Feb. 1, 1927. 1,615,919

R. N. SHELDON

BARREL OR DRUM TRUCK

Filed July 27, 1926

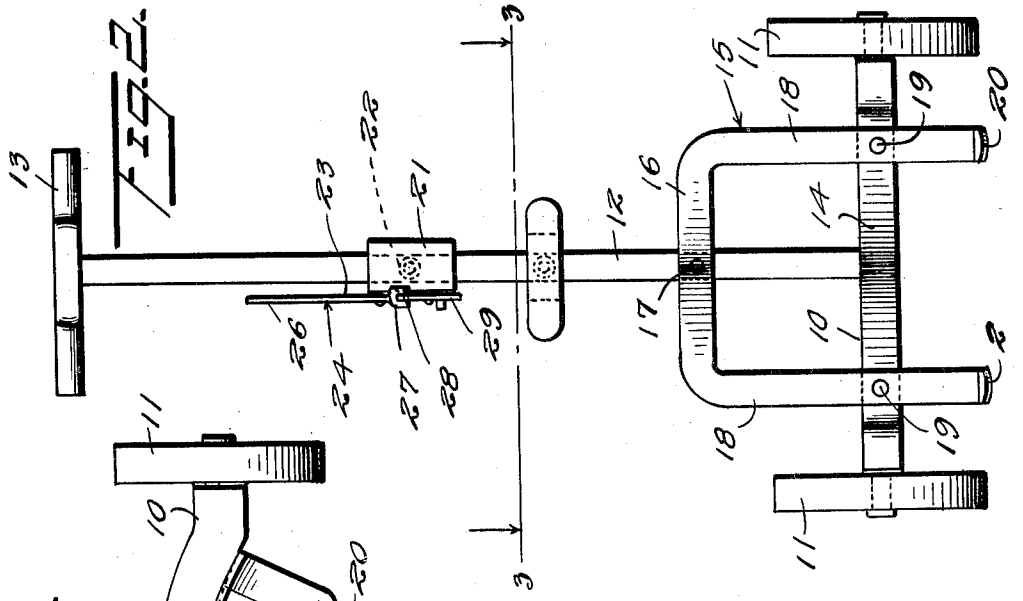


Fig. 2.

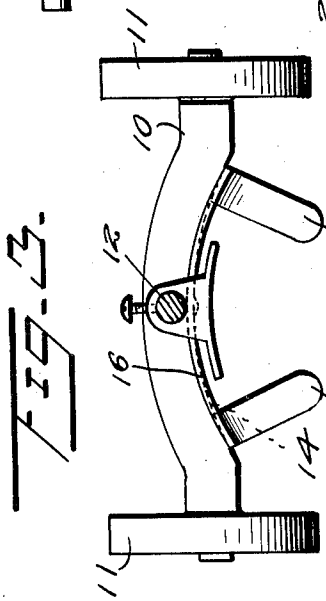


Fig. 3.

