

(No Model.)

R. K. CURTIS.
TILTING BARREL STAND AND TRUCK.

No. 446,404.

Patented Feb. 10, 1891.

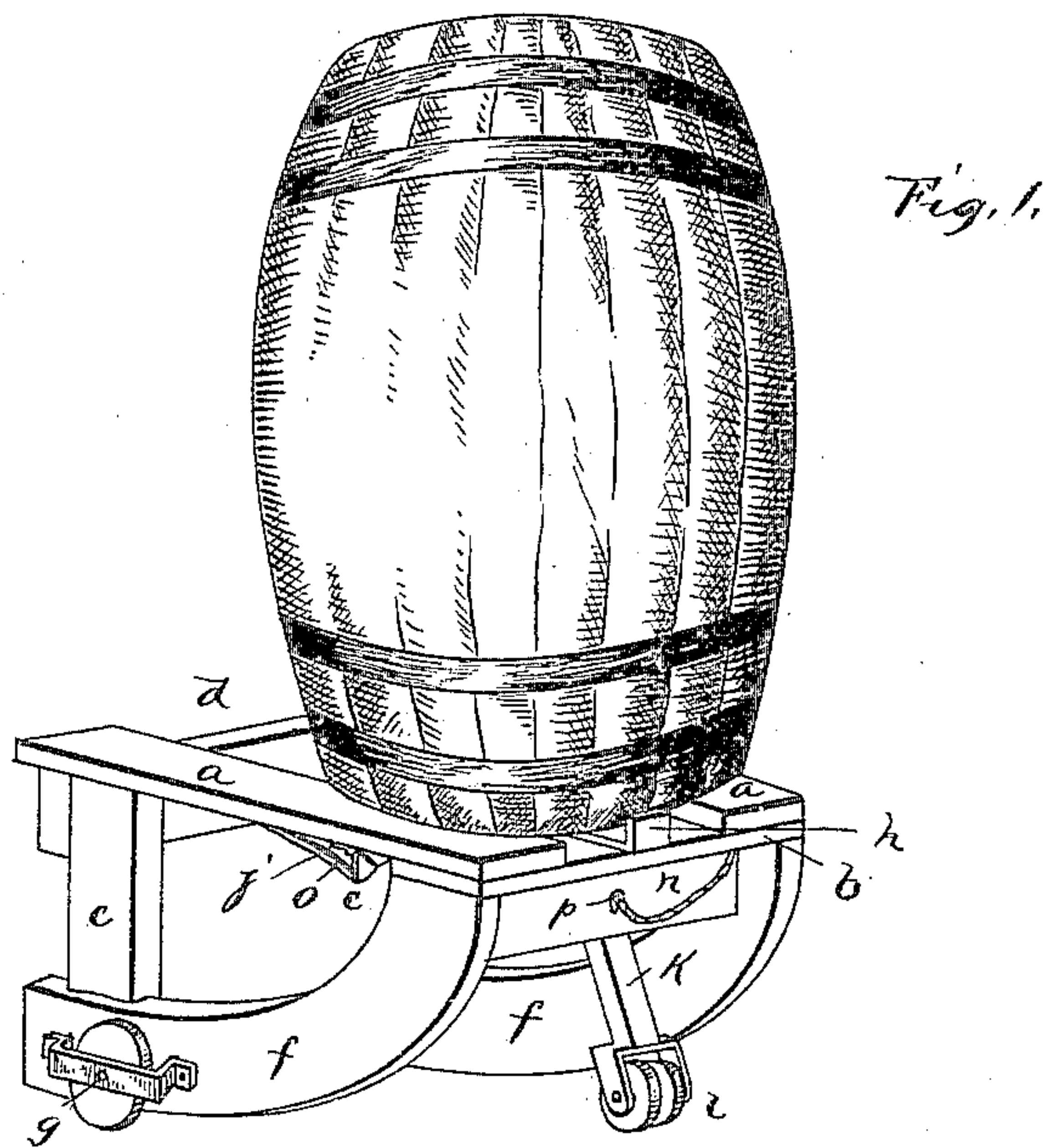


Fig. 2.

