

(No Model.)

2 Sheets—Sheet 2.

H. C. SWAFFORD.
WASHING MACHINE.

No. 586,637.

Patented July 20, 1897.

Fig. 3

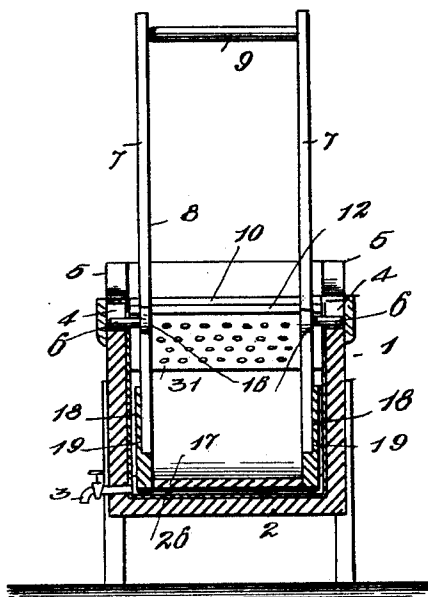


Fig. 4

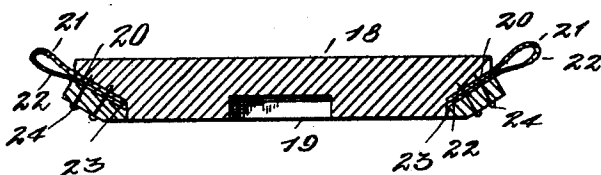
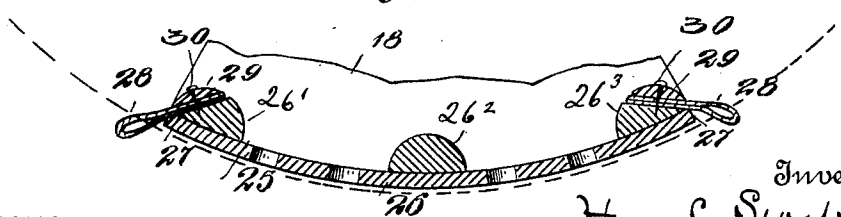


Fig. 5



Witnesses

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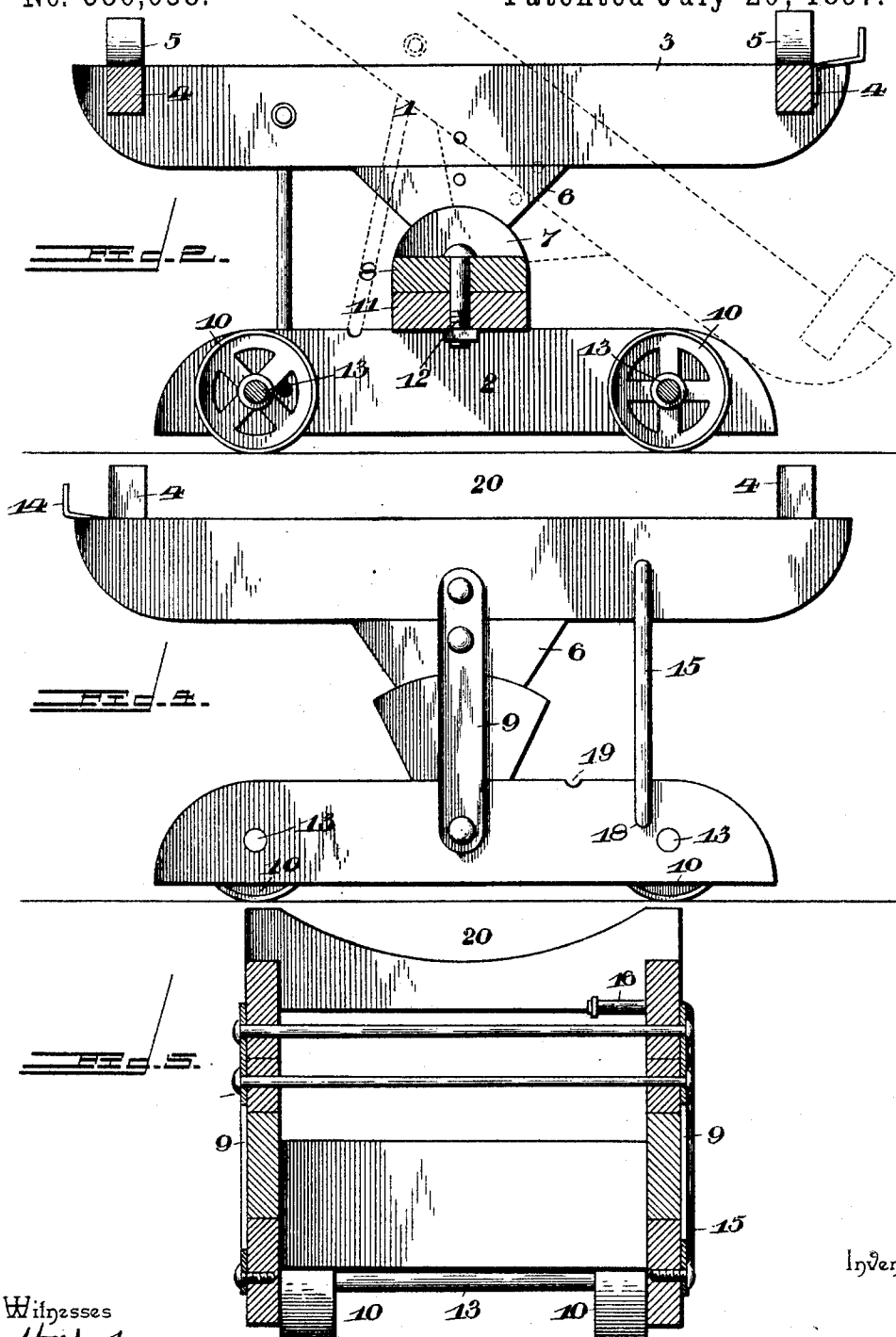
(No Model.)

