

(No Model.)

R. W. FISK.
TRUCK.

No. 290,020.

Patented Dec. 11, 1883.

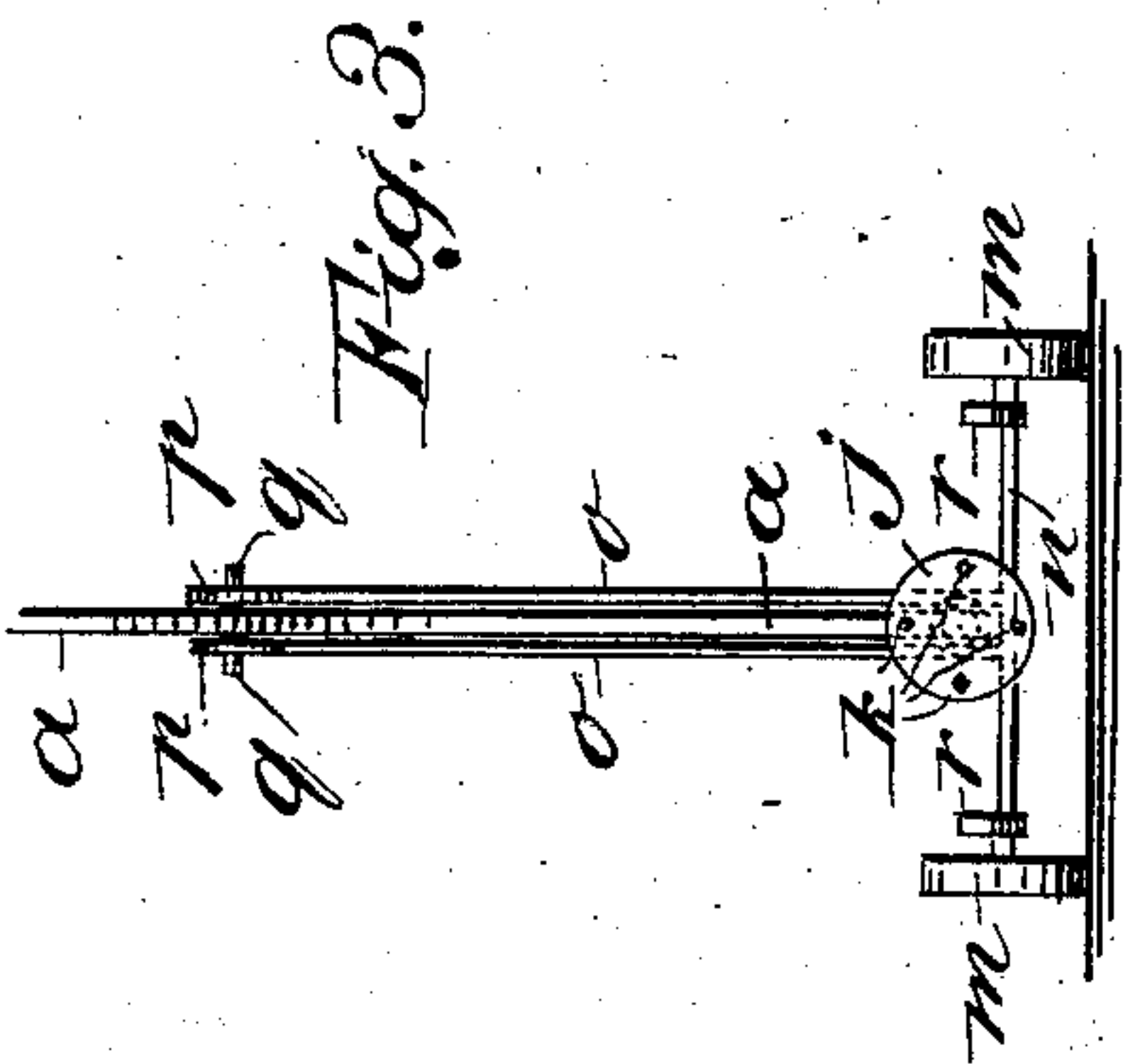


Fig. 3.