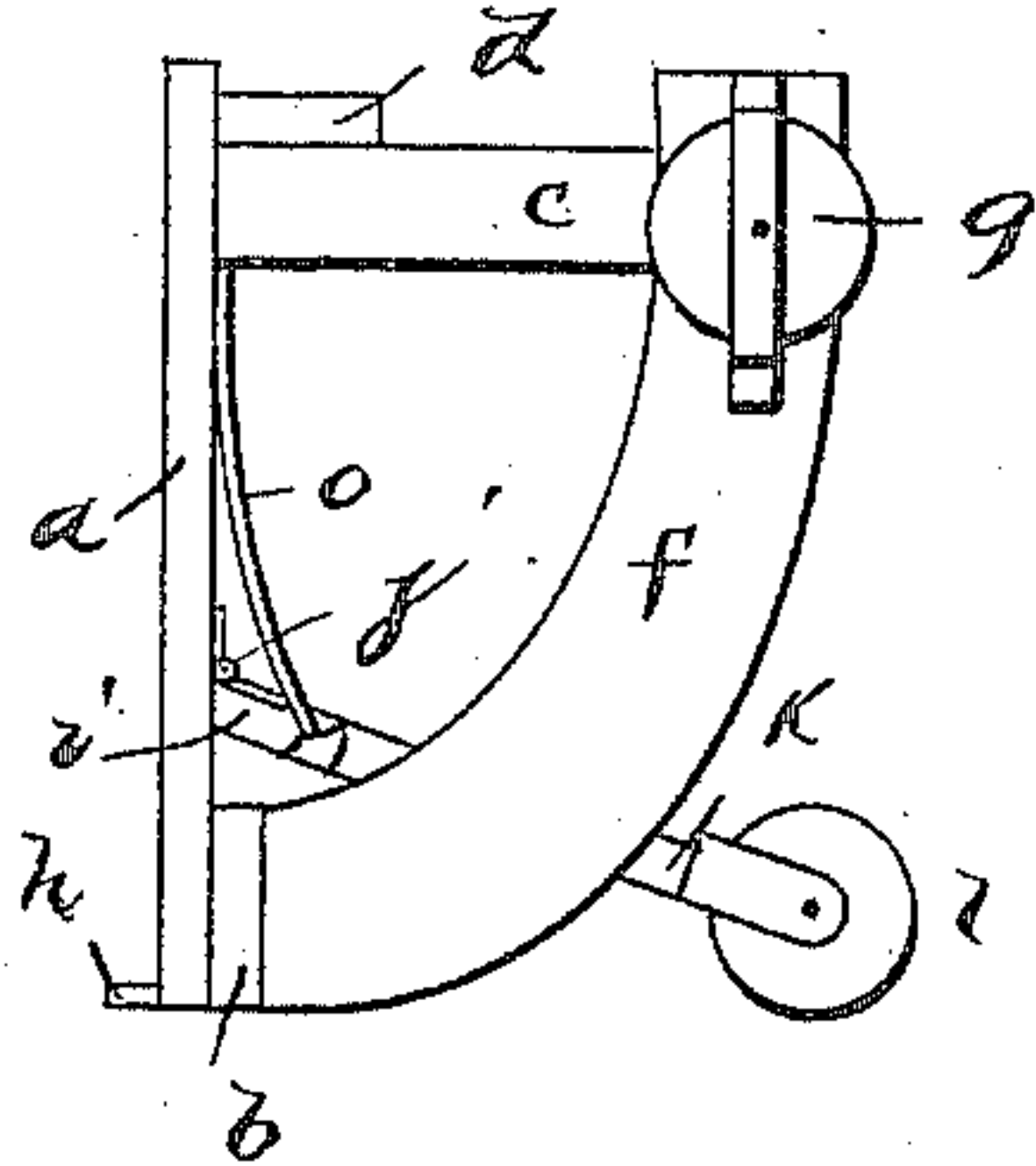


Fig. 4.

