(No Model.)

G. P. CLARK.

BARREL TRUCK.

No. 422,729. Patented Mar. 4, 1890.

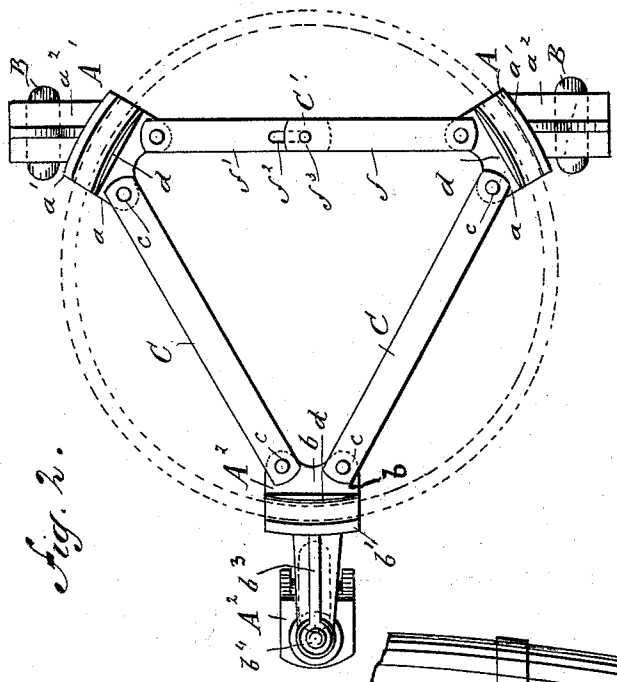


Fig. 2.

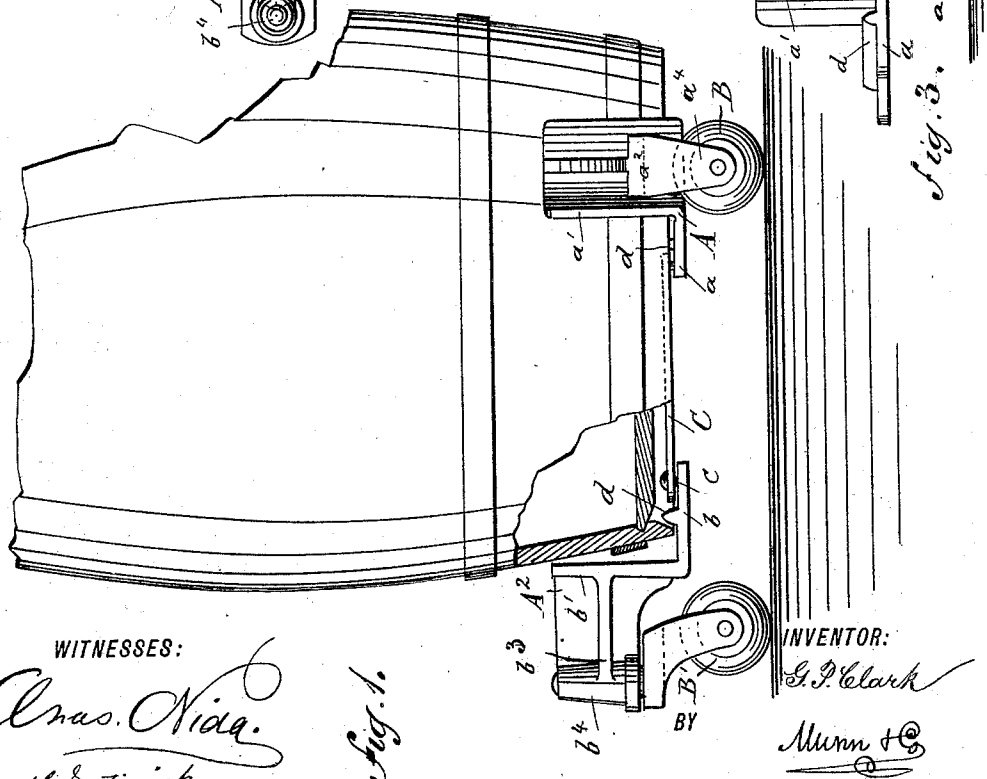


Fig. 1.

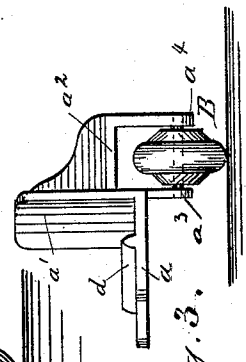


Fig. 3.

WITNESSES:

Chas. Nida.

C. Bedgwick

INVENTOR:

G. P. Clark

BY

Munn & Co

ATTORNEYS.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

GEORGE P. CLARK, OF WINDSOR LOCKS, CONNECTICUT.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 422,729, dated March 4, 1890.

Application filed August 28, 1889. Serial No. 322,240. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. CLARK, of Windsor Locks, in the county of Hartford and State of Connecticut, have invented a new and Improved Barrel-Truck, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of my new barrel-truck shown supporting a barrel. Fig. 2 is a plan view of the truck, showing the barrel in dotted lines; and Fig. 3 is a front view of one of the castings.

In my new barrel-truck I employ three castings A A′ A^2, provided with casters B B′ and connected together by links C C′. The castings A A′ are duplicates of each other, each being formed with a base or supporting flange a, upright and slightly-curved breast-flange a', and horizontal arm a^2, formed with vertical cheeks a^3 a^4, in and between which the caster-wheels are journaled, as shown clearly in Fig. 3. The casting A^2 is formed with the support b, vertical breast-flange b', horizontal arm b^3, formed with the vertical bearing b^4 for the journal of the caster B′. This caster is swiveled, while the other casters B are journaled in bearings which are fixed parts of the castings A A′. The upper surfaces of the supporting-flanges a b are each formed with a rib d to engage the chine of the barrel, as shown in Fig. 1, to prevent slipping or displacement of the barrel on the truck.

The castings A A′ are connected to the casting A^2 each by a plain plate or link C, pivoted to the supporting-flanges by suitable rivets or pins c c, while the castings A A′ are connected together by the adjustable link C′. This is composed of two sections f f', pivoted to the respective castings A A′, the section f' being slotted at f^2, and the section f connected to section f' by a pin f^3, working in said slot. By means of the adjustable link or connection the castings A A′ may be brought together to support a small barrel, or they may be separated, as shown in Fig. 2, to support a larger barrel. The castings A A′ may be brought as close together as the length of the slot f^2 will permit, or they may be placed at any intermediate position, and when properly located and the barrel placed on the truck the flanges d prevent the castings A A′ from spreading. The front caster being swiveled enables the barrel to be easily turned and moved in any direction without friction and without straining the truck.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A barrel-truck comprising three separate supports to receive the chine of the barrel, each provided with a caster, in combination with connecting-links pivoted at their ends to the said supports, substantially as shown and described.

2. The support A, formed with a breast-flange and horizontal arm and cheek-pieces to secure the roller B, and a supporting-flange for the chine of the barrel, substantially as described.

3. A barrel-truck comprising the castings A A′, each formed with a supporting-flange having a chine-rib and a vertical breast-flange and provided with a caster, and a casting A^2, having a supporting-flange, a vertical breast-flange, and a swiveled caster, in combination with the pivoted links C C and adjustable link C′, substantially as described.

GEORGE P. CLARK.

Witnesses:
A. BICKETT,
CHARLES LONGDEN.