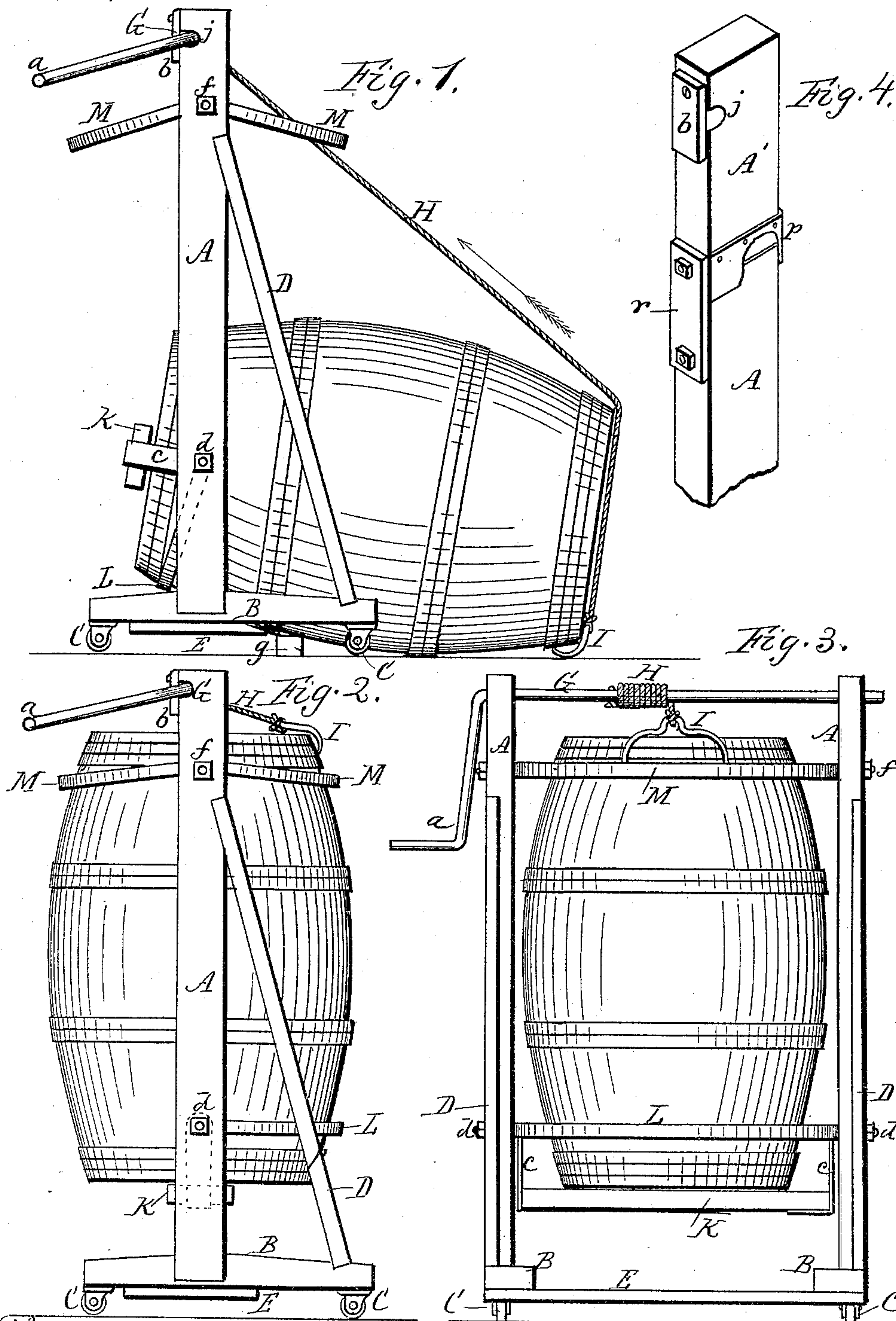


(No Model.)

