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R. E. SOOTER

2,160,041

BARREL TRUCK

Filed May 14, 1938

2 Sheets-Sheet 1

**Fig. 1**

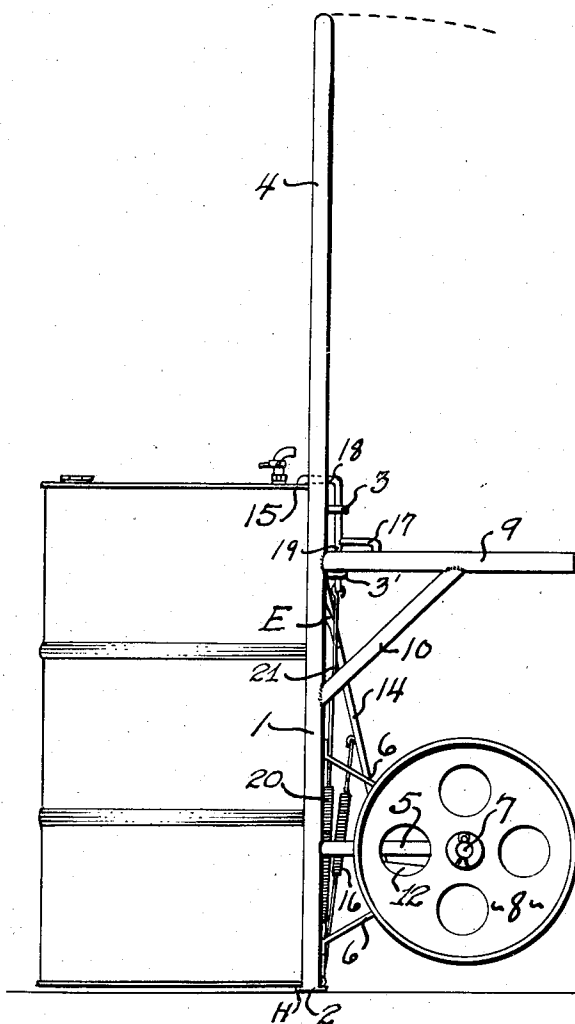
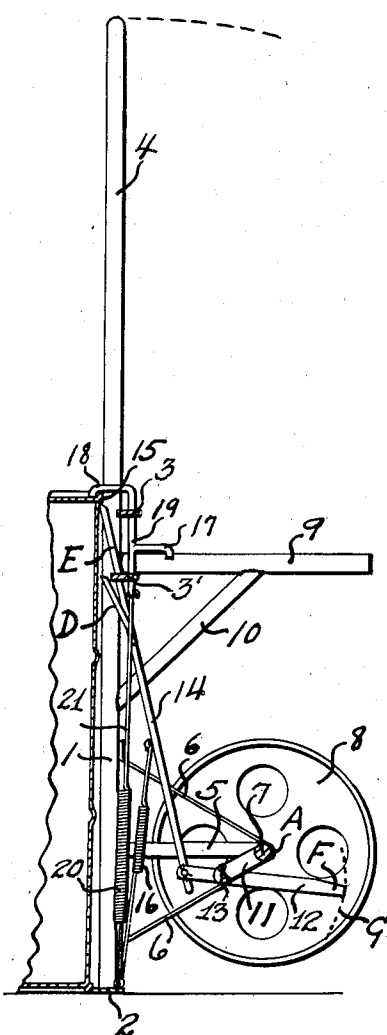


