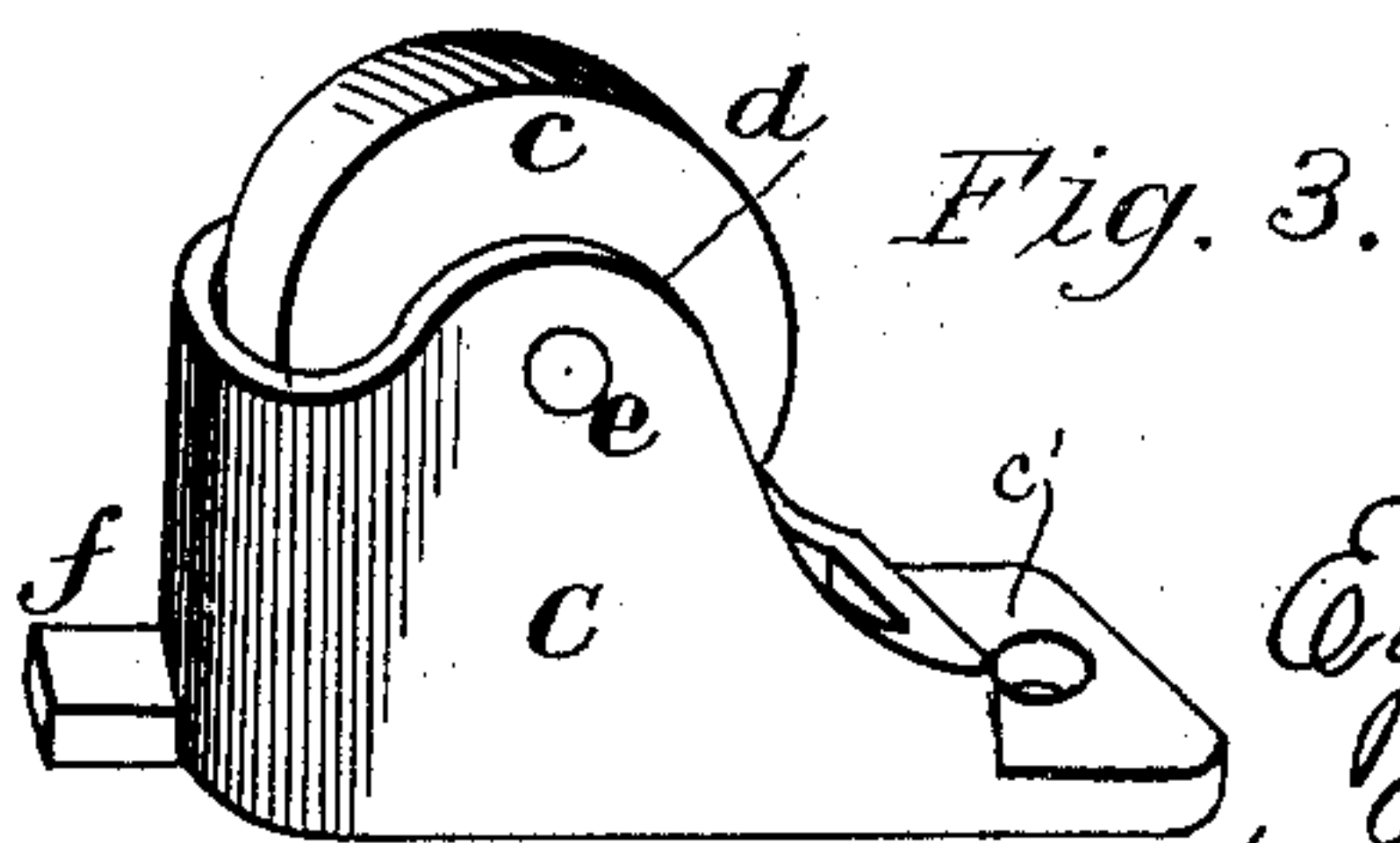
