

(No Model.)

J. E. HUNTER.
BARREL TRUCK.

No. 322,823.

Patented July 21, 1885.

Fig. 1.

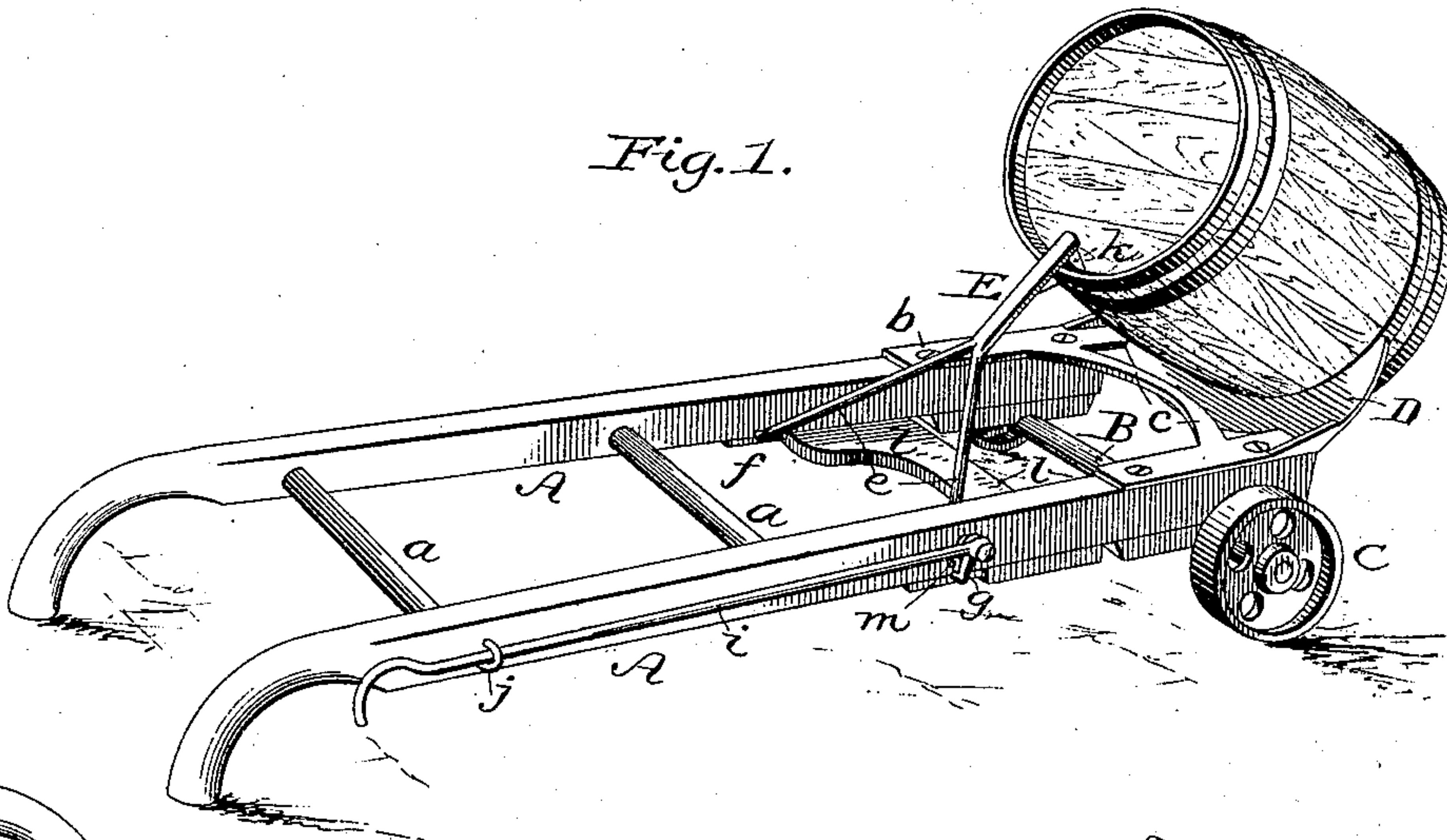


Fig. 3.