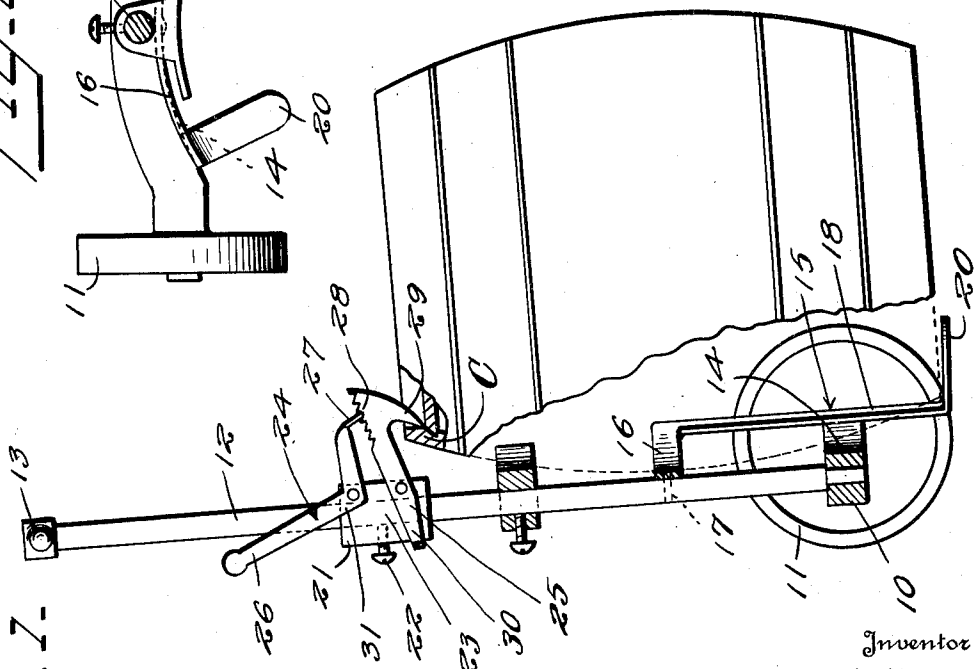


Fig. 1.

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Patented Feb. 1, 1927. 1,615,919

UNITED STATES PATENT OFFICE.

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BARREL OR DRUM TRUCK.

Application filed July 27, 1926. Serial No. 125,265.

This invention relates to barrel or drum trucks and more particularly to a device for transporting steel or gasoline drums short distances.

An important object of the invention is to provide a device of this character which may be readily engaged with the barrel and which, when engaged therewith, firmly holds the barrel in position during transportation.

A further object of the invention is to provide novel and efficient means for supporting the barrel, together with an adjustable latch for engaging the chine of the barrel, preventing displacement of the barrel upon the truck.

These and other objects I attain by the construction shown in the accompanying drawing, wherein for the purpose of illustration is shown a preferred embodiment of my invention and wherein:—

Figure 1 is a side elevation partially in section of a barrel truck constructed in accordance with my invention;

Figure 2 is a front elevation thereof;

Figure 3 is a section on the line 3—3 of Figure 2.

Referring now more particularly to the drawing, the numeral 10 generally designates an axle having at its ends supporting wheels 11 and having projecting from one side face thereof at its center a standard 12, the free end of which is provided with a handle 13. The upper surface of this axle is concaved, as at 14, so that it substantially conforms to the curvature of the wall of the barrel which is to be transported by the apparatus.

A U-shaped support and brace 15 is provided, this support having its connecting bar 16 arcuately curved to correspond to the curvature of the barrel which is to be transported and secured at its center to the standard 12, as at 17. The ends of the arms 18 of the U-shaped support extend over and are secured to the upper surface of the axle 10 adjacent the ends thereof, as indicated at 19. Beyond the axle from the standard 18, the arms are each provided with an angular terminal 20 arranged in a plane substantially tangential to the supporting wheels 11 and extending upwardly from the arms. These angular extensions, when the standard 12 is substantially vertically arranged, are engaged with the ground, so that they may be readily slipped beneath the bottom of a barrel or drum which is to be placed upon the support.

Slidably mounted upon the standard 12 between the connecting bar 16 of the U-shaped support and the handle 13 is a sleeve 21 which may be held in adjusted positions by means of a thumb screw 22. The side face of this sleeve is flattened, as indicated at 23, and provides a mounting space for a bell crank lever 24 and the lever 25. The bell crank lever is arranged adjacent the handle 13 and has the end of one arm thereof formed as a handle 26 while the end of the opposite arm is twisted and shaped to form a tooth 27 for engagement in a ratchet rack 28 formed in the upper surface of one end of the second lever. The under surface of this end of the lever is formed with a hook 29 which inclines toward the standard and which is adapted to engage over the chine C of a barrel or drum which is resting upon the support 18 and axle 10. The opposite end 30 of the lever 25 underlies the heel 31 of the bell crank lever 26, so that it is engaged by the handle forming arm of the lever 24 when this arm is sufficiently depressed. Thus, the hook 29 of the lever 25 may be lifted to free the hook thereof from the chine of the barrel and permit the barrel to be discharged from the truck. By adjusting the sleeve 22 upon the standard, barrels or drums of different sizes may be accommodated.

