J. A. McMASTER.

BARREL HOIST.

APPLICATION FILED FEB. 21, 1916.

1,207,778.

Patented Dec. 12, 1916.

2 SHEETS—SHEET 1.

FIG. 1

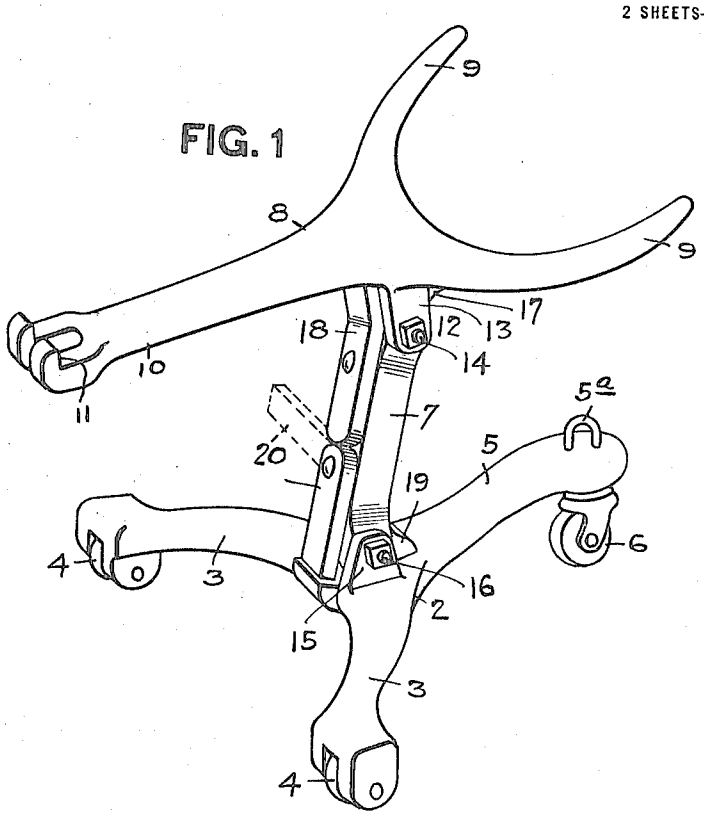
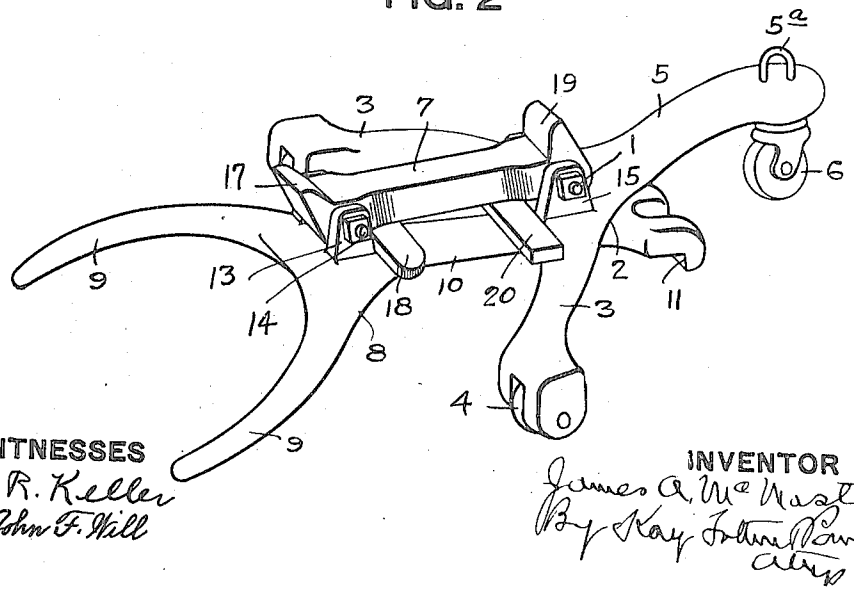


FIG. 2



WITNESSES

J. R. Keller

John F. Hill

INVENTOR

James A. McMaster

By Kay Fortune Powell

Attys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

J. A. McMASTER.

BARREL HOIST.