2 Sheets—Sheet 2.

P. F. SWART.
BARREL TRUCK AND STAND.

No. 586,638.

Patented July 20, 1897.



Inventor,

Witnesses

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UNITED STATES PATENT OFFICE.

PHILIP F. SWART, OF BROCKPORT, NEW YORK.

BARREL TRUCK AND STAND.

SPECIFICATION forming part of Letters Patent No. 586,638, dated July 20, 1897.

Application filed March 25, 1896. Serial No. 584,858. (No model.)

To all whom it may concern:

Be it known that I, PHILIP F. SWART, a citizen of the United States, residing at Brockport, in the county of Monroe and State of New York, have invented a new and useful Barrel Truck and Stand, of which the following is a specification.

The invention relates to improvements in barrel trucks and stands.

10 The object of the present invention is to improve the construction of barrel trucks and stands and to provide a simple, inexpensive, and efficient one which will enable barrels to be readily handled in moving them from one place to another in a warehouse, store, or the like, and which will facilitate unloading from drays, wagons, and other vehicles and dispense with the skid usually employed.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

25 In the drawings, Figure 1 is a perspective view of a barrel truck and stand constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view, the transverse barrel-receiving frame being shown longitudinally of the truck-frame in full lines and transversely thereof in dotted lines. Fig. 4 is a side elevation of the truck-frame, illustrating a modification of the invention. Fig. 5 is a transverse sectional view of the same. Fig. 6 is a detail perspective view of a pivoted support for locking the barrel-receiving frame rigid with the truck-frame.

35 Like numerals of reference designate corresponding parts in all the figures of the drawings.

40 I designates a tilting concave barrel-receiving frame pivotally mounted on a truck-frame 2 and composed of side bars 3, rigidly connected by cross-bars 4, which are arranged at the ends of the side bars and which have concave upper edges 5, adapted to receive and conform to the configuration of a barrel, cask, or the like. The side bars 3 are provided at their lower edges with centrally-arranged depending saddle-blocks 6, having concave lower edges and arranged on bear-

ing-blocks 7 of a pivoted cross-bar 8 of the truck-frame 2. The bearing-blocks 7, which extend upward from the ends of the pivoted cross-bar 8, have convex upper edges receiving the saddle-blocks 6, and this construction provides a strong and durable bearing for the tilting or barrel-receiving frame 1 and will enable the heaviest casks and barrels to be handled without injuring the bearings. The saddle-blocks 6 are retained on the bearing-blocks 7 by plates or bars 9, arranged on the outer faces of the saddle and bearing blocks, rigidly secured to the saddle-blocks at their upper ends and pivotally connected at their lower terminals with the support of the bearing-blocks.