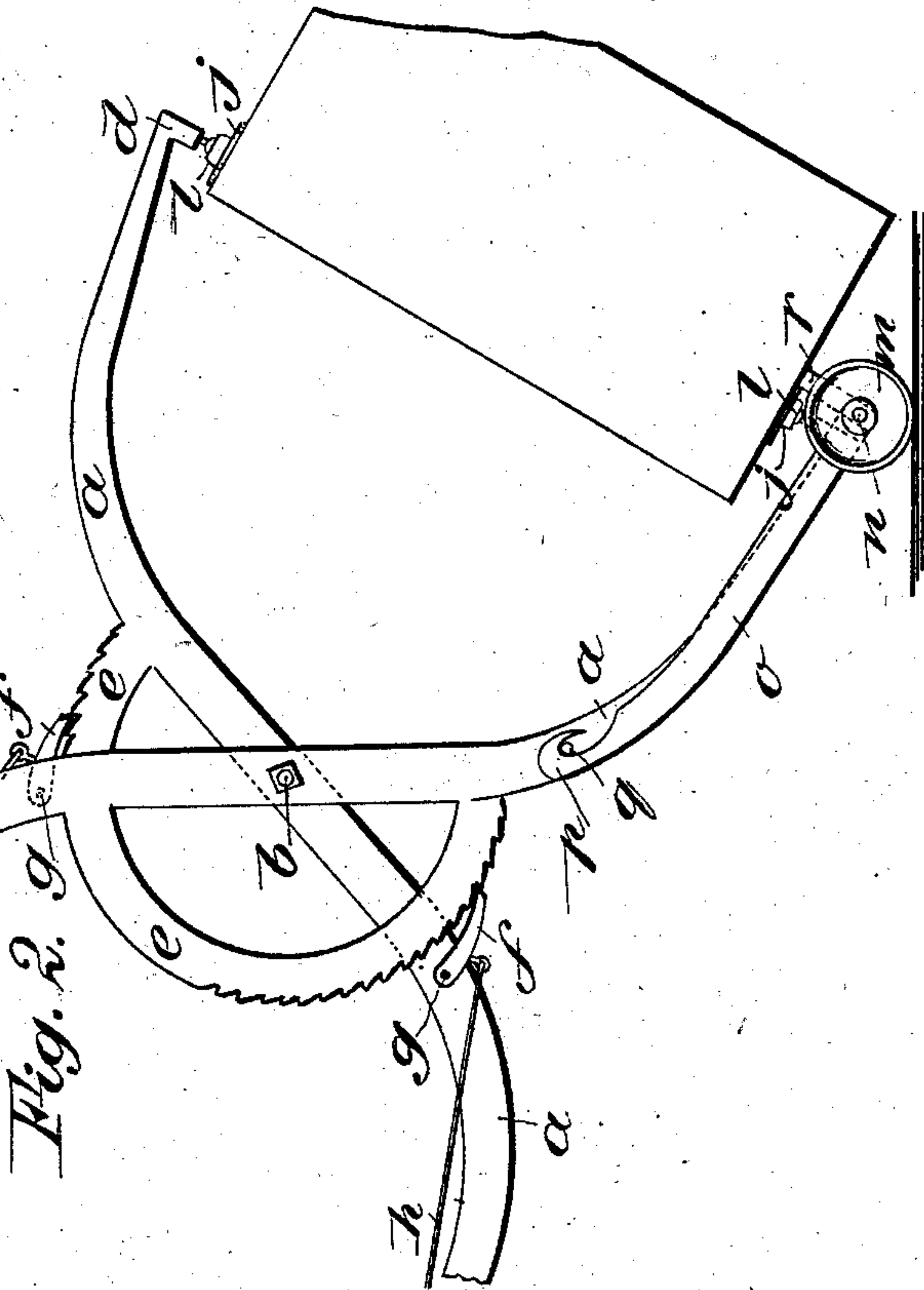


Fig. 2.