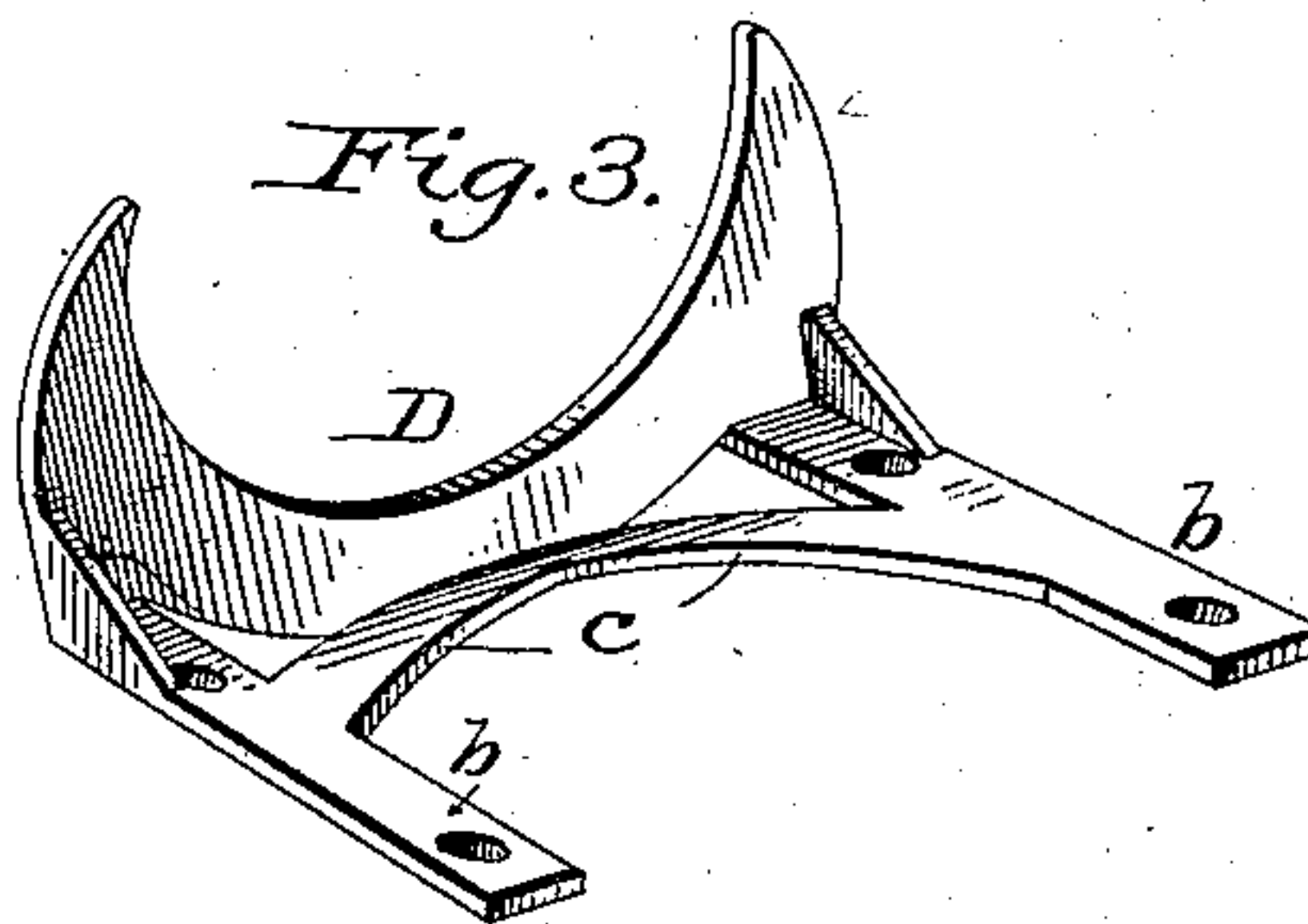


Fig. 2.