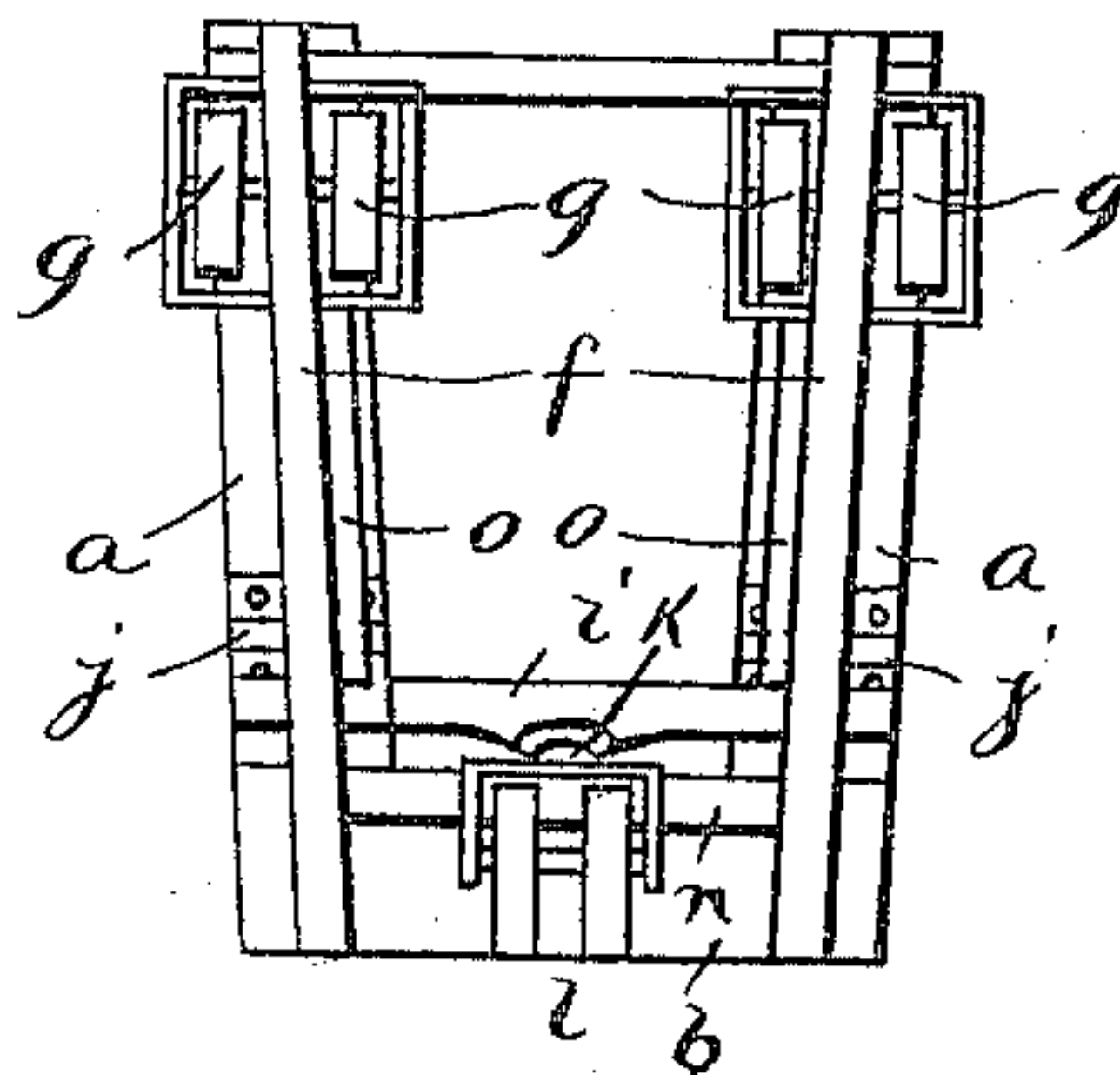