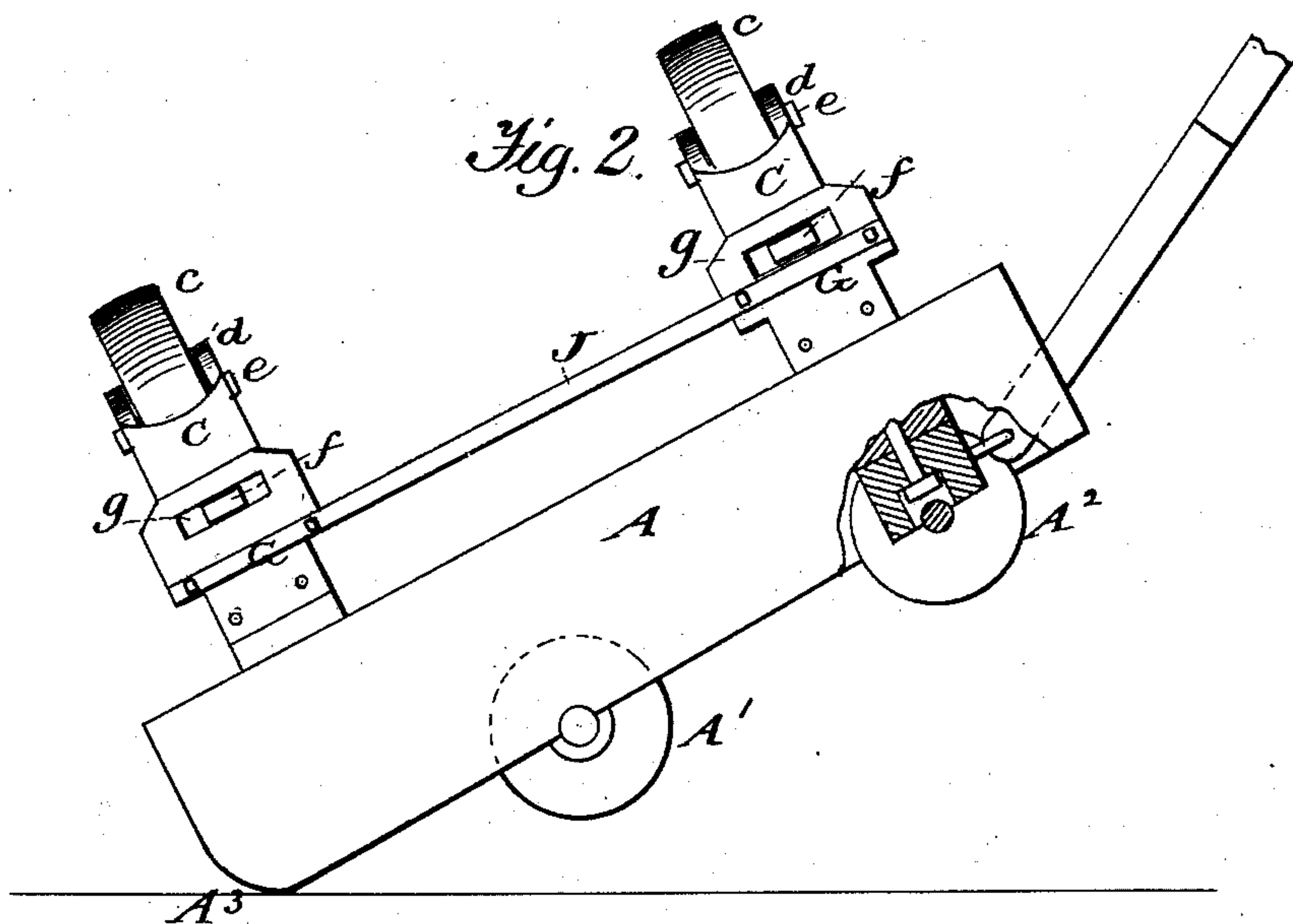