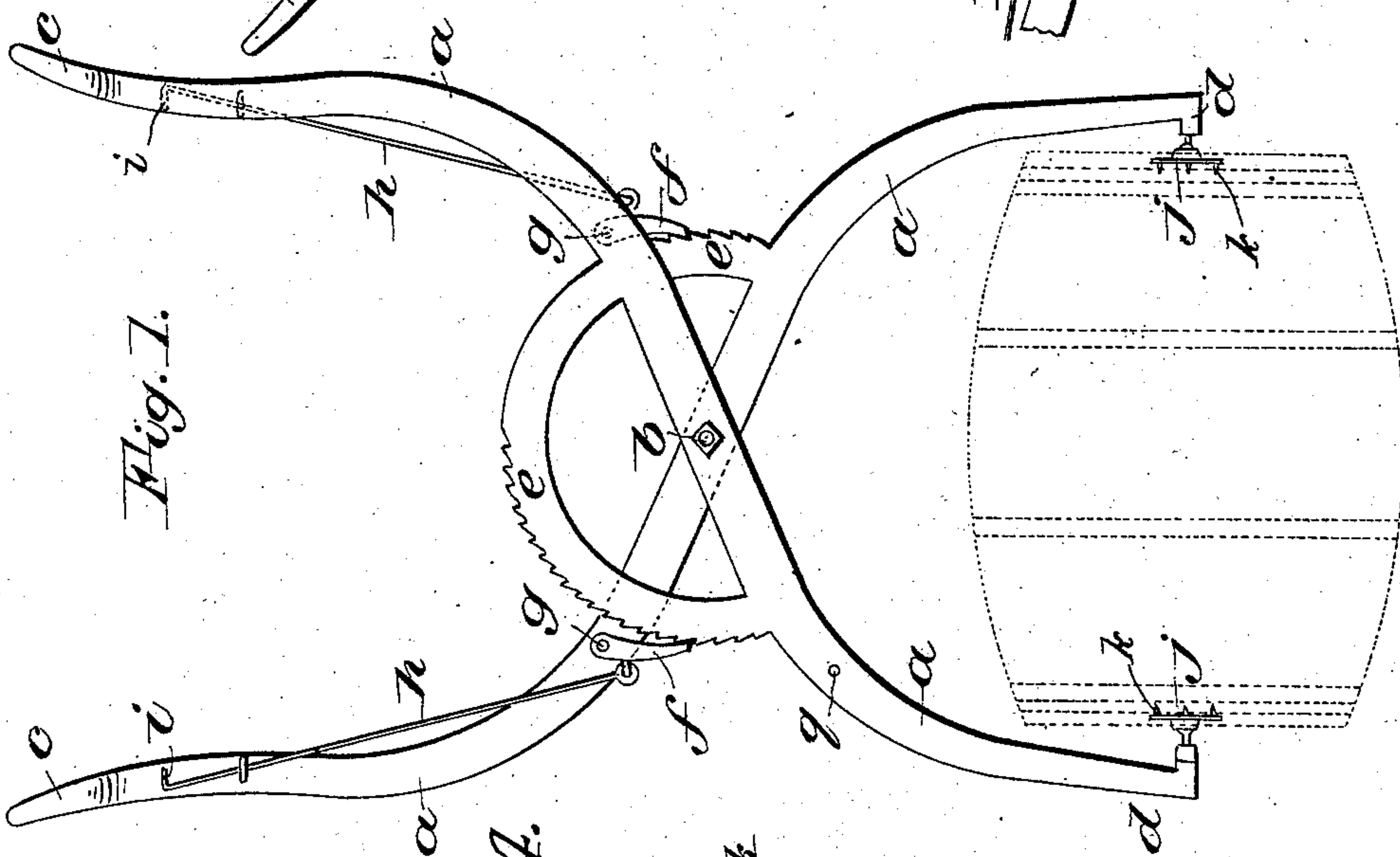
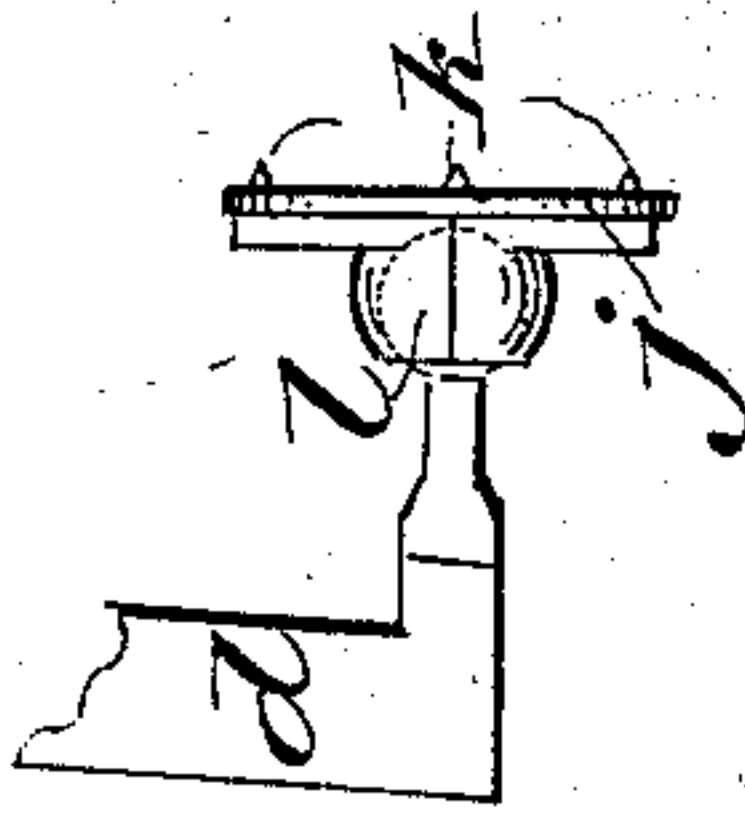


