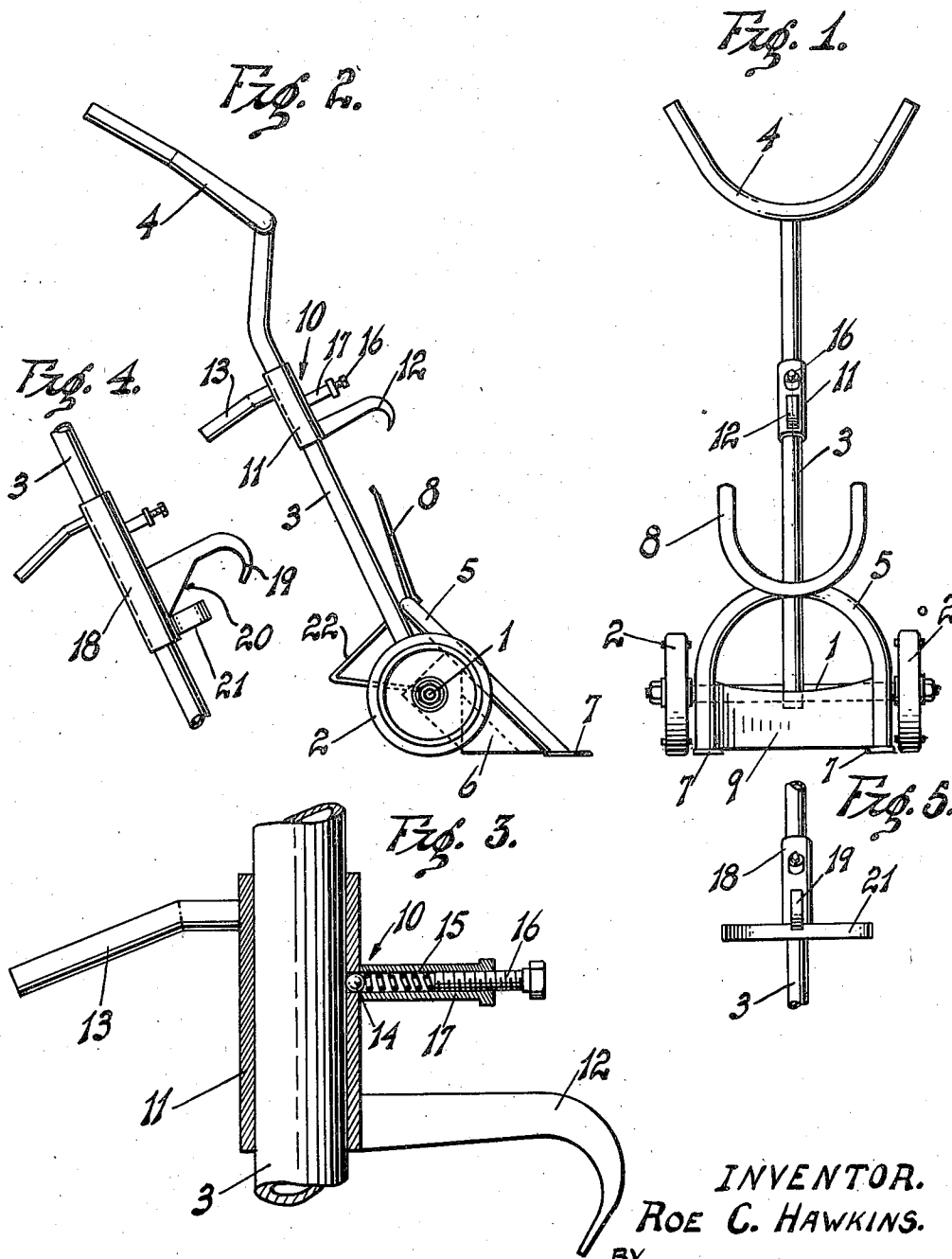
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BARREL TRUCK

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BARREL TRUCK

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6 Claims. (Cl. 214—65.4)

This invention relates to a barrel truck whereby barrels can be transported from place to place and be easily and quickly placed on the truck and removed therefrom as the workman desires.

5 An object of my invention is to provide a novel means of engaging the barrel for the purpose of tilting it onto the truck.

10 Another object is to provide a novel truck construction including a single post and a novel handle bar on the post by which the truck is controlled.

15 Still another object is to provide a novel means of engaging the chime of the barrel and a means of adjusting this chime engaging means to compensate for barrels of different heights.

A further object is to provide a novel means on the chime engaging means whereby the action of the barrel disengages the chime engaging means as the barrel tilts onto the truck.

20 A feature of my invention is to provide a barrel truck which is simple in construction, inexpensive to manufacture and effective in use.

25 Other objects, advantages and features of invention may appear from the accompanying drawing, the subjoined detailed description, and the appended claims.

In the drawing:

Figure 1 is a front elevation of my truck.

Figure 2 is a side elevation of the same.

30 Figure 3 is a fragment of the post with the chime engaging means in section thereon.

Figure 4 is a fragmentary side elevation of a modified form of chime engaging means.

Figure 5 is a front elevation of the same.

35 Referring more particularly to the drawing, the numeral 1 indicates a horizontal axle on each end of which a wheel 2 is journaled. A post 3 is attached at its lower end to the axle 1. At the upper end of the post there is attached a substantially U-shaped handle bar 4. The operator grasps the outer ends of the handle bar 4 when operating the truck, and when starting and stopping, the arcuate portion of the handle bar can be thrust against the body of the operator, thus
45 relieving his arms of a part of the load.

A frame 5 is secured to the axle 1 by side plates 6, and the upper end of this frame is welded or otherwise secured to the post 3. The frame 5 is preferably in the form of an inverted U, and at the lower ends of the frame I provide shoes 7—7
50 which extend under the barrel when placing it upon the truck, and also serving to support the barrel when it is being transported.