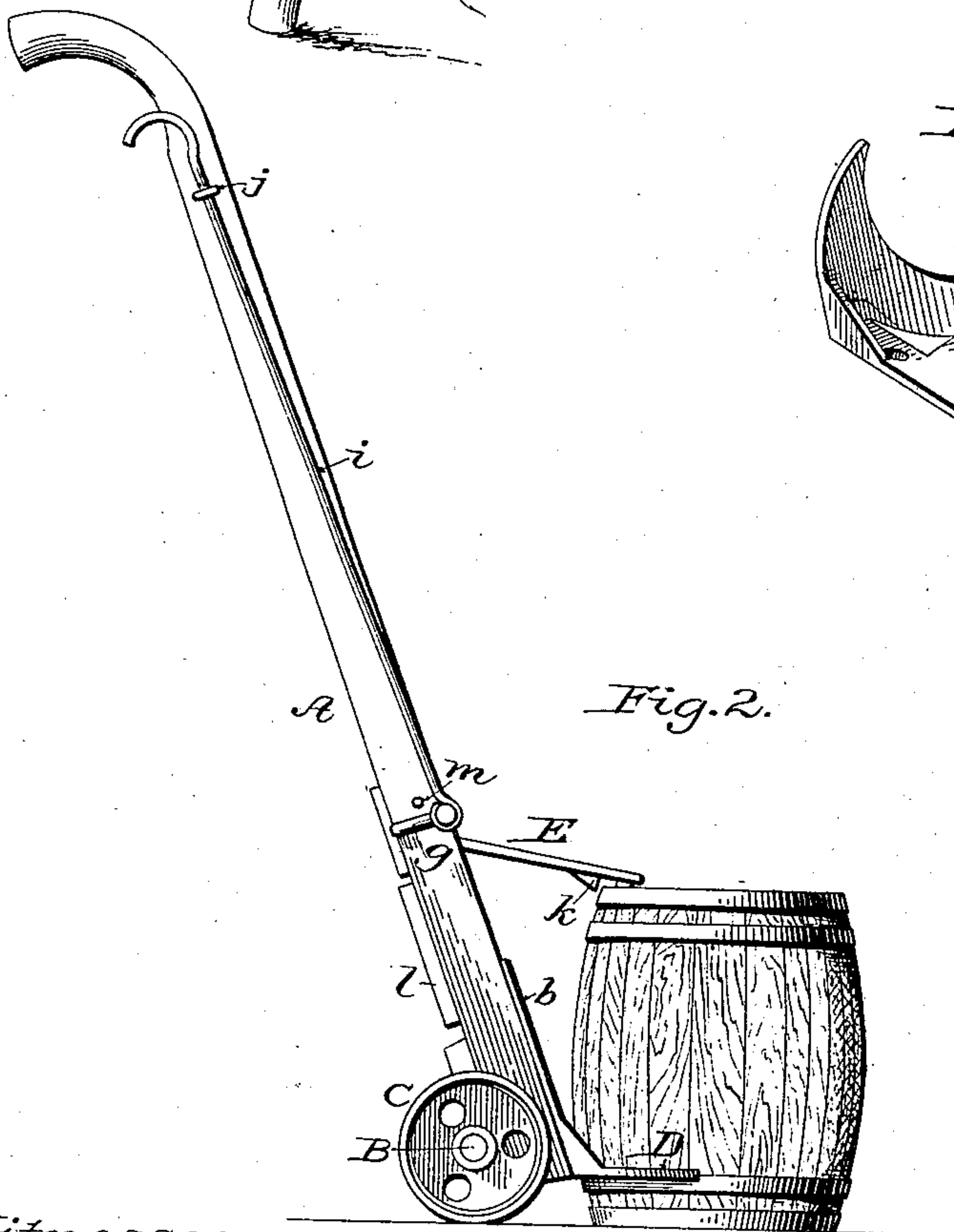
