

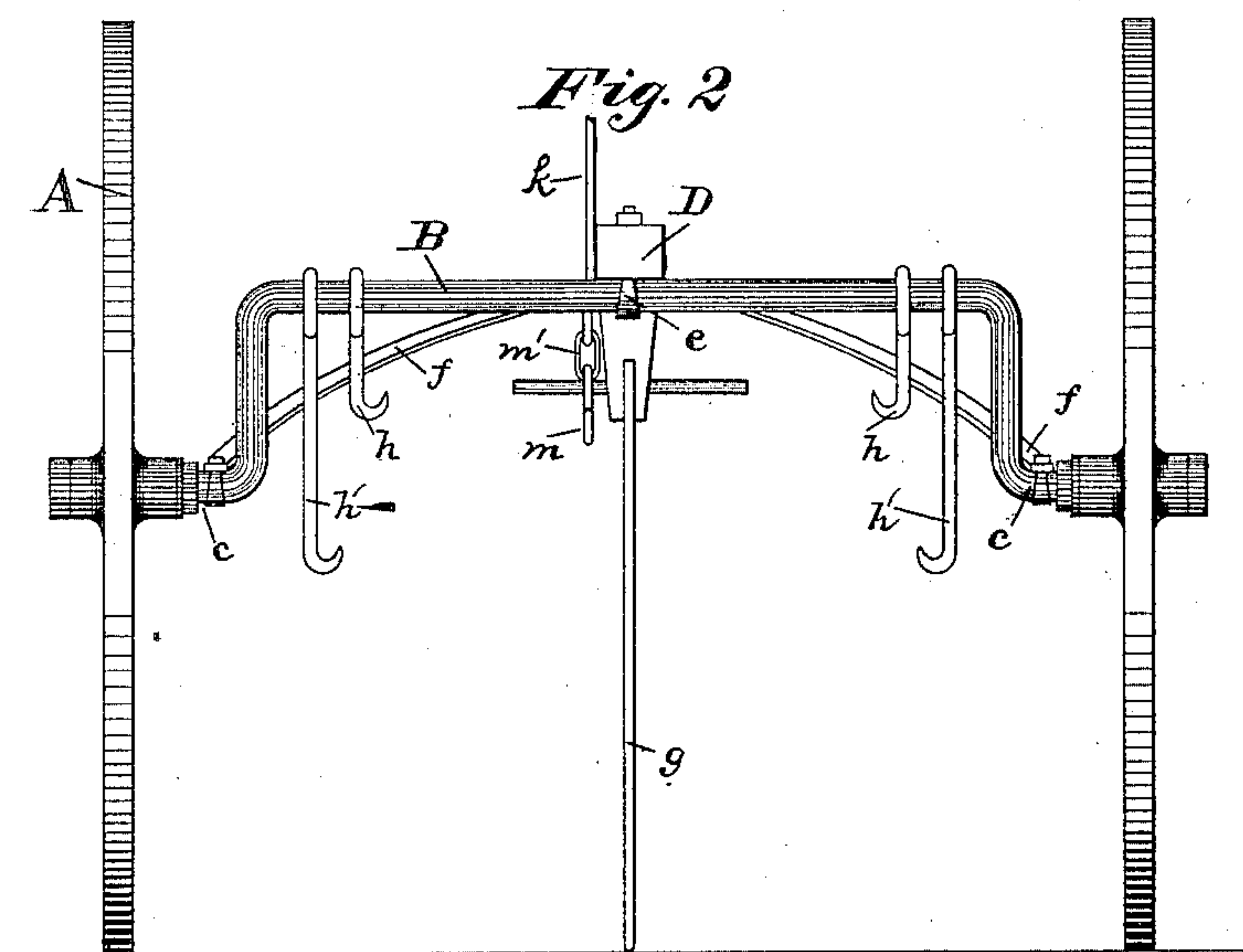