Particular attention is directed to the fact that by the construction above described, the barrel may be loaded onto the truck without the necessity of touching the barrel with the hands, thus rendering the device particularly adaptable for use in loading dirty or greasy barrels which would be otherwise both difficult and obnoxious to handle. It will be noted that when the handle is pushed forward, the hook will engage over the chine of the barrel and if the handle is then drawn to the rear, the barrel will be tilted. Since the angular extensions 20 of the arms are spaced from one another, they will engage beneath the raised portion of the barrel and so position the barrel upon the truck.

Since the construction hereinbefore set forth is capable of a certain range of change and modification without materially departing from the spirit of the invention, I do not limit myself to such specific structure except as hereinafter claimed.

I claim:—

1. A barrel truck comprising an axle having wheels at its ends, a standard projecting from the axle at the approximate center thereof, a U-shaped support having its connecting bar secured to the standard at a point spaced from the axle and having the arms thereof adjacent the free ends thereof secured to the upper surface of the axle, the terminals of said arms being provided with angular portions arranged in a plane substantially tangential to the supporting wheels.

2. A barrel truck comprising an axle having wheels at its ends, a standard projecting from the axle at the approximate center thereof, a U-shaped support having its connecting bar secured to the standard at a point spaced from the axle and having the arms thereof adjacent the free ends thereof secured to the upper surface of the axle, the terminals of said arms being provided with angular portions arranged in a plane substantially tangential to the supporting wheels and a latch carried by the standard including a pivoted member having a hook for engagement in the chine of the barrel arranged upon the support and a lever associated with the member, said member and lever having coacting parts whereby the member is locked in engagement with the barrel upon operation of the lever in one direction and is shifted out of engagement with the barrel upon operation of the lever in the opposite direction.

3. A barrel truck comprising an axle having wheels at its ends, a standard projecting from the axle at the approximate center thereof, means connecting the standard and axle providing portions for engagement beneath a barrel and other portions for engaging the sides thereof to maintain the barrel in position upon the truck, a latch carried by the standard including a pivoted member having a hook for engagement in the chine of the barrel arranged upon the support and a lever associated with the member, said member and lever having coacting parts whereby the member is locked in engagement with the barrel upon operation of the lever in one direction and is shifted out of engagement with the barrel upon operation of the lever in the opposite direction.

4. A barrel truck comprising an axle having wheels at its ends, a standard projecting from the axle at the approximate center thereof, means connecting the standard and axle providing portions for engagement beneath a barrel and other portions for engaging the sides thereof to maintain the barrel in position upon the truck, a latch carried by the standard including a pivoted member having a hook for engagement in the chine of the barrel arranged upon the support, a lever associated with the member, said member and lever having coacting parts whereby the member is locked in engagement with the barrel upon operation of the lever in one direction and is shifted out of engagement with the barrel upon operation of the lever in the opposite direction and a mounting for said latch adjustable longitudinally of the standard.

5. A barrel truck comprising an axle having wheels at its ends, a standard projecting from the axle at the approximate center thereof, means connecting the standard and axle providing portions for engagement beneath a barrel and other portions for engaging the sides thereof to maintain the barrel in position upon the truck and a sleeve longitudinally shiftable upon the standard having means whereby it may be secured in adjusted positions, a lever pivoted to said sleeve and having at one end thereof a hook for engagement in the chine of the barrel, a bell crank lever pivoted to the sleeve immediately above the lever and movable to engage one arm thereof with the opposite end of the lever and thereby elevating the hooked end of the lever to release the same from a barrel, the other arm of the bell crank lever having a tooth, the upper surface of the first named end of the lever having a rack with which the tooth coacts.

6. A barrel truck comprising an axle having wheels at its ends, a standard projecting from the axle, barrel supporting elements secured to the axle and having end portions extending in a plane substantially tangential to the supporting wheels and means upon the standard intermediate the ends thereof for engaging a chine of the barrel to connect the same to the standard, said barrel supports being spaced from one another transversely of the axle and engaging the bottom of the side wall of the barrel at opposite sides of a point vertically beneath that portion of the chine engaged by said means before the axle or said standard come into engagement with the wall of the barrel.

In testimony whereof I hereunto affix my signature.

RUFUS N. SHELDON.