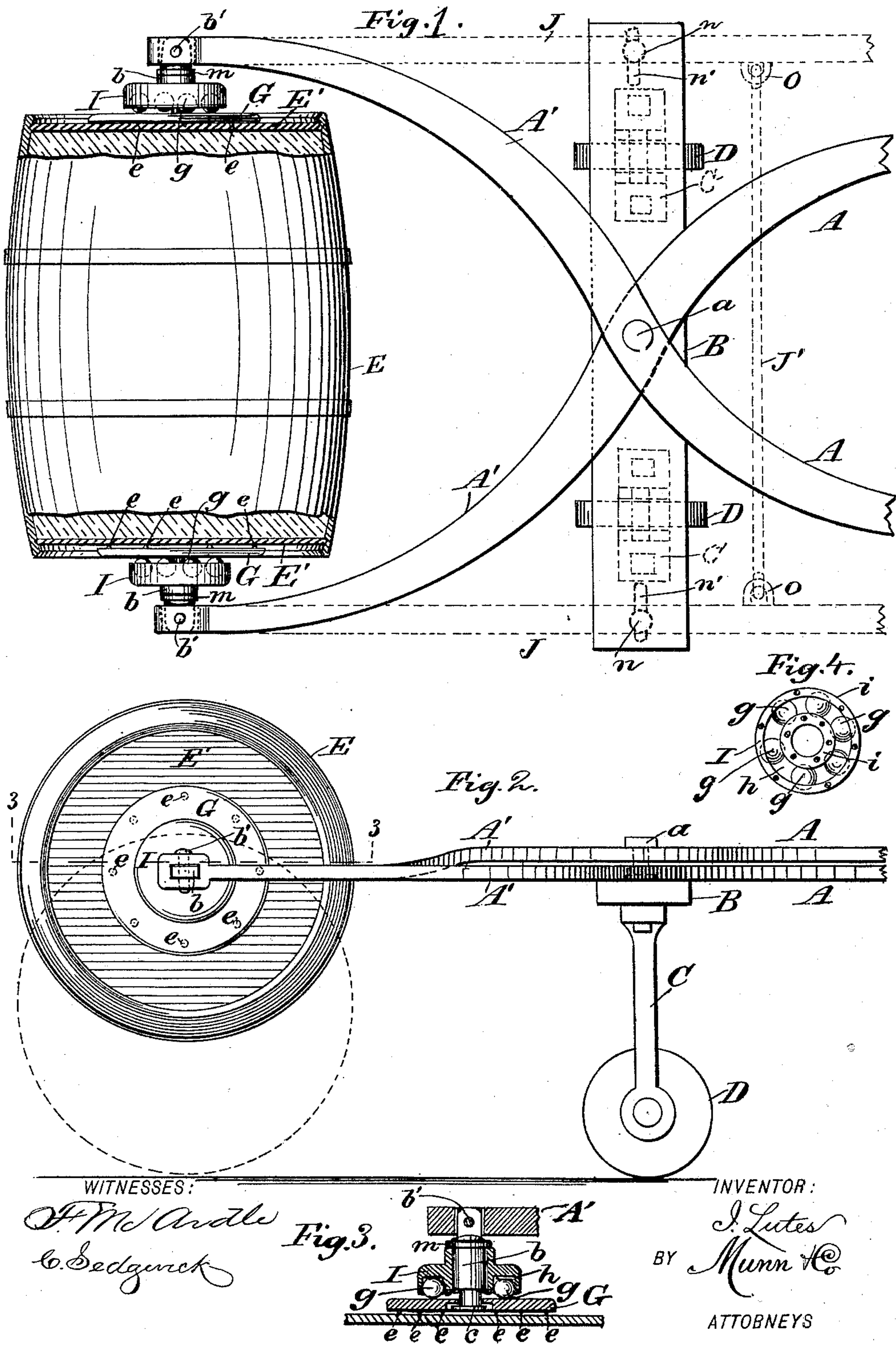


(No Model.)

I. LUTES.  
BARREL TRUNDLER.

No. 453,086.

Patented May 26, 1891.





# UNITED STATES PATENT OFFICE.

IRA LUTES, OF CAIRO, ILLINOIS.

## BARREL-TRUNDLER.

SPECIFICATION forming part of Letters Patent No. 453,086, dated May 26, 1891.

Application filed March 25, 1891. Serial No. 386,369. (No model.)

*To all whom it may concern:*

Be it known that I, IRA LUTES, of Cairo, in the county of Alexander and State of Illinois, have invented a new and useful Barrel-Trundler, of which the following is a full, clear, and exact description.

This invention relates to an improved device for rolling or handling casks or barrels, and has for its objects to produce a simple, practical, and convenient implement of the character indicated, which will be adapted to readily engage barrels of various dimensions and facilitate their portage either by rolling the barrel and controlling its movement or by lifting the same from the ground and transporting it when thus elevated.

To these ends my invention consists in the construction of parts and their combination, as is hereinafter described and claimed.