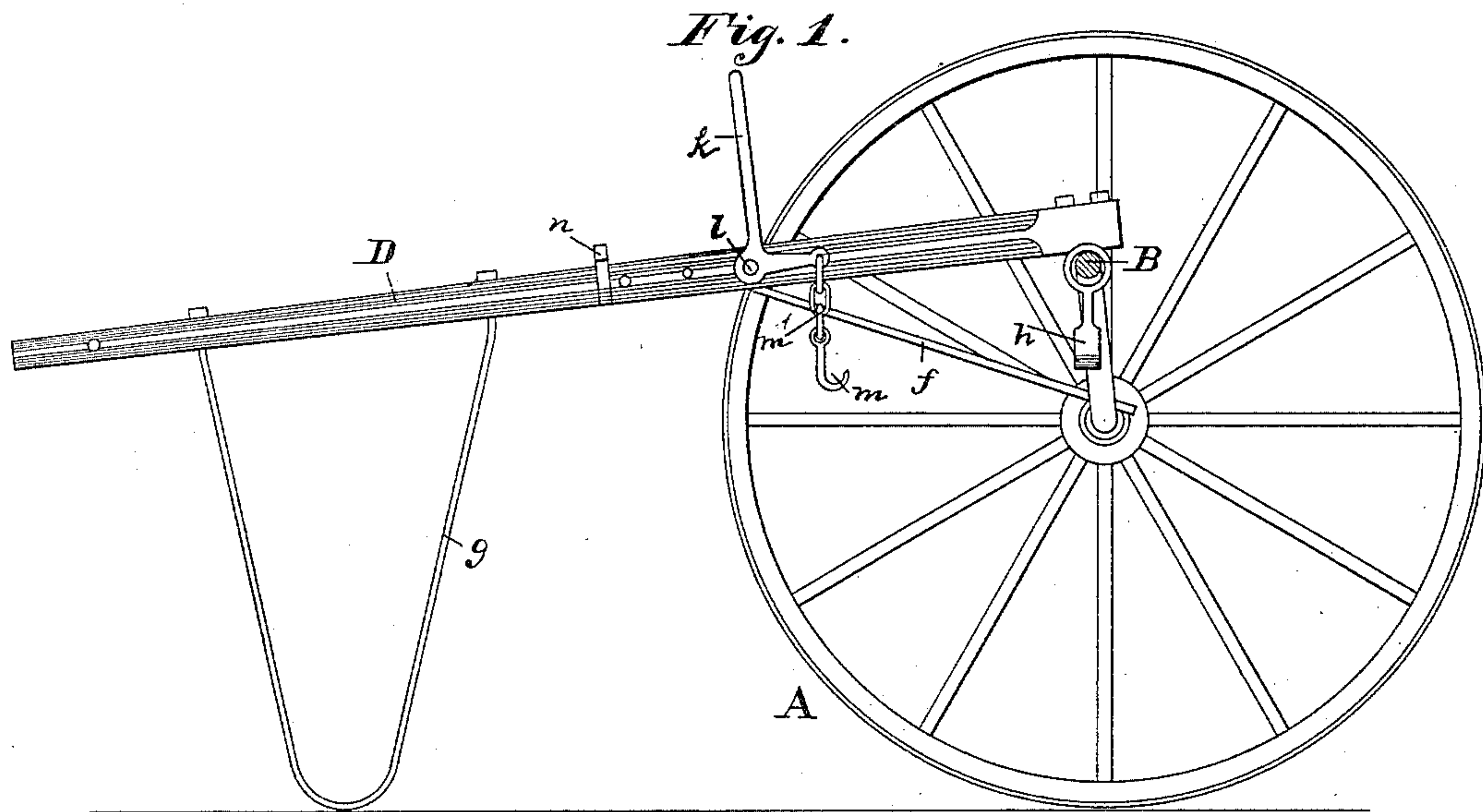
(No Model.)