**Fig. 2**



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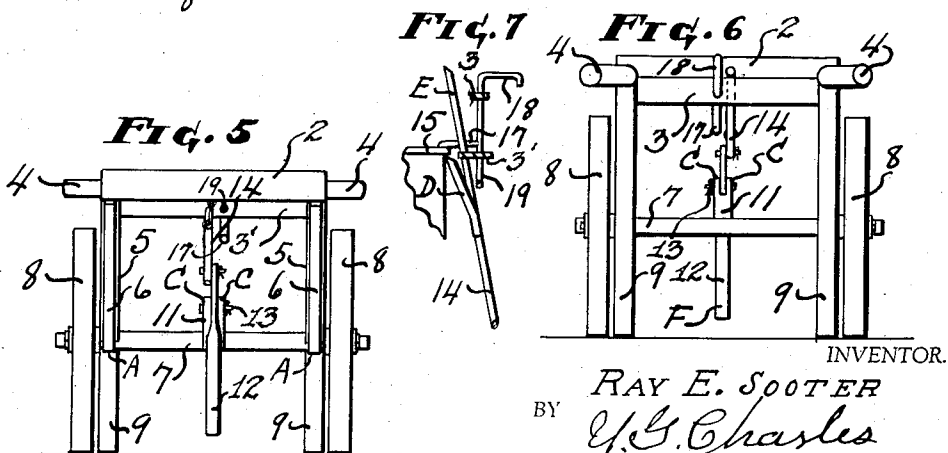
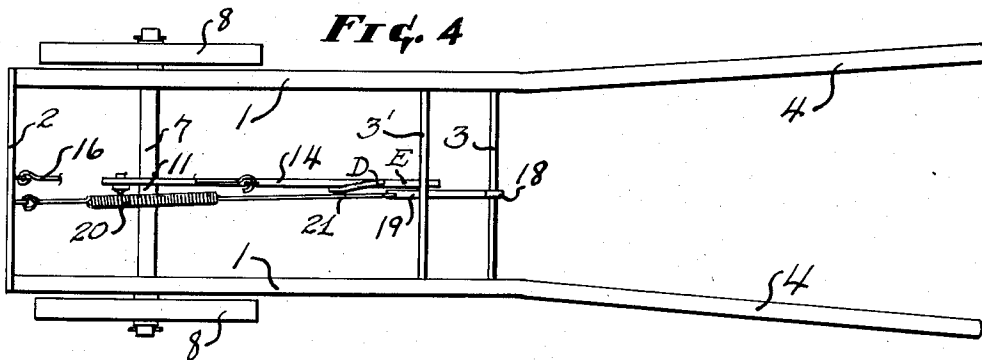
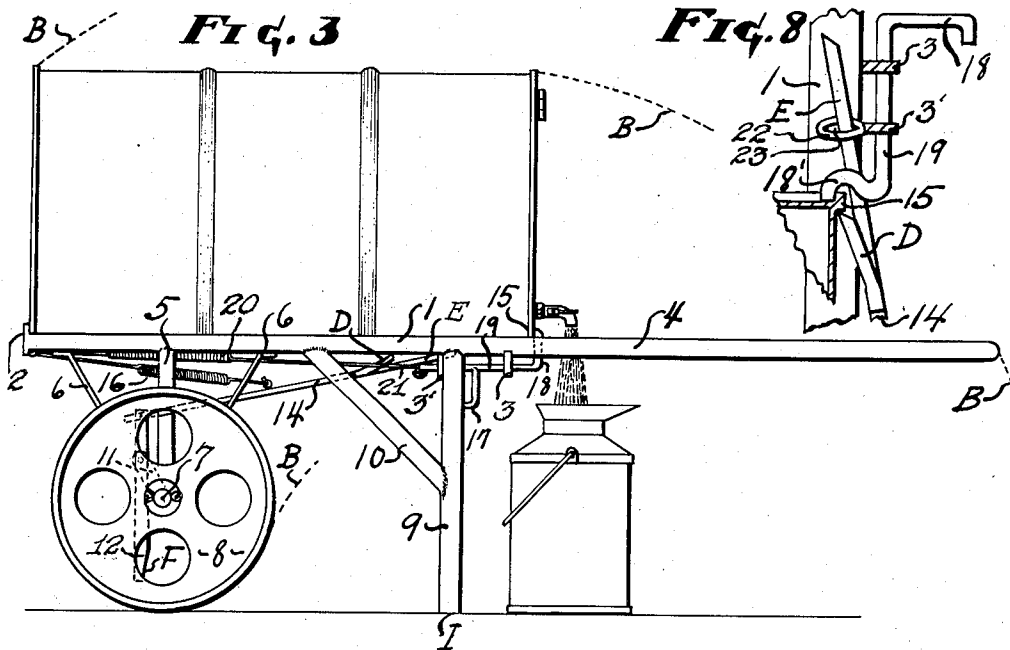
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## UNITED STATES PATENT OFFICE

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## BARREL TRUCK

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Application May 14, 1938, Serial No. 208,032

4 Claims. (Cl. 214—65.4)

My invention relates to improvements in a barrel truck, and has for its principal object a simple and efficient method whereby one man is capable of loading a metallic barrel, or the like.