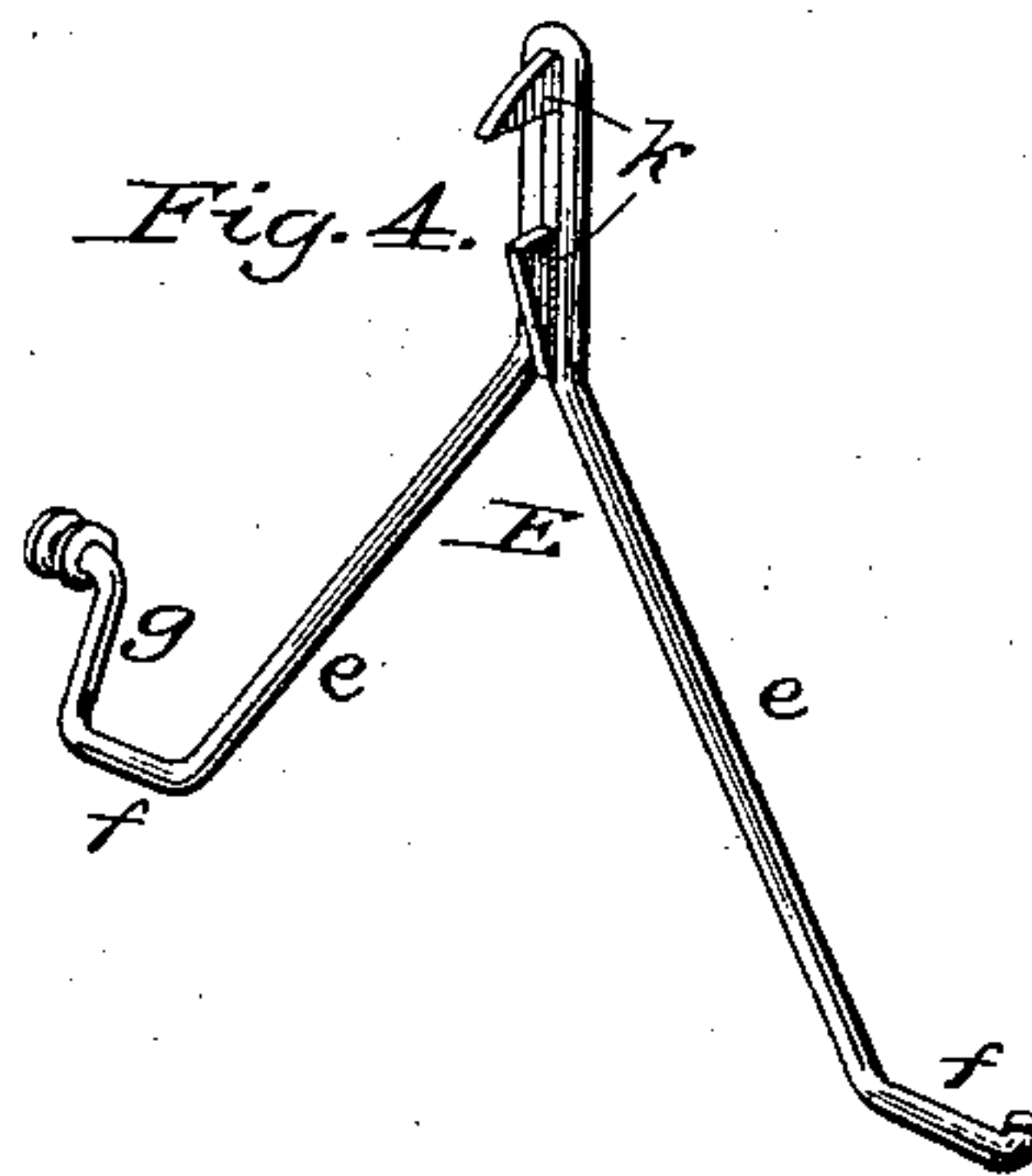