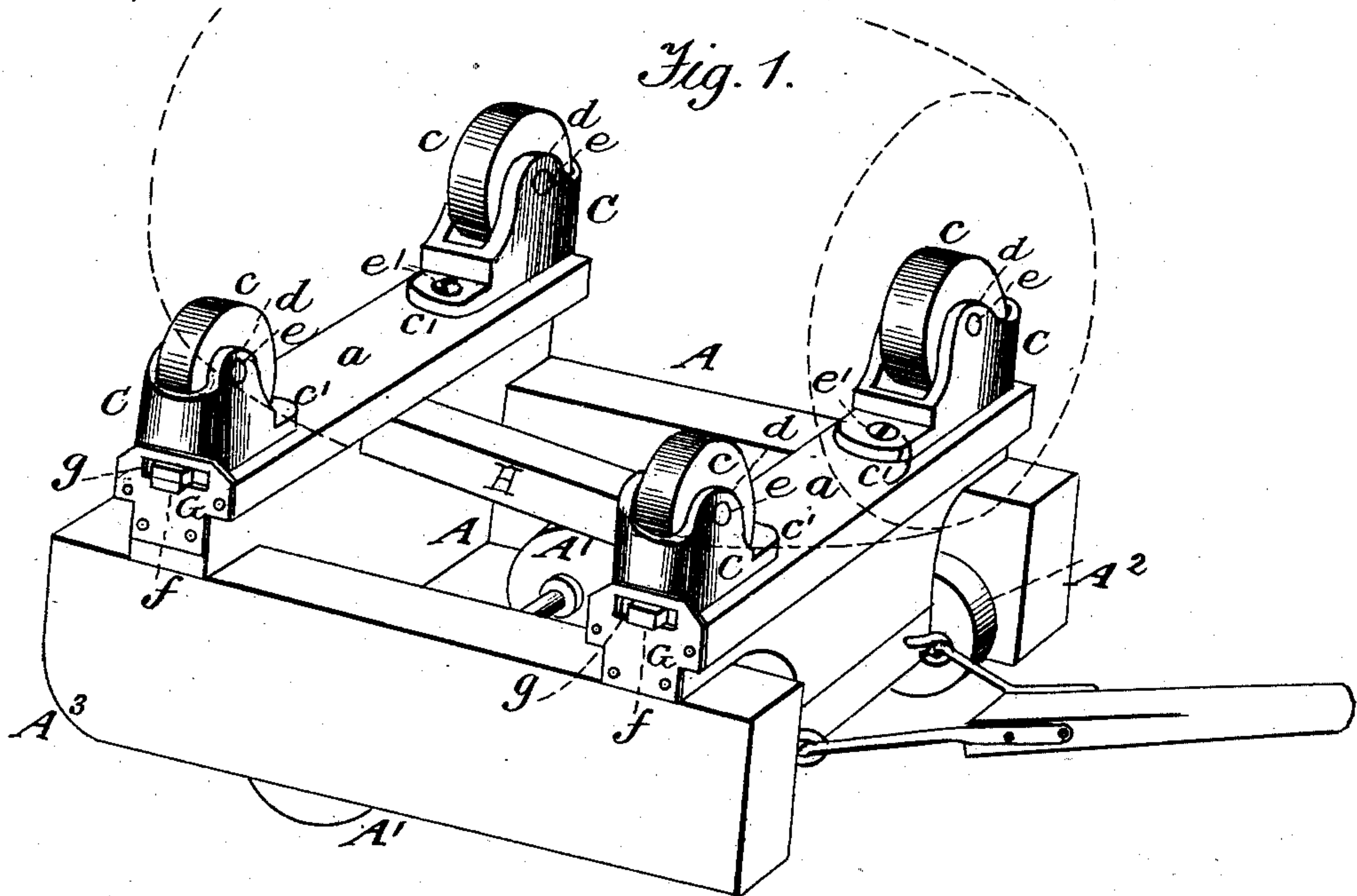