A further object of my invention is to provide a truck having means to secure the barrel at each end thereof while loading the same and rock the barrel to a horizontal position for conveyance, and furthermore, means to tilt the barrel from a horizontal plane as draining means through a faucet placed in the head of the barrel, which is the lower end thereof when tilted.

A still further object of my invention is to provide in the structure of the truck means to raise the barrel in its erect position, said means manually operated by placing the foot on a lever and pressing it downward while the platform of the truck is being rocked to a horizontal plane, by which arrangement the action of the operator's foot upon the lever is means to avoid backward movement when the wheels of the truck take the load.

A still further object of my invention is to provide a duplex chime engaging hook rockably carried on the frame of the truck, whereby barrels varying in length may be handled with equal efficiency with respect to the hook engagement selectively as the length of barrel may require.

These and other objects will hereinafter be more fully explained, reference being had to the accompanying drawings, forming a part of this specification, and in which like characters will apply to like parts in the different views.

Referring to the drawings:

Fig. 1 is a side view of the truck in its erect position with a barrel attached.

Fig. 2 is a sectional view longitudinal of the truck illustrating its position and lifting means prior to loading the barrel, the barrel being fragmentarily shown.

Fig. 3 is a side view of the truck showing its platform and barrel carried thereby as rocked to a horizontal plane for draining purpose.

Fig. 4 is a plan view of the truck, parts removed for convenience of illustration.

Fig. 5 is a front end view of the truck.

Fig. 6 is a rear view thereof.

Fig. 7 is a detail view illustrating the position of the pickup and hood chime arrangement as engaged with a short barrel.

Fig. 8 is an enlarged view showing a modification of the hook and its adaptability with respect to barrels varying in length.

The invention herein disclosed comprises a frame consisting of a pair of side bars 1 spaced

apart and secured together at the front end by a bill 2 and rearwardly by a pair of cross bars 3 and 3', said bars being secured to the under side of said side bars, and the said side bars extend rearward functioning as handles 4, by which the truck is manipulated.

The said bars 1 each have a leg 5 secured thereto, extending downward and being secured by brace members 6, each of which are secured to the under side of their respective side bars, from thence converging downward, forming a loop as at A, and in which an axle 7 is secured. Rotatably positioned on each end of said axle is a wheel 8, as carrying means for the body of the truck. Rearwardly positioned to the wheels and secured to the side bars are legs 9, each of which has a brace 10 secured thereto and obliquely extending upward and connecting with side bars 1, the said legs functioning as a fulcrum when the truck is rocked following the dotted lines B in Fig. 3, for the purpose later described.

Secured to the axle 7, medially of its ends, is an arm 11 having ears C on the outer end thereof, spaced apart to pivotally carry a lever 12 between the ears, and secured by a bolt 13 upon which the lever rocks as a fulcrum point for the longitudinal movement of a lifting bar 14 that extends rearward, the outer end of which is bifurcated, whereby legs D and E are formed, the outer extremity of said legs being pointed to engage with the under side of a barrel rim 15, the legs of the bifurcations varying in length to engage barrels of different heights, as shown in Figs. 2 and 7, to insure vertical movement of the barrel while being raised through the medium of said leg E which engages through an appropriate aperture that extends through cross bar 3'. The actuation to raise said barrel is through lever 12 by an operator placing his foot on the outer end thereof as at F, and pressing it downward, the rocking movement being shown by dotted line G in Fig. 2. The said lifting bar has a spring 16 and means to connect one end thereof to said lifting bar, while the other end is secured to the said bill element, by which means the lifting bar is moved from engagement with the said rim of a barrel.