55 An arcuate arm 8 is welded or otherwise secured to the frame 5 and the tips of this arm serve

to support the barrel when it is being transported. A transverse plate 9 is fixedly attached to the frame 5 adjacent the lower end thereof for the purpose of strengthening the frame and also this plate can carry a portion of the load if the barrel or cask is so curved as to engage the plate. When transporting casks, the outer surfaces of which are curved, it is to be noted that the cask will rest on the shoes 7 and on the tips of the arm 8. The arm is so bent outwardly—as shown in Figure 2—that the curve of the barrel will not engage the frame 5 or the post 3.

A chime engaging member 10 is slidably mounted on the post 3. This member includes a sleeve 11 slidably mounted on the post 3. Adjacent the lower end of the sleeve and fixedly attached thereto, I provide a hook 12. This hook engages the chime of the barrel and serves to tilt the barrel onto the truck as the operator swings the post 3 downwardly. A handle 13 is attached or formed on the sleeve 11 so that the operator may adjust the same longitudinally on the post. In order that the chime engaging member may be frictionally held in position on the post, I provide a ball 14 which is pressed against the post by the spring 15. The tension of the spring is adjusted by the screw 16, this screw extending into the tube 17 which is secured to the sleeve 11.

Thus, it will be seen that the chime engaging member is frictionally held on the post in the position desired by the operator.

It might be desirable under certain conditions to have the hook automatically disengage the chime of the barrel. In the modification shown in Figs. 4 and 5, the sleeve 18 on the post 3 is provided with the hook 19 the purpose of which is the same as previously described.

An inclined cam surface 20 on the hook is engaged by the edge of the barrel as the barrel tilts back onto the truck. This inclined surface then causes the sleeve 18 to be pushed upwardly, thereby freeing the hook 19 from the chime of the barrel. An arcuate saddle 21 is attached to the lower end of the sleeve 18 and the barrel rests against the tips of the saddle. A rest 22 is attached to the post 3 and to the axle 1. This rest serves to hold the post 3 in an inclined position even tho the handle bar 4 is dropped and the truck assumes a substantially horizontal position.

Having described my invention, I claim:

1. A barrel truck comprising an axle, a post secured to the axle, a handle bar on the upper end of the post, said handle bar being arcuate in shape and positioned at an angle to the post, a frame secured to the axle and to the post, a pair

of shoes on the frame, said shoes being adapted to extend under a barrel, barrel chime engaging means including a sleeve slidably mounted on the post, a hook on the sleeve, an inclined cam surface adjacent the inner end of the hook engageable by the barrel whereby the sleeve and hook are cammed upwardly as the barrel tilts onto the truck.

2. A barrel truck comprising an axle, a handle bar on the upper end of the post, a frame secured to the axle and to the post, a pair of shoes on the frame, said shoes being adapted to extend under a barrel, barrel chime engaging means including a sleeve slidably mounted on the post, a hook on the sleeve, an inclined cam surface adjacent the inner end of the hook engageable by the barrel whereby the sleeve and hook are cammed upwardly as the barrel tilts onto the truck, means on the sleeve frictionally engaging the post, and a handle on the sleeve.

3. A barrel truck comprising an axle, a pair of wheels journaled on the axle, a single post secured to the axle, a handle bar at the upper end of the post, said handle bar being arcuate in shape, a frame secured to the post and to the axle, a pair of outwardly extending shoes on the frame adapted to extend under a barrel, chime engaging means on the post, and a saddle on the chime engaging means, the upper end of the barrel being adapted to rest on the saddle.

4. A barrel truck comprising an axle, a pair of wheels journaled on the axle, a single post secured to the axle, a handle bar on the upper end of the post, said handle bar being arcuate in shape, a frame secured to the post and to the

axle, a pair of outwardly extending shoes on the frame adapted to extend under a barrel, a sleeve slidably mounted on the post, a hook on the sleeve adapted to engage the chime of the barrel, and a saddle adjacent the lower end of the sleeve, the upper end of the barrel being adapted to rest against the saddle when being transported.

5. A barrel truck comprising an axle, a handle bar on the upper end of the post, a frame secured to the axle and to the post, a pair of shoes on the frame, said shoes being adapted to extend under a barrel, barrel chime engaging means including a sleeve slidably mounted on the post, a hook on the sleeve, an inclined cam surface adjacent the inner end of the hook engageable by the barrel whereby the sleeve and hook are cammed upwardly as the barrel tilts onto the truck, a spring pressed ball on the sleeve, said ball engaging the post, a handle on the sleeve, and a saddle adjacent the lower end of the sleeve.

6. A barrel truck comprising an axle, a post secured to the axle, a handle bar on the upper end of the post, said handle bar being arcuate in shape, a frame secured to the axle and to the post, a pair of shoes on the frame, said shoes being adapted to extend under a barrel, barrel chime engaging means including a sleeve slidably mounted on the post, a hook on the sleeve, an inclined cam surface adjacent the inner end of the hook engageable by the barrel whereby the sleeve and hook are cammed upwardly as the barrel tilts onto the truck, means on the sleeve frictionally engaging the post, and a handle on the sleeve.

ROE C. HAWKINS. 35

Disclaimer

2,150,503.—*Roe C. Hawkins*, Long Beach, Calif. BARREL TRUCK. Patent dated Mar. 14, 1939. Disclaimer filed July 18, 1951, by the assignees, *Roe C. Hawkins, Esta F. Hixson and Harold U. Thomas, doing business as Universal Truck Company.*

Hereby enter this disclaimer to claims 3 and 4 of said patent.
[*Official Gazette August 14, 1951.*]