(No Model.)

W. M. COOK.

BARREL TRUCK.

No. 457,811. Patented Aug. 18, 1891.

Fig. 1.

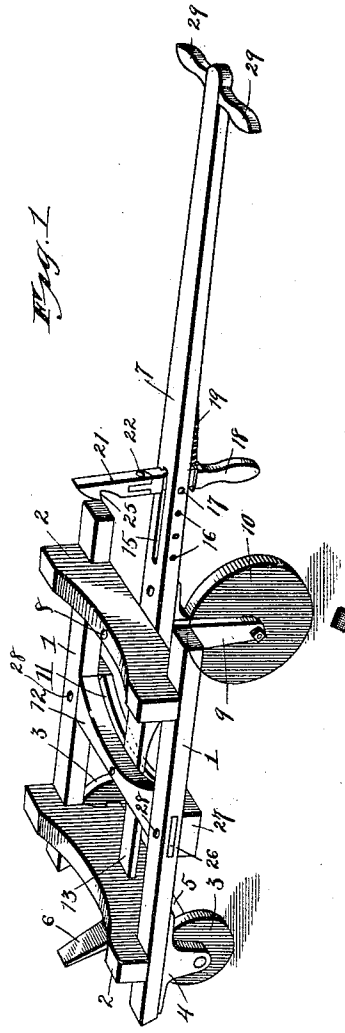


Fig. 4.

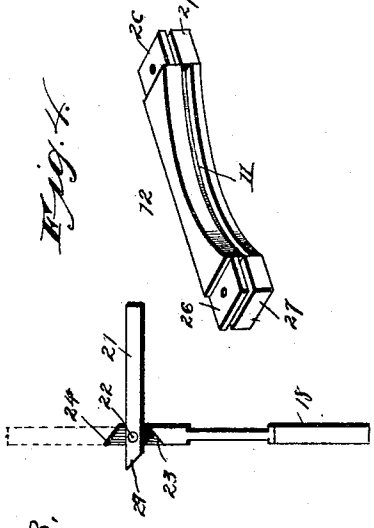
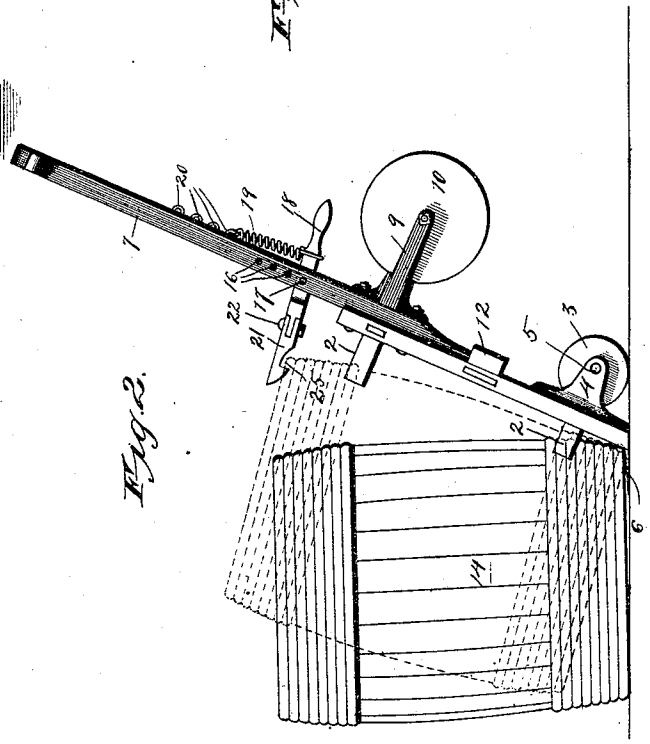


Fig. 3.

Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

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BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 457,811, dated August 18, 1891.

Application filed April 4, 1891. Serial No. 387,626. (No model.)

To all whom it may concern:

Be it known that I, WELLS M. COOK, of Kansas City, Jackson county, Missouri, have invented certain new and useful Improvements in Barrel-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to trucks for carrying barrels while the latter are being loaded and unloaded from the vehicles in which they are transported; and the objects of my invention are to produce a barrel-truck which shall be simple, strong, and durable in construction, and one which shall be turned easily in a very small space; furthermore, to produce a barrel-truck which shall readily receive and hold the barrel while the latter is being lifted upon the truck.

To the above purposes my invention consists in certain peculiar and novel features of construction and arrangement, as hereinafter described and claimed.

In order that my invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure 1 is a perspective view of a barrel-truck constructed in accordance with my invention. Fig. 2 is a side elevation of the truck in position to receive a barrel. Figs. 3 and 4 are detached views of certain details of construction hereinafter described.