(No Model.)

E. H. GALLUP.
BARREL TRUCK AND STAND.

No. 375,740.

Patented Jan. 3, 1888.



Witnesses
A. Ruppert.
Elida G. Hough,

Inventor
Egbert H. Gallup
by Franklin H. Hough
Attorney

UNITED STATES PATENT OFFICE.

EGBERT H. GALLUP, OF ONEIDA, NEW YORK, ASSIGNOR TO E. HICKS MOTT
AND WALTER L. MOTT, OF SAME PLACE.

BARREL TRUCK AND STAND.

SPECIFICATION forming part of Letters Patent No. 375,740, dated January 3, 1888.

Application filed November 15, 1887. Serial No. 255,210. (No model.)

To all whom it may concern:

Be it known that I, EGBERT H. GALLUP, a citizen of the United States, residing at Oneida, in the county of Madison and State of New York, have invented certain new and useful Improvements in Combined Barrel Truck and Stand; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in trucks for use in moving barrels or casks when filled with liquors, and in supporting the same while on tap.

The object of the invention is to improve upon this class of devices heretofore in use, and to provide a simple and serviceable truck so constructed as to securely retain the barrel in place upon the truck while the same is being moved from place to place, and at the same time admitting the barrel to be freely turned or revolved, so as to bring the tap-hole to the lowest point.

To these ends, and to such others as the invention may relate, the same consists in the peculiar combinations and in the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then specifically defined in the claims.

In the accompanying drawings, Figure 1 is a perspective view of the device complete, showing a barrel supported upon the truck. Fig. 2 is a side view, in which the device is tilted to receive the barrel. Fig. 3 is a perspective view of one of the brackets detached, with its roller in position.

Referring to the details of the drawings, A represents the frame of the truck, which consists of a square frame of timbers securely bolted together.

A' are wheels suitably journaled upon a transverse axle secured beneath the frame, preferably at a point about one-third of the distance from the rear end of the frame.

A² are wheels or rollers journaled upon an axle beneath the front end of the truck. This front axle is pivoted at its center to the lower surface of the end timber of the frame of the truck, so as to permit the same to be turned freely by means of a tongue or handle attached to the same.

H is a reach connecting the front axle with the rear end of the truck-frame.

The timbers composing the sides of the truck-frame are beveled or cut away upon their under surfaces at the rear ends of the same, as shown at A³, so as to permit the frame to be tilted when desired.

C C are brackets designed to support the rollers c, upon which the barrel or cask is to rest when in use. As all of these brackets are alike, a description of one of them will suffice.

Referring to Fig. 3, it will be seen that the bracket is of one casting, the ears d of which are perforated to receive the shaft e, which carries the roller. At one end of this bracket is a lug, e', perforated to receive the screw-bolt e' or other means, by which it is pivotally secured to the bars a of the truck. The other end is formed with a tongue or lug, f, designed to work in the slot g of the plate G, which is secured vertically to the end of the bars a.

The operation of the device is as follows: The truck having been tilted, as shown in Fig. 2 of the drawings, the barrel or cask is placed upon it and the truck is restored to its proper position. The barrel will thus rest directly upon the supporting-rollers c. The pivoted brackets C, in which these rollers are journaled, are, by the weight of the barrel resting upon the rollers, caused to turn upon their pivots, so as to automatically adjust the rollers to the bulge or bevel of the barrel, and thus insure against the possibility of accidental displacement, while at the same time the barrel is allowed to turn or revolve freely upon the supporting-rollers.

In Fig. 2 of the drawings I have shown a slightly-modified form of construction, the modification consisting in the addition to the frame of the truck of the longitudinal timbers J, which serve as skid-rests for use in placing barrels upon the truck when for any

reason it may be considered desirable to load the same in this manner instead of tilting the truck.

5 Having thus described my invention and set forth its merits, what I claim to be new, and desire to secure by Letters Patent, is—

1. The combination, with the truck, of self-adjusting brackets thereon and rollers carried by said brackets, substantially as and for the
10 purpose described.

2. The combination, with the truck, of brackets pivoted at one end to said truck, rollers carried by said brackets, and means for limiting the movement of said brackets,
15 substantially as described.

3. The combination, with the truck provided

with bars *a*, of the brackets *C*, pivoted at one end to said bars, and at the other end formed with a tongue, *f*, and slotted plates *G*, secured to the ends of said bars, substantially as de- 20 scribed.

4. The brackets *C*, comprising in a single element ears *d*, to receive the roller-shaft, a lug, *c'*, at one end, and a tongue, *f*, at the other, substantially as and for the purpose described. 25

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

EGBERT H. GALLUP.

Witnesses:

T. F. HAND, Jr.,

A. W. HILL.