To restrain the truck body from the barrel when the lifting bar is brought to engagement as heretofore described, I have provided hook elements 17 and 18 that are integrally joined to a rod 19, the hooks extending oppositely from said rod and the said rod being rotatably and slideably carried by cross bars 3 and 3' engaging in apertures that extend through said bars, by which means barrels varying in length may be engaged

at the chime by a hook selectively as the case may require, and either of said hooks may be tensioned to engagement with the barrel through the medium of a spring 20, one end of which is  
 5 connected to the said rod 19 by a cable or small rod 21, and a similar connection for the other end to said bill element. The said hooks, oppositely extending, will function as a handle selectively to move the other hook to or from engagement  
 10 with the chime of the barrel; and furthermore, the said hook element as positioned will coast with the lifting bar to raise the barrel sufficiently to seat on the bill of the truck as shown as at H in Fig. 1, and when the barrel is so positioned, it is retained on the side bars of the truck  
 15 during the rocking movement from a vertical to a horizontal position to convey the barrel to its point of storage, or retain the same as a convenient position to draw oil or other liquid therefrom, as shown in Fig. 3, and to drain the barrel of its contents the truck is rocked in the direction as shown by the said dotted lines B, the other extremity of the legs as at I being the fulcrum point.  
 20 In Fig. 8 is shown a modified form of the bottom hook as at 18'; also is indicated the elimination of the spring 20, and furthermore, is illustrated an element 22 having an elongated aperture 23, functioning as a guide, and through which  
 25 leg E slideably engages, and the elongation provides movement of the legs of the bifurcation toward and against the side of the barrel as tensioned by spring 16 to insure engagement with the under side of the rim at the top of the barrel.  
 30 The elongation of the aperture is also provided where leg E extends through said bar 3', and such other modifications may be employed as lie within the scope of the appended claims.

Having fully described my invention what I  
 40 claim as new and desire to secure by Letters Patent is:

1. In a barrel truck, in combination with a frame, an axle, and wheels to carry the frame, a lever and an arm pivotally connected as a fulcrum  
 45 bearing, the arm secured to the axle, a bifurcated lifting bar, the legs of the bifurcations varying in length to engage barrels varying in length respectively one end of the bar is pivotally connected to the lever outward from the fulcrum point,

means on the frame to slideably engage one leg of the bifurcation, the bifurcated ends of the said lifting bar being pointed to engage with the upper rim of their respective barrels when the said frame and barrel are vertically positioned and in close proximity to each other, and a rockable dual hook element adjustably carried by the frame, the hooks selectively to engage over the chime at the head of the barrel as anchoring means for the upper end of the barrel to the frame, coasting with the lifting bar when the frame is rocked to a horizontal plane carrying the barrel therewith.

2. In a barrel truck, in combination with a frame having apertured cross bars, an axle and wheels to carry the frame, a lever and arm pivotally connected as a fulcrum bearing, the arm being secured to the axle, a bifurcated lifting bar, one end of which is pivotally connected to the lever outward from the fulcrum point, one leg of the bifurcation to slideably engage in an aperture in one of the cross bars, the outer extremity of the bifurcations each being pointed to accommodate barrels varying in length, and a dual hook element carried by the frame, each hook positioned in working relation to its respective pointed end of the bifurcation, the hooks selectively to engage over the chime at the head of the barrel as anchoring means for the upper end thereof to the frame, coasting with the bifurcated lifting bar to secure the barrel to the frame when said frame is rocked to a horizontal plane carrying the barrel therewith.

3. In a barrel truck, as recited in claim 2, a spring and means to connect one end to the inner end of the hook element, and means to connect the other end of the spring to the frame, the spring serving as tensioning means for the hook insuring to its engagement with a chime of a barrel.

4. In a barrel truck, as recited in claim 1, a spring and means to connect one end thereof to the lifting bar, and means to connect the other end of the spring to the frame as retracting means for said lifting bar from engagement with the barrel, and the said spring serving as tensioning means for the pointed end of the bar toward the barrel when the lever is rocked to raise the barrel.

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