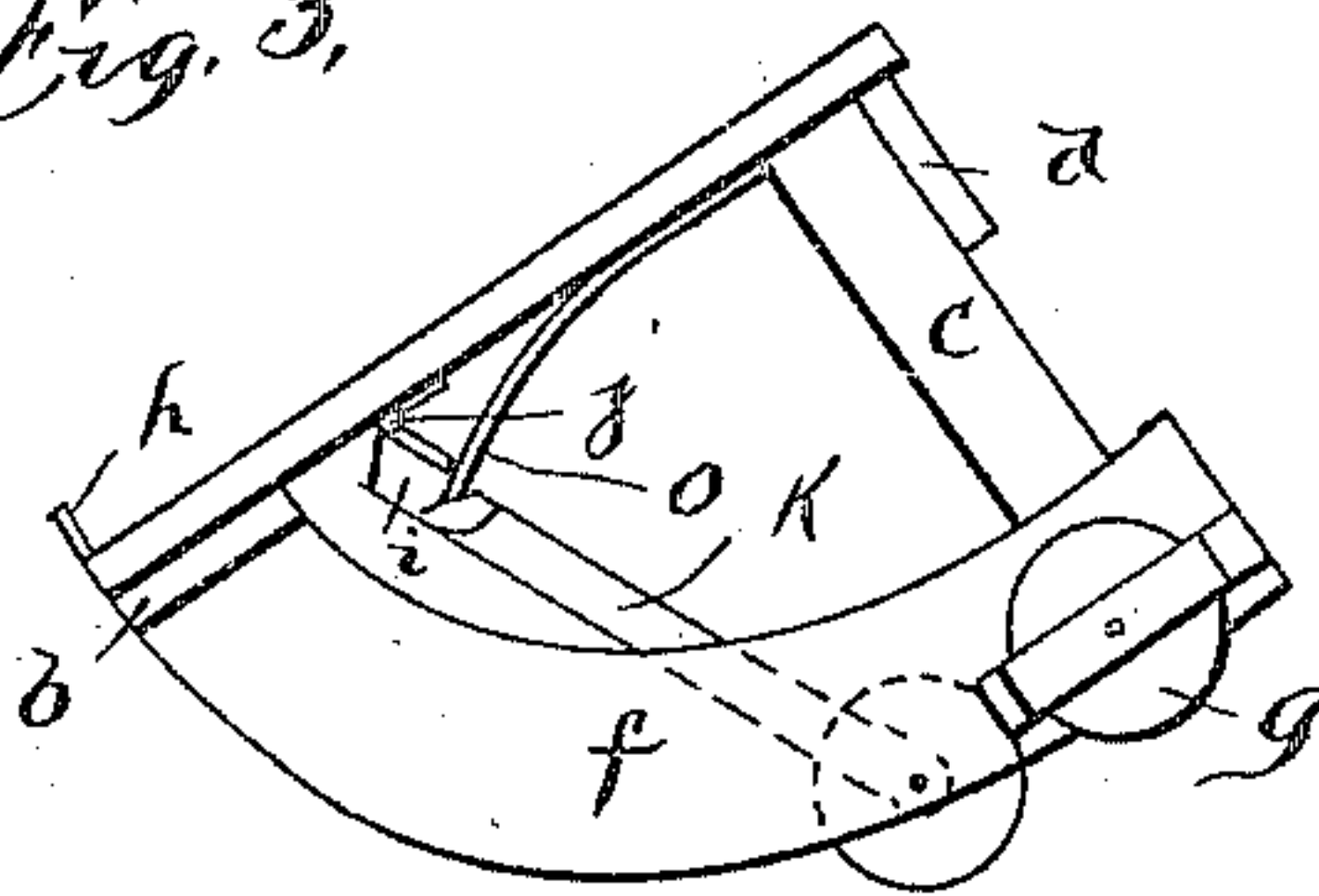


