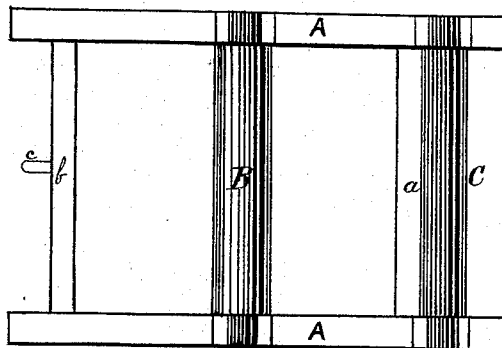
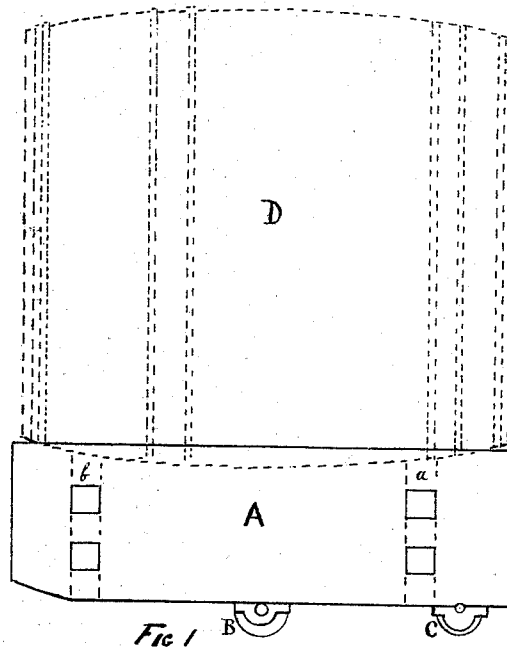


G. M. SHEPARD.
Tilting-Trucks.

No. 150,979.

Patented May 19, 1874.



Witnesses,
H. E. Metcalf,
Cyrus Wilson.

Inventor,
George M. Shepard,
By C. A. Shaw,
Atty.

UNITED STATES PATENT OFFICE.

GEORGE M. SHEPARD, OF BATH, MAINE, ASSIGNOR OF ONE-HALF HIS
RIGHT TO WILLIAM HEATH, OF SAME PLACE.

IMPROVEMENT IN TILTING TRUCKS.

Specification forming part of Letters Patent No. **150,979**, dated May 19, 1874; application filed
March 4, 1874.

To all whom it may concern:

Be it known that I, GEORGE M. SHEPARD, of Bath, in the county of Sagadahoc, State of Maine, have invented a certain new and useful Improvement in Tilting Trucks, of which the following is a description sufficiently full, clear, and exact to enable any person skilled in the art or science to which my invention appertains to make and use the same, reference being had to the accompanying drawing forming a part of this specification, in which—

Figure 1 is a side elevation of my improved truck. Fig. 2 is a plan or bottom view of the same.

Like letters refer to like parts in the different figures of the drawing.

My invention relates more especially to that class of trucks designed for trundling or moving heavy casks; and consists in a novel construction and arrangement of the parts, as hereinafter more fully set forth and claimed, the object being to provide a simpler and more effective device of this character than is now in common use.

The extreme simplicity of my invention renders an elaborate description unnecessary.

In Fig. 1, A is the body or frame-work of the truck, and B C the rollers or wheels. A cask or hogshead is represented by the dotted lines D, the end pieces or cross-beams *a b* of the frame being concaved to conform to the cask.

It is well known to all who have occasion to handle heavy filled casks that it is very difficult to move them from place to place, or to draw from them when the liquid becomes low and the cask continues to rest horizontally on the chine. These difficulties are entirely ob-

viated by my invention, by means of which the heaviest casks can be readily moved in any direction, and drawn from until entirely exhausted of their contents, without "skidding," or the use of levers and trusses.

The center of motion, when the truck is loaded, is in the central axial line of the wheel or roller B, which is placed slightly forward of the center of gravity, the two being nearly coincident, so that but very little power will be required to tilt the truck, or tip it forward, and thus enable the cask to be readily drawn from in all stages of fullness.

I am aware that in Letters Patent numbered 68,811, granted to F. Van Doren in 1868, a skid and friction-roller are described, having some of the characteristics of my invention, although essentially different therefrom.

When my improved truck is at rest, a cask mounted on the same will be in a horizontal position, and yet may be easily tipped or tilted to draw from; but a cask mounted on the skid described in said patent will assume an inclined position when the skid is at rest, unless additional means are employed to level the same. I therefore do not claim anything shown or described in the patent of said Van Doren, when in and of itself considered; but

What I claim is—

A tilting cask-truck consisting of the frame A, having the concaved cross-beams *a b*, and provided with the rollers B C, combined to operate in the manner and for the purpose set forth.

GEO. M. SHEPARD.

Witnesses:

DANIEL FRAZIER,
Z. H. BLAIR.