Fig. 1.

Fig. 4.



WITNESSES:

Huber
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INVENTOR:

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UNITED STATES PATENT OFFICE.

REDFORD W. FISK, OF STRONG CITY, KANSAS.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 290,020, dated December 11, 1883.

Application filed July 20, 1883. (No model.)

To all whom it may concern:

Be it known that I, REDFORD W. FISK, of Strong City, in the county of Chase and State of Kansas, have invented a new and Improved Barrel-Roller and Box-Truck, of which the following is a full, clear, and exact description.

The object of my invention is to provide a simple, strong, inexpensive, and durable machine, adapted for rolling barrels on their side or bilge, and for moving barrels and boxes and setting them up endwise where desired both easily and conveniently and at an economy of time and labor over the use of other devices commonly employed for these purposes.

The invention consists in a couple of reversely-curved arms, having handles at one end and clamping-disks at the other end, for seizing the barrel or box, said arms being fitted with locking ratchets and pawls, and one of the arms having adjustably or removably connected to it a wheeled truck, on which the barrel or box may be supported and transported, the arrangement being such that barrels may be rolled on their bilge or on the truck, and both barrels and boxes may be moved and placed on either side or end, as desired, all as hereinafter fully described and claimed.

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

Figure 1 is a front elevation of my improvement as applied to use in rolling a barrel, which is shown in dotted lines. Fig. 2 is a like view, partly broken away, and showing the improvement with the truck applied, and as employed in ending up or moving a box. Fig. 3 is a detail inside edge elevation of a part of one arm of the roller and a front view of the truck attached thereto; and Fig. 4 is an enlarged front view, showing a barrel-clamping disk and its connection with an arm of the machine.

My improved machine consists, mainly, of two strong reversely-curved arms, *a*, pivoted together on a stout pivot-bolt, *b*, and having handles *c*, of round open loop, T-bar, or other suitable shape, for securing a firm hold of the arms to swing them on pivot *b*, to cause their lower ends, *d*, to move to or from each other

and grasp or release the barrel or box to be moved. At about the center of each arm *a*, I form on or fix to them the ratchet-plates *e*, which are curved on a line from the pivot *b* as a center, and said ratchets *e* may have about a quadrant shape and connect at one end by a fixed radius-bar to the arm; but I prefer to curve these ratchets in about a complete semicircle, and connect them to arms *a* at like distances each side of the pivot *b*, whereby they serve better to strengthen the arms, and also have a better appearance. Each ratchet *e* is engaged by a pawl, *f*, pivoted to the opposite arm *a* at *g*, and having a guided trip-rod, *h*, which leads up to the handles *c*, and has an angle or loop head, *i*, by which to lift pawls *f* from the ratchets *e* by the hands grasping each handle, the pawls *f* dropping into the racks *e* by gravity. The lower ends, *d*, of arms *a* are fitted with clamping-disks *j*, which have stud-pins *k*, for entering the opposite heads of a barrel at about their centers, as indicated in Fig. 1, in which position they may be firmly locked by the ratchets and pawls *e f*, as will readily be understood, so that the barrel may be rolled on its side or bilge to any place desired, the disks *j* being fitted to arms *a*, preferably by the ball-and-socket joint *l* or other strong joint, holding the disks to the arms and permitting a free rotation of the disks in vertical plane, and with their clamping-faces at about right angles to the plane of arms *a*.