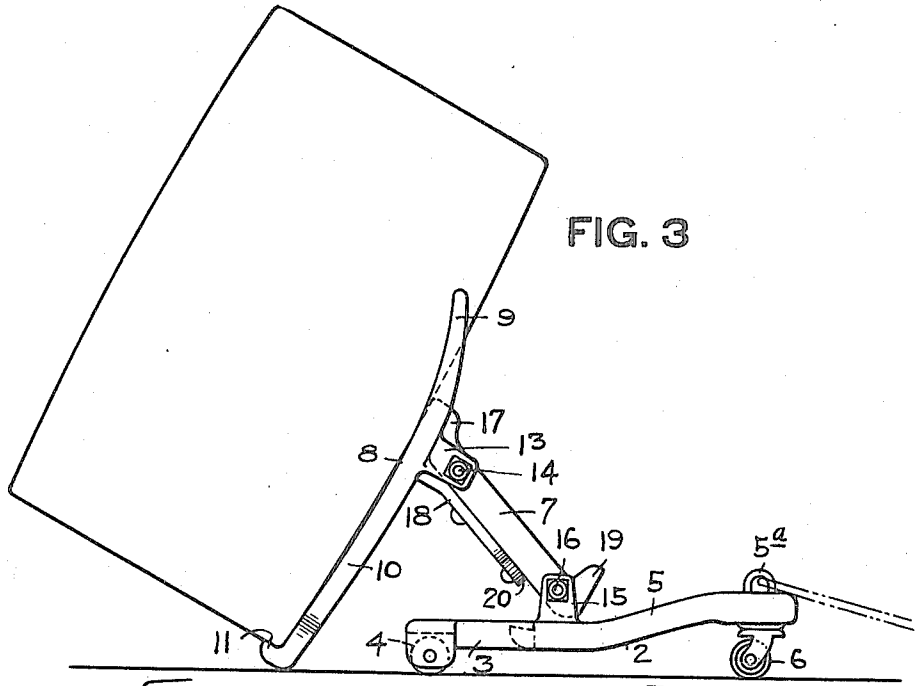
APPLICATION FILED FEB. 21, 1916.

1,207,778.

Patented Dec. 12, 1916.

2 SHEETS—SHEET 2.

FIG. 3



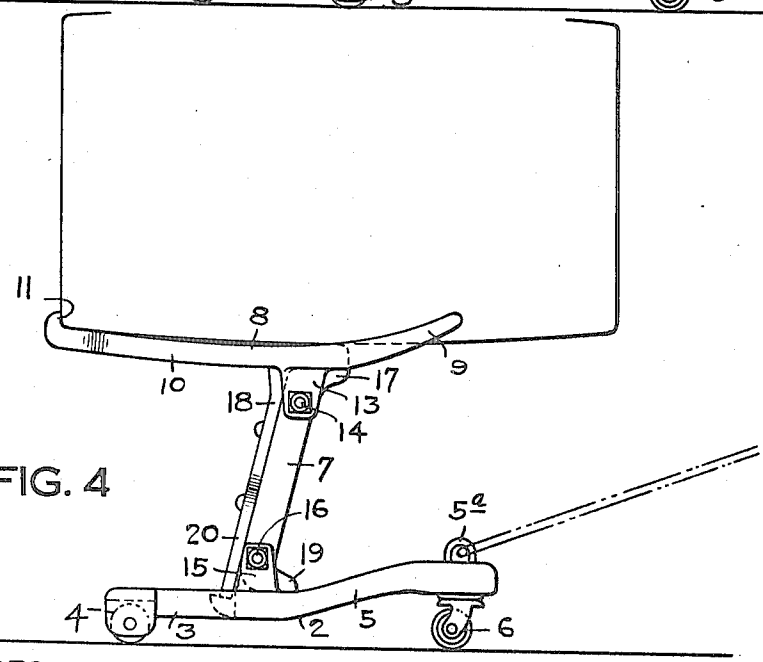


FIG. 4

WITNESSES

J. R. Keller

John F. Will

INVENTOR

James A. McMaster

By King Fulton Purcell

Attys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JAMES A. McMASTER, OF KITTANNING, PENNSYLVANIA.

BARREL-HOIST.

1,207,778. Specification of Letters Patent. Patented Dec. 12, 1916.

Application filed February 21, 1916. Serial No. 79,725.

To all whom it may concern:

Be it known that I, JAMES A. McMASTER, a citizen of the United States, and resident of Kittanning, in the county of Armstrong and State of Pennsylvania, have invented a new and useful Improvement in Barrel-Hoists; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to barrel jacks, and its object is to provide a jack of substantial structure in simple form, capable of supporting a full barrel and holding same in non-tiltable position.

Other objects are, convenience in loading the jack and collapsing same into a small area for shipping or storing.

This type of jack is adapted for use mainly in automobile garages, and is constructed to support gasolene and oil barrels in substantially horizontal position, and at a height from the floor convenient for the withdrawal of the contents.

In the accompanying drawings, Figure 1 is a perspective view of my improved barrel jack in position for support of a barrel, the barrel being omitted so that all parts of the jack are seen; Fig. 2 is a like view showing the jack folded for shipping or storing; Fig. 3 is a side elevational view of the jack in position for receiving a barrel; Fig. 4 is a like view of the jack supporting a barrel and holding same against tilting or rolling.