In the said drawings, 1 designates the two side pieces of the truck-body, these two pieces being preferably of wood, and being connected together near their ends by two cross-pieces 2, also preferably of wood. At the rear end of the truck are placed two carrying-wheels 3, the axle 5 of which is journaled at ends in two bearings 4, each of which is secured to the under side of one of the side pieces 1 at the rear end thereof.

6 designates a toe-piece, preferably of metal, which extends obliquely rearward and upward from the rear cross-piece 2, midway of the length of the same.

7 designates the tongue or handle of the truck, the said handle being pivoted beneath the front cross-piece 2 of the truck by a king-bolt 8, and having at its outer end a cross-handle 29. To the under side of this truck at its pivotal point is secured the bearing 9 of a third truck-wheel 10, the said bearing being rigidly secured beneath the tongue or handle 7. At its inner end this tongue or handle enters and works within a segmental guide-groove 11, which is formed on the front side of a cross-piece 12, connecting the side pieces 1 about midway of the length of the latter. The ends of the cross-piece 12 are each formed with a tenon 26, which enters a mortise in the side piece 1, and are secured by bolts or pins 28 passing through the said piece 1. Beneath each tenon 26 is a tongue 27, which extends beneath the side piece 1, and is held by the pin or bolt 28. A longitudinal piece 13 connects the cross-piece 12 with the rear cross-piece 2 midway of the length of said cross-pieces, and the upper sides of the cross-pieces 2 are formed concave, as shown, to receive the sides of the barrel, such as is shown at 14. Just in front of its pivotal connection with the front cross-piece 2, the tongue or handle 7 is formed with an elongated slot 15, which extends longitudinally of the handle through from its upper to its under side. In the sides of the handle are formed a number of holes 16, which communicate with the slot 15, and which are designed to receive a removable pin 17, which pivots an arm 18 adjustably in the slot 15. To the lower part of this arm 18 is connected a spiral spring 19, the opposite end of which is detachably connected to one of several eyes 20 on the under side of the handle 7. The upper end of the arm 18 carries a catch or dog 21, which is pivoted at 22 upon the arm 18, so as to swing laterally thereon. The upper end of this arm 18 is beveled at each side, as shown at 23, to receive the similarly-beveled end 25 of the dog 21, while the upper extremity 24 of the arm 18 is beveled oppositely so as to lie between the two arms of the dog 21 and prevent the latter from turning both ways upon the arm 18. The upper end of this dog 21 is formed on its rear side with a hook 25 for a purpose to be presently explained.

The manner of using this truck is as follows: The truck is first tilted upward into the position shown in Fig. 2, the spur or toe 6 being inserted beneath the bottom of the barrel. The barrel is now tilted forward, as shown in dotted lines in Fig. 2, and the hook

25 of the dog 21 is engaged over the upper end of one of the barrel-staves. The truck is now let down in the position shown in Fig. 1, so as to run upon all three of its carrying-wheels, and is then pushed or pulled to the place where it is to be unloaded. Before raising the truck to unload the barrel from it, the dog 21 is moved sidewise so as to disengage its hook from the barrel, the arm 18 being moved forward against the tension of the spring 19 at this time. The tension of this spring serves to keep the dog engaged with the barrel end, and it will be seen that by withdrawing the pin 17 and inserting it into another pair of holes 16, the dog can be readily set for different sizes of barrels. It will be further seen that the described pivoting of the truck-handle 7 enables the truck to be turned in a very small space. Thus the truck is peculiarly adapted for loading and unloading railway freight-cars, since the truck can be readily turned in passing from the side door to the end of the car.

The truck is simple, strong, durable, and comparatively inexpensive in construction, and it operates on the tricycle principle in moving from place to place.

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

1. An improved barrel-truck comprising a body portion having a middle cross-piece provided on its front side with a segmental guide-groove, and a handle pivoted to the front of the truck-body and entering said groove at its rear end, substantially as set forth.

2. An improved barrel-truck comprising a pivoted handle having a longitudinal slot, an arm pivoted in said slot, a dog laterally pivoted to the arm, and a spring connected at one end to the arm and at the other end removably connected to the handle, substantially as set forth.

3. An improved barrel-truck comprising a body portion having a handle pivotally connected to its front end, a cross-piece provided at its front end with a segmental guide-groove within which the rear end of the handle works, two carrying-wheels located beneath the rear end of the truck-body, and a third carrying-wheel attached to and located beneath the inner part of the tongue, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

WELLS M. COOK.

Witnesses:
D. L. OSBORN,
H. E. PRICE.