70 The truck-frame, which is provided with suitable wheels 10, is composed of side bars and a centrally-arranged rigidly-mounted cross-bar 11, secured to the upper edges of the side bars of the truck-frame and having the transverse bar arranged on its upper face and connected with it by a vertical pivot 12. The ends of the side bars of the truck-frame are connected and supported by axles or spindles 13 of the wheels 10.

80 The barrel-receiving frame, which is provided at one end with a stop or projection for engaging the edge of a barrel, is adapted to be tilted, as illustrated in Fig. 2 of the accompanying drawings, to enable a barrel to be readily placed on it, and it is capable of being partially rotated to arrange it at right angles to the truck-frame, as illustrated by dotted lines in Fig. 3 of the accompanying drawings, to facilitate unloading and to dispense with the skid ordinarily employed.

90 The truck, besides being especially adapted for handling barrels, casks, and the like, may be readily employed for moving boxes, packages, and the like, and the barrel-receiving frame is rigidly connected with the truck-frame when the latter is in a horizontal position or in an inclined position by a pivoted support 15, consisting of a rod provided with upper and lower arms 16 and 17. The upper arm 16 forms a pivot and is arranged in a perforation of one of the side bars of the barrel-receiving frame, and the lower arm 17, which is shorter than the upper arm 16, is adapted to engage a perforation 18 of the adjacent side bar of the truck-frame to secure the bar-

rel-receiving frame in a horizontal position or to engage a notch 19 of the upper edge of the side bar of the truck-frame to maintain the barrel-receiving frame in an inclined position.

When the support 15 is in engagement with the perforation 18 of the truck-frame, it is capable of locking the barrel-receiving frame against either upward or downward movement and also of preventing it from turning on the pivot 12.

In Figs. 4 and 5 of the accompanying drawings is illustrated a modification of the invention in which the barrel-receiving frame 20 is journaled directly on the side bars of the truck-frame and in which the pivotal movement of the barrel-receiving frame is dispensed with. In this form of the invention, which is especially adapted for handling heavy articles, great strength and durability are obtained.

It will be apparent that the barrel-truck is simple and comparatively inexpensive in construction, that it possesses great strength and durability, and that it will greatly facilitate the handling of barrels, casks, and other heavy articles or packages. It will also be seen that it forms an efficient barrel-stand and will enable the barrel to be tilted to drain its contents thoroughly.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

1. In a device of the class described, the combination of a truck-frame, convex bearing-blocks located at opposite sides thereof and carried by the same, a tilting frame provided at opposite sides with concave saddle-blocks arranged on the bearing-blocks, and plates or bars arranged at the side faces of the saddle and bearing blocks, rigidly secured

at their upper terminals to the saddle-blocks 45 and pivotally connected at their lower ends with the support of the bearing-blocks, substantially as described.

2. In a device of the class described, the combination of a truck-frame provided with a perforation and having a notch at its upper edge, a tilting frame mounted on the truck-frame, and a support pivoted at its upper end at the tilting frame and provided at its lower end with an arm arranged horizontally in position to engage the perforation or the notch, whereby the tilting frame is locked in an inclined or a horizontal position, said support, when in engagement with the perforation, being capable of locking the tilting frame against upward or downward movement, substantially as described.

3. In a device of the class described, the combination of a rectangular truck-frame provided at opposite sides with wheels and having a stationary transverse bar, a movable bar arranged on the upper face of the transverse bar and centrally pivoted to the same, convex bearing-blocks secured to the ends of the pivoted bar and carried by the same, a rectangular tilting frame having the upper edges of its end bars made concave to form seats for a barrel, concave saddle-blocks, mounted on the bearing-blocks and connected with the tilting frame, and a support secured to and depending from the tilting frame and having its lower end detachably interlocked with the truck-frame, whereby the tilting frame is locked against turning and tilting, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

PHILIP F. SWART.

Witnesses:

LORENZO T. BEACH,
H. A. METCALF.