2 Sheets—Sheet 1.

M. J. LEAHY.  
CANNING HOUSE TRUCK.

No. 399,621.

Patented Mar. 12, 1889.



WITNESSES:

*R. L. Clemmitt.*  
*John E. Morris.*

INVENTOR:

*M. J. Leahy*

BY *Chas B. Mann*  
ATTORNEY.

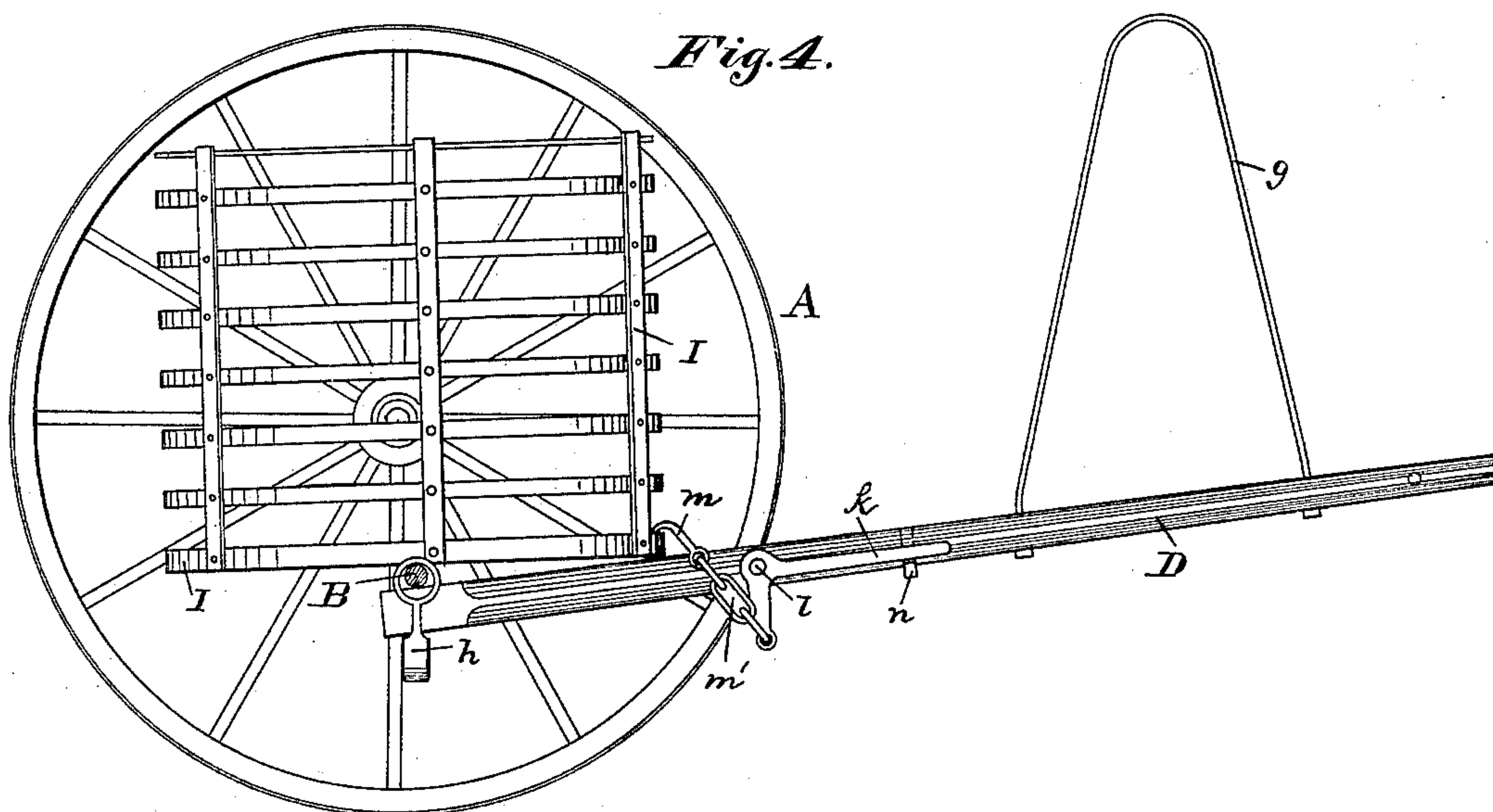
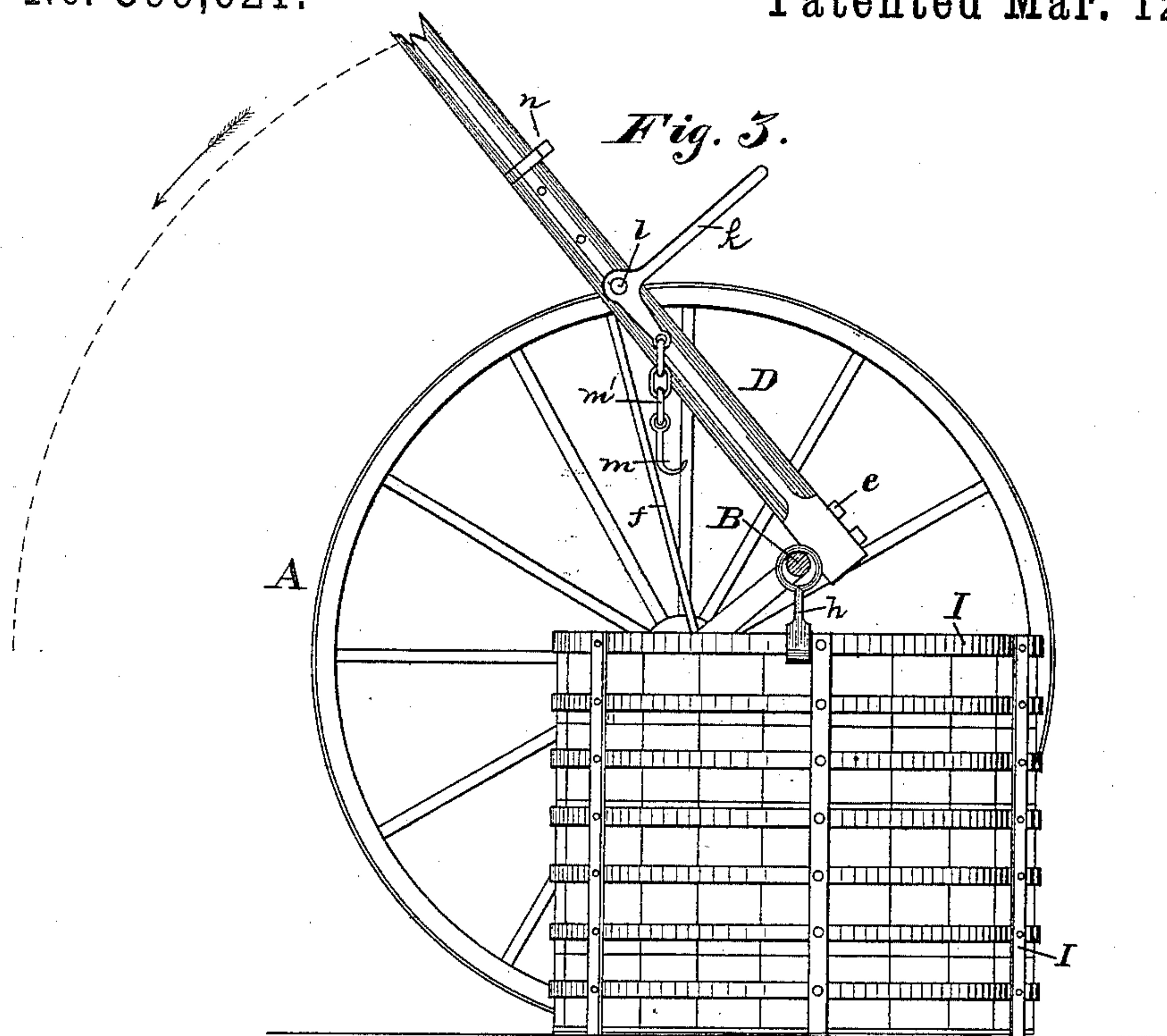
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# UNITED STATES PATENT OFFICE.