The improved barrel and box truck attachment consists, mainly, of wheels *m*, mounted suitably on an axle, *n*, from which rise two arms or standards, *o*, each having a hook; *p*, at the upper end for engaging a pin, *q*, passed through one of the arms *a*, the standards *o* being spaced apart, so as to fit quite snugly on opposite faces of arm *a*, for a substantial connection to the arm when the pin *q* is engaged by hooks *p*. Standards *r* project from axle *n*, and are of such length that when the truck is adjusted to arm *a* the ends of these standards will be about in the plane of the face of disk *j*, thereby permitting the stud-pins *k* to enter the barrel or box to be moved, while entirely relieving the connections or joints of the disk with the arms *a* of the weight of the load.

In using my improved machine, when it is desired only to roll barrels on their bilge, the truck *m n o* may be disconnected from its arm

5 *a* and the arms *a* adjusted to engage the disks
 10 *j* with the heads of the barrel, as in Fig. 1; but
 when it is desired to remove a barrel standing
 on its end and set it on end again at a distant
 point, the truck *m n o* will be connected to its
 arm *a*, as in Fig. 2, with the arms *a* supported
 on the wheels *m* in vertical position or edge-
 wise. The barrel on end will then be tilted to
 run the truck beneath it and the arms *a* will be
 15 adjusted to clamp the opposite ends of the bar-
 rel, which may now be raised and carried di-
 rectly by or on the wheels *m* to its new place;
 or the clamped barrel, with the arms *a* and
 connecting-truck *m n o*, may be turned bodily
 20 to roll the barrel on its side or bilge to the
 point desired, when the barrel and machine
 may be again turned to be supported by the
 truck, as at first, for finally placing the barrel
 endwise in its desired resting-place, all of which
 25 may be done more quickly and with greater
 ease than by the common methods. In moving
 boxes, they may be grasped by disks *j* by the
 ends or sides, whether lying on the end or side,
 and readily moved by the truck *m n o* to any
 30 distant point, and again positioned on the end
 or side, as desired.

Fig. 2 represents a box grasped by or at the
 ends and as being moved by the machine, the
 uses of the standards *r* in supporting the load
 35 being clearly indicated.

I do not abandon or dedicate to the public
 any patentable feature set forth herein and not
 hereinafter claimed, but reserve the right to
 claim the same either in a reissue of any pat-
 35 ent that may be granted upon this application
 or in other applications for Letters Patent that
 I may make.

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

1. A barrel-roller and box-truck construct- 40
 ed with a pair of handles and pivoted arms, *a*,
 fitted with ratchets and pawls *e f*, clamping-
 disks *j k*, and a truck, *m n o*, fitted to one of
 the arms *a*, with the axle *n* arranged at a right 45
 angle to the plane of arms *a*, substantially as
 shown and described.

2. The combination, with the handled and
 pivoted arms *a*, fitted with ratchets and pawls
e f, and clamping-disks *j k*, of the trip-rods *h*, 50
 extending up to the handles *c* of arms *a*, sub-
 stantially as shown and described.

3. The combination, with the arm *a* of the
 truck, of wheels *m*, axle *n*, and standards *o*, hav-
 ing hook-heads *p*, for engaging a projecting pin, 55
q, of the arm *a*, substantially as shown and
 described.

4. The combination, with the arm *a*, fitted
 with a clamping-disk, *j*, adapted to engage one
 end or side of a barrel or box by its studs *k*, of 60
 the truck *m n o*, hooked over the arm at *p q*,
 and having the standards *r*, for sustaining the
 weight of the load, substantially as shown and
 described.

5. The barrel and box truck herein shown 65
 and described, consisting of wheels *m*, axle *n*,
 arms *o*, and standards *r*, projecting from the
 axle, substantially as shown and described.

REDFORD W. FISK.

Witnesses:

HENRY L. GOODWIN,
 C. SEDGWICK.