Fig. 4.



Witnesses:

Jos. F. Duffin
Walter S. Dodge.

Inventor:

John E. Hunter:
by Dodge & Son,
his Attys.

UNITED STATES PATENT OFFICE.

JOHN E. HUNTER, OF MECHANICSBURG, OHIO.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 322,823, dated July 21, 1885.

Application filed May 1, 1885. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. HUNTER, of Mechanicsburg, in the county of Champaign and State of Ohio, have invented certain new and useful Improvements in Barrel-Trucks, of which the following is a specification.

My invention relates to barrel-trucks; and it consists in various features and details, hereinafter fully set forth.

10 In the drawings, Figure 1 is a perspective view of my improved truck in use; Fig. 2, a side view, and Figs. 3 and 4 views illustrating certain details.

15 The object of this invention is to improve the construction of the scoop and the pivoted claw or hook, whereby the barrel is more readily placed upon the truck and firmly secured thereon.

20 In the drawings, A A indicate the side bars of the truck-frame, carrying at their forward ends the axle B and wheels C C, as usual in this class of trucks, the said side bars being also connected at intervals by bars or braces a.

25 D indicates the scoop secured to the upper side of the side bars, A, at the forward ends, by means of rearwardly-extending arms b, or in any convenient manner. Arms or braces c extend from the arms b forward to the main body of the scoop, as shown in Figs. 1 and 3, 30 in order to give increased strength and stiffness. The scoop D inclines forward and upward from the upper faces of the side bars, A, and has its front end semicircular in form or curved to conform approximately to the curvature of barrels or casks.

35 E indicates a V-shaped claw or hook pivoted to the under side of the side bars, A, as shown in Fig. 1, the inclined arms e of the claw being bent laterally to form journals f. 40 Formed upon or attached to one of the arms f is a crank-arm, g, to which is attached a rod or bar, i, extending alongside one of the side bars, A, and passing through eyes j on the side thereof. This rod or bar i terminates 45 near the handles, so as to be within easy reach of the operator, and it serves to rock the claw or hook E upon its journals f. At the forward end of the claw or hook E and on the under face thereof are teeth or hooks k, placed 50 a distance apart a little more than the thickness of the chines of ordinary barrels or casks.

In barrel-trucks as ordinarily constructed the scoop is inclined so as to pass under the edge or bottom of the box or cask, and thereby lift the latter. This plan is objectionable, for 55 the reason that it unnecessarily brings all the weight and strain directly on the scoop, thereby rendering it liable to be broken or disabled.

Upon reference to Fig. 2 of the drawings, it 60 will be noticed that the scoop in my truck does not pass beneath the article to be carried, but partially encircles the barrel at a point somewhat above its base. It will also be seen that when in this position, the barrel setting 65 squarely on end, the pivoted hook or claw falls upon the top of the cask or barrel, and its hooks or teeth engage the chines of the same. Now, when the truck is tipped, it will be observed that I act upon the cask from two 70 points—at the top by the pivoted hooks and near the bottom by the scoop. Any tendency there might be of the barrel to tip is overcome by the teeth k of the pivoted claw E, which prevent the upper end of the barrel 75 from tipping in either direction.

When being transported, the inner or rear end of the cask is prevented from falling by means of the hooks k, which embrace the chines and hold the cask in place. 80

In order to prevent the hook from falling forward onto the floor, I provide a cross-bar, l, upon which the hook rests when not in use; and to limit the movement in the other direction I provide the side bars, A, with a stop 85 or pin, m, against which the crank-arm g strikes.

Having thus described my invention, what I claim is—

1. In a truck, the combination, with a wheeled 90 frame, of a scoop and a pivoted claw provided with hooks k, one in advance of the other to engage the chines of a barrel, as and for the purpose set forth.

2. In a truck, the combination, with a wheeled 95 frame, of a scoop, D, and claw E, provided with hooks k, crank-arm g, and rod i, as and for the purpose set forth.

JOHN E. HUNTER.

Witnesses:

WM. C. PANGBORN,
C. W. DARLING.