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

Figure 1 is a plan view of the device with one end of its limbs broken away, engaging a cask that is broken away near the heads, a modified form of the limbs of the implement being indicated by dotted lines. Fig. 2 represents a side view of the implement clamped on a barrel, the limbs of the device being broken away. Fig. 3 is an enlarged detached sectional view of one head-clamp of the device opposite a barrel-head broken away and in section, the section of parts of the implement being taken on the line 3 3 in Fig. 2; and Fig. 4 is a detached face view of part of a head-clamp, showing its construction.

As shown in Fig. 1, the device consists, essentially, of a pair of shaft-limbs A, that are preferably crossed and pivoted together at the point of junction by a bolt *a*, or said limbs may be made straight and connected by a transverse bar, as will be further mentioned. The shaft-limbs A may be constructed of wood or metal and rest upon a saddle-board B, whereon the similar depending standards C are secured at a proper distance apart, a wheel D being pivoted to the lower ends of the standards, thus affording a two-wheeled truck, to which the limbs A are loosely connected by the pivot-bolt *a*. The handle portions of the limbs A are sufficiently extended

(not shown) to afford proper leverage for the easy control of the device and an attached barrel when in use. The portions A' of the limbs A that project forwardly from the saddle-board B are of a suitable length to efficiently subserve their purpose as tongs, which embrace the opposite heads E' of the barrel E. The ends of the limb portions A' are preferably mortised laterally, as shown, for the reception of the flattened end portions of the swinging journal-studs *b*, which are pivoted in these mortise-slots, so as to have a limited vibration, the pivot-bolts *b'* extending through aligning holes in the parts, as shown in Fig. 2.

The clamping devices which are mounted on the studs *b* are alike, and each consists of a circular plate G, that is centrally perforated to loosely engage the diametrically-reduced end of one of the journal-studs, a head *c* being secured to the terminal of the stud, so as to retain the plate in connection therewith, said head having a location within a counter-sink in the plate, as represented in Fig. 3. The faces of the clamping-plates G that are adjacent to a cask-head E' when the device is in use have pins *e* projected therefrom to prevent them from slipping, said pins being embedded in the barrel-heads slightly by the compression of the limbs A.

Between the limb ends A' and the clamping-plates G an anti-friction disk I is placed on each journal-stud *b*, said disks being each furnished with a series of balls *g*, which are placed in annular grooves *h*, formed in the disks and therein retained free to revolve by any suitable means, that shown consisting of two concentric cap-plates *i*, which overlap the grooves and loosely engage the surface of the balls, as shown in Fig. 4. The hub portions of the anti-friction disks I bear against collars *m*, projecting from the journal-studs *b*, so that a clamping-pressure, effected by a manipulation of the shaft-limbs A, will cause the balls *g* of the disks I to bear upon the clamping-plates G and rotate when the barrel E is rolled, which movement can be produced and controlled by manual force applied to the handle ends of the limbs A.

The modified form J of the limbs A consists in straightening them to lie in parallel planes, as shown in Fig. 1, each limb or shaft being connected by a bolt *n* to the saddle-



board B, said bolts passing through the align-  
ing slots *n'* in the saddle-board, whereby a  
loose connection is afforded between these  
parts. The straight shaft-limbs J are joined  
5 forwardly of the saddle-board B and near to  
it by the link-bar J', which is loosely attached  
to the staples *o*, said staples being projected  
oppositely from the inner side of each limb,  
whereby the shaft-limbs are adapted to vi-  
10 brate and clamp a barrel in a manner similar  
to that effected by the implement previously  
described, the clamping devices being alike  
in both forms of construction.

It will be evident that, if desired, the bar-  
15 rel, when clamped, may be elevated from the  
ground by a depression of the handle ends of  
the shaft-limbs A, and then be moved to any  
desired point, or, if left upon the ground, to  
be rolled upon its chine, the anti-friction  
20 disks I affording means to effect this readily  
with but little exertion of manual force, as  
retardation by friction is greatly reduced,  
while the perfect control of the rolling barrel  
is assured.

25 Owing to the peculiar construction of the  
device, any-sized cask or barrel within rea-

sonable limits may be handled by the imple-  
ment and guided safely on gang-planks or  
other narrow roadways.

Having thus described my invention, what 30  
I claim as new, and desire to secure by Letters  
Patent, is—

The combination, with a truck consisting  
of a pair of spaced vertical standards pro-  
vided with wheels at their lower ends and a 35  
saddle-board secured to the upper ends of  
said standards and a pair of curved crossed  
limbs pivoted at their point of intersection to  
said saddle-board, of a clamp for said limbs,  
consisting of an inwardly-projecting stud piv- 40  
oted to swing laterally on the outer end of  
the limb, a disk loosely held on said stud, hav-  
ing grooves in its inner face, and balls loosely  
held in said grooves and projecting from the  
face of the disk, and a plate swiveled to the 45  
inner end of the stud and provided with pins  
on its inner face and impinged upon by said  
balls, substantially as shown and described.

IRA LUTES.

Witnesses:

LOUIS H. MYERS,  
ALEX G. ROYSE.