In the drawing the numeral 2 designates a truck frame forming a suitable base to which the barrel member is connected. This frame is preferably made of metal in the triangular form, as shown, and comprises the two rear branch members 3, provided with wheels 4, and a front branch member 5, having the caster wheels 6, means, such as the U-bolt 5^a being provided on the front branch for attaching a handle or other means for moving the truck. The triangular branch form of truck frame shown gives great stability to the barrel with minimum material to the truck frame, the branching arrangement permitting the standard and barrel support to lie between these members when the jack is folded.

Connected to the truck frame by a standard 7, is the barrel supporting member 8, this member is preferably made into the form of a fork having the prong-like arms 9 for engagement with the side of the barrel, and the tang portion 10 terminating in a shoulder or lug 11 for engagement with the end of the barrel. This member is connected to the standard at a point near the junction of the prongs by suitable pivot connection 12, such as the ears 13, and bolt 14. Similar pivot means comprising the ears 15 and bolt 16 connect the standard to the truck frame near the junction of the two rear branch members.

By referring to Fig. 4 it will be observed that the pivot connections of the standard to the barrel member and to the truck frame are so disposed in respect to one another as to cause the standard to lie in an oblique plane when the barrel member and truck frame are in a substantially horizontal plane, or when the jack is in supporting position. The standard is provided with the foot 17 engaging the barrel member and preventing downward tilting of the front of this member, a movable stop member 18, also secured to the standard prevents downward tilting of the rear end of the barrel member, and similar stop members 19 and 20 are secured to the lower end of the standard to hold and lock the standard in inclined position, these members engaging a shoulder or seat on the truck. By this arrangement, it is obvious that with the barrel member so proportioned as to bring the center of the barrel at or near the connecting point 12 of the standard to the barrel member, the center of gravity of the barrel would be in advance of the pivot connections between the standard and truck frame, and would act to maintain the barrel in non-tiltable position. To provide against forcible tilting, the stop or locking member 20 is provided.

When it is desired to load the jack, the stop member 20 is swung away from its seat on the truck, and the barrel member and standard tilted in the position as shown in Fig. 3, it will be observed that in this position the angle is very slight, and the barrel can be tilted against the barrel member without much effort, and by reason of the foot engagement of the standard with this member, the jack is made rigid, the entire weight of the barrel being on the jack members, and the weight being down, blocking of the wheels in loading is unnecessary.

To fold the jack, both stop members 18 and 20 are swung away from their seats and

the barrel supporting member folded down to lie between the rear truck members as clearly shown in Fig. 2.

It will be noted, that my invention may be used in various forms of construction of barrel member and truck frame, and other means for connecting the barrel member to the truck could be employed and these are intended to be within the scope of the claims.

What I claim is:

1. A barrel jack comprising a truck frame, a barrel supporting member, a postlike standard, means for connecting the standard to the truck frame and supporting member, said means being so disposed in respect to the center of gravity of the barrel as to cause the standard to maintain the barrel in supported position.

2. A barrel jack comprising a truck frame, a barrel supporting member, a connecting standard, pivotal connections between the standard and the truck frame and between said standard and the barrel supporting member, said pivotal connections being so disposed in respect to one another whereby the center of gravity of the barrel maintains the barrel in supported position.

3. In a barrel jack, the combination of a truck-frame, a barrel supporting member, a pivoted standard connected to said barrel member, means for locking the barrel supporting member against tilting on the standard, and pivotal connections between the standard and said truck-frame, whereby the center of gravity of the barrel maintains the barrel in supported position.

4. In a barrel jack, the combination of a truck frame, a barrel supporting member, a standard, pivotal connections between said barrel supporting member and said standard, means for locking said member on said standard, pivotal connections between said standard and said truck frame, said last named pivotal connections being so disposed in respect to said first pivotal connections, whereby the center of gravity of the barrel supporting member acts to maintain said member in supporting position, and positive locking means for locking said standard to said truck frame.

5. In a barrel jack, the combination of a truck frame, a barrel supporting member, a standard, pivotal connections between said barrel supporting member and said standard, a locking member on said standard adapted for engagement with said barrel supporting member in supporting position, pivotal connections between said standard and said truck frame, a second locking member on said standard adapted to engage said truck frame and hold said standard and said barrel supporting member in non-tiltable position.

6. In a barrel jack, the combination of a truck frame, a barrel supporting member, a standard, pivotal connections between said supporting member and said standard, said member adapted to be folded down, a locking member pivoted on said standard, and adapted for engagement with said supporting member when in unfolded position, pivotal connections between said standard and said truck frame, a second locking member pivoted to said standard and adapted to engage said truck frame to hold said standard in upright position, and to be swung out of engagement with said truck frame to permit the folding down of said standard.

In testimony whereof, I the said JAMES A. MCMASTER, have hereunto set my hand.

JAMES A. McMASTER.

Witnesses:

ROBT. D. TOTTEN,

JOHN F. WILL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."