MARTIN J. LEAHY, OF WESTMINSTER, MARYLAND, ASSIGNOR OF TWO-THIRDS  
TO JAMES SHRIVER, OF SAME PLACE, AND T. HERBERT SHRIVER, OF  
UNION MILLS, MARYLAND.

## CANNING-HOUSE TRUCK.

SPECIFICATION forming part of Letters Patent No. 399,621, dated March 12, 1889.

Application filed June 19, 1888. Serial No. 277,540. (No model.)

*To all whom it may concern:*

Be it known that I, MARTIN J. LEAHY, a citizen of the United States, residing at Westminster, in the county of Carroll and State of Maryland, have invented certain new and useful Improvements in Canning-House Trucks, of which the following is a specification.

My invention relates to a truck for use in canning-houses.

10 In factories where fruits, vegetables, oysters, and meats are put up in sealed cans it is part of the process to subject the sealed cans to a steam-heat in an inclosed kettle. In doing this the cans are placed in an iron  
15 crate and the crate and cans are placed into the steam-kettle. Upon removing the crate and cans from the kettle they are very hot and are difficult to handle. This truck is devised to facilitate handling the hot crates.

20 The invention is illustrated in the accompanying drawings, (two sheets,) in which—

Figure 1 is a side elevation of the truck, in normal position, the axle in section, and the nearest wheel removed. Fig. 2 is a rear  
25 elevation of the truck. Fig. 3 is a side elevation, partly in section, showing the crate and the position the truck must take in order to engage its hooks with the crate. Fig. 4 is a side elevation, partly in section, showing  
30 the position the truck takes when dumping the hot crate.

The letter A designates the two wheels; B, the axle, which is arched; and c, the arms of the axle on which the wheels turn. The  
35 tongue D has one end secured by a clip, e, or other means, to the arch or high part of the axle, and two hounds or braces, f, are employed, one at each side of the tongue. One end of each is secured to an axle-arm, c, and  
40 the other end is bolted to the tongue.

A standard, g, is secured to the free end of the tongue, and acts like a prop to support the tongue in a nearly horizontal position, as shown in Fig. 1.

45 The axle is provided with at least two hooks, h, which are loosely attached to the arched part, so as to admit of moving along the axle. The hooks hang down. These hooks h may be engaged with the crate I while it sits on

the floor by elevating the tongue D, as  
shown in Fig. 3, thereby tilting back and  
lowering the arched part of the axle. When  
the hooks have been engaged with the crate,  
the latter may be raised from the floor by  
depressing the elevated tongue, and the crate  
55 will then be suspended by the hooks and  
may be carried wherever desired.

It is desirable to speedily remove the cans from the crate in order to hasten their cooling and to allow the crate to be refilled with  
60 other cans and again go through the steam process. To this end provision is made for upsetting the hot crate and dumping the cans on the floor. A lever, k, is pivoted at l to the tongue, and a hook, m, is attached to one end  
65 of the lever or to a chain, m', which is attached to the lever. This hook m is in position to be engaged with the crate at the front side thereof. When the three hooks—to wit,  
the two axle-hooks h and the tongue-hooks m—  
70 are engaged with the crate I, a suitable catch, n, on the tongue will hold the lever k, and the tongue D may be first elevated, and then thrown completely over, as shown in Fig. 4,  
thereby turning the can-crate upside down  
75 and dumping out the cans.

Four or more hooks may be on the axle, if desired—two short ones, h, and two long ones, h'. Only two, however, need be used at  
80 the same time.

It will thus be seen that my truck answers all the requirements of handling hot metal crates and also dumping the contents.

Having described my invention, I claim—

The combination, in a truck, of the arched  
85 axle mounted upon wheels, the tongue secured thereto, the hooks dependent from and longitudinally adjustable on said axle, the lever having a hook secured at one end, and the catch on the axle, whereby said lever is held  
90 when the crate is elevated, substantially as specified.

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

MARTIN J. LEAHY.

Witnesses:

JAMES SHRIVER,

GEO. W. MATTHEWS.