Fig. 3.



WITNESSES:

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TILTING BARREL STAND AND TRUCK.

SPECIFICATION forming part of Letters Patent No. 446,404, dated February 10, 1891.

Application filed October 30, 1890. Serial No. 369,841. (No model.)

To all whom it may concern:

Be it known that I, ROWLAND K. CURTIS, of the city of Wabash, in the county of Wabash and State of Indiana, have invented certain
5 new and useful Improvements in Tilting Barrel-Trucks; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to
10 make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

This invention relates to certain improvements in wheeled trucks or supports.

The object of the invention is to provide an improved wheeled truck or support for lifting and conveying barrels, boxes, &c., particularly for supporting the same, which is so
20 mounted upon wheels that it can be loaded and moved without requiring the operator to support or uphold the load, and which is so constructed that it can be used as the ordinary two-wheeled hand-truck to tilt and act
25 as a lever to lift the load, and which is provided with certain other improved and novel features. These objects are accomplished by, and this invention consists in, certain novel features of construction and in combinations
30 of parts more fully described hereinafter, and particularly pointed out in the claims.

Referring to the accompanying drawings, Figure 1 is a perspective of the truck or stand supporting a barrel. Fig. 2 is an elevation of the truck as when tilted to insert its
35 shoe beneath a barrel or box and raise the same upon the truck. Fig. 3 is a similar view of the truck, showing the same while being returned to its normal horizontal position upon the lower curved beams or rockers. Fig. 4 is a bottom plan of the truck.

a a indicate the two side beams of the truck, secured upon the front cross-bar *b*.

c c are two vertical posts upon which the
45 rear ends of said beams are secured.

d is a cross-bar secured to said posts.

f f are strong fulcrum beams or rockers secured rigidly and strongly, respectively, to the lower ends of the posts *c c*, and from
50 thence gradually curving forwardly and up-

wardly to the front cross-bar *h*, which is rigidly secured on the upper ends of said rockers.

g g are the main supporting-wheels, mounted at the rear ends of the rockers or curved fulcrum-beams, each beam having a wheel on
55 both sides mounted in suitable sheaves.

h is the shoe on the upper side of the front cross-bar, to catch beneath the rim of the barrel or edge of the box and raise the same with, and hold the same upon, the truck. A shaft
60 or cross-bar *i* is mounted to rock at the forward portion of the truck by means of hinges *j j*, secured to said shaft or bar and the under side of the top beams *a a*. A downwardly-extending standard *k* is rigid with
65 said shaft to swing forwardly and rearwardly therewith, and upon its lower end is provided with the wheel or wheels *l*, mounted in a suitable frame *m*, pivoted on the lower end
70 of said standard to turn laterally.

n is a cross-bar secured to the forward portions of said fulcrum-beams and which forms the limit of forward movement of said standard and against which the same bears when
75 in its normal position, as shown in Fig. 1. The rock-shaft *i* is provided with one or more springs *o* to yieldingly hold the standard in its normal forward position, Fig. 1, supporting the front end of the truck, but so
80 as to allow said standard to be swung back, as shown in Figs. 2 and 3, and allow the truck to be rocked or tilted to an upright position to catch and receive the load. A removable pin *p*, Fig. 1, can be provided if desirable to extend through the cross-bar *n* into
85 said standard and thus lock the same.

The operation of the device is obvious. The truck is wheeled to the barrel or box to be conveyed, and is tilted to the position of Fig. 2, and the barrel is placed on the edge
90 of the lifting-shoe (the spring-standard and its wheels being pressed slightly back during this operation,) and as the operator grasps the handles and draws down the free end of the truck the opposite end with the barrel is
95 lifted to the normal horizontal position, the truck having a constantly-changing fulcrum upon said fulcrum-beam, whereby heavy weights can be easily and quickly raised with a minimum amount of labor. As the truck
100

is swung down and the fulcrum-point moves to the rear, the spring-standard is pressed back until the truck reaches the horizontal position when the standard under the influence of the springs moves forwardly and up to its normal position, the standard being of such length as to permit this automatic action. The chine of the barrel ordinarily serves as a handle. The device is particularly intended as a barrel-stand.

The many and great advantages of the device are obvious, and it is evident that various changes might be made in the form and arrangements of the parts described without departing from the spirit and scope of my invention.

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

1. In a barrel stand or truck, the combination of top beams and end pieces, the bottom beams curved forwardly and upwardly, supporting-wheels at the rear ends of said bottom beams, and the swinging support for the front end of the truck, substantially as described.

2. In a barrel-stand, the combination of the top side beams, the end cross-bars, the shoe on the upper side of the front cross-bar, the vertical posts on which the rear ends of said beams are mounted, and the two bottom fulcrum-beams at their rear ends secured to the lower ends of said posts and curving forwardly and upwardly to the under side of said front end piece, as set forth.

3. A tilting stand or truck having the va-

riable fulcrum-points when operating to raise or lower the load, and the front and rear supporting-wheels, the front wheel or wheels being carried by a swinging or movable support, so that they can be swung out of the way and the truck can be tilted to receive and lift the load, substantially as described.

4. A stand or truck having longitudinal top beams, longitudinal bottom beams curved forwardly and upwardly, wheels at the rear ends of said bottom beams, and the shoe at the front upper side of the truck and the swinging support for the front end of the truck, substantially as described.

5. The tilting wheeled stand or truck having variable fulcrum-points when operating to raise or lower the load, and the swinging standard having a wheel or wheels to support the front end of the truck, and a spring so arranged that when the truck is tilted forwardly to lift the load the standard yieldingly springs back out of the way and when the truck reaches the horizontal position it springs forward and supports the same.

6. The stand or truck having the fulcrum-beams, each provided with a supporting-wheel on both sides of its rear end, and the swinging support for the front end of said stand or truck, substantially as described.

In testimony that I claim the foregoing as my own invention, I affix my signature in presence of two witnesses.

ROWLAND K. CURTIS.

Witnesses:

WARREN BIGLER,
JOHN H. DICKEN.