J. D. ARNOLD.
BARREL TRUCK.

No. 466,951.

Patented Jan. 12, 1892.



Witnesses.
Chas. DeSiderer.
H. D. Walker

Inventor
John D. Arnold
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UNITED STATES PATENT OFFICE.

JOHN D. ARNOLD, OF HOLLEY, NEW YORK, ASSIGNOR OF ONE-HALF TO
HARRY O. JONES, OF SAME PLACE.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 466,951, dated January 12, 1892.

Application filed July 31, 1891. Serial No. 401,245. (No model.)

To all whom it may concern:

Be it known that I, JOHN D. ARNOLD, of Holley, in the county of Orleans and State of New York, have invented a certain new and
5 useful Improvement in Barrel-Trucks; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the drawings accompanying this specification.

10 The object of my improvement is to facilitate the loading and removal of filled barrels in grocery stores and other places.

The invention consists in the construction and arrangement of parts hereinafter de-
15 scribed and claimed.

In the drawings, Figure 1 is a side elevation of the truck, showing a barrel in position to be loaded thereon. Fig. 2 is a similar view with the barrel in place. Fig. 3 is a front
20 elevation looking at right angles to Fig. 2. Fig. 4 is a perspective view of the upper end of one of the standards and showing a modification of the same.

The body of the truck consists of two up-
25 right standards A A, attached to feet B B, supported by casters C C. The standards are braced on one side by angular braces D D, connecting the outer ends of the feet with the standards near the top. The two feet are con-
30 nected by a cross-board E on the under side.

G is a windlass with a crank *a* mounted in the top of the standards. It rests in open notches *j j* in the back of the standards, and is held in place by pivoted buttons or clamps
35 *b b*. By this means it is removable and can be used in connection with several trucks, being shifted from one to another in use.

H is a rope or cable attached to the windlass, winding thereon, and I is a double-pointed
40 hook or grapple attached to the free end of the cable and designed to be caught onto the end of the barrel to raise the same.

K is a cross-bar forming a step or support to the barrel at the bottom of the truck. It
45 is attached to side stirrups *c c*, which are pivoted inside the standards and hang down, as shown in Fig. 3.

L is a half hoop or band at the bottom, at-
50 tached to the same pivots *d d* that hold the stirrups *c c*.

M M are two similar half hoops or bands at the top of the truck, attached to the inner sides of the standards by pivots *f f*, and de-
55 signed to hold the top of the barrel when in place.

The operation is as follows: The barrel is first turned down and one end slightly ele-
60 vated by resting on a skid *g*, as shown in Fig. 1. The truck is then rolled up till the cross-board E comes under the raised end of the barrel. The step K is turned outward, rest-
65 ing parallel with the end of the barrel in close proximity thereto, and the half hoop or band L is turned down under the barrel, as shown. The cord or cable H is then drawn
70 out over and around the farther end of the barrel, and the double hook I is engaged with the barrel-hoops on the under side. The windlass is then turned, which draws the bar-
75 rel up into the vertical position. As it turns up it becomes seated on the step K, and is held firmly by the band L, said step and band turning bodily with the barrel and support-
80 ing the same, so that it does not come in contact at all with the bottom of the truck. When the barrel reaches the upright position, the two
85 upper hoops M M are turned down around its top, which holds it firmly in position, and the windlass and cord can then be removed, if desired. In fact, the rear hoop M rides on
90 top of the rope and drops over the top of the barrel automatically. In this condition the barrel can be trundled to any desired position and remain seated in the truck till the
95 contents are all drawn.

This device is of great service in groceries and in other places where heavy barrels are to be handled, as it enables a single person to do the work without difficulty.

Figs. 1, 2, and 3 show the standards A A in
90 single lengths, extending above the top of the barrel. If desired, these standards can be made shorter so that their tops do not come above the barrel, in which case short exten-
95 sions A' A' may be used, as shown in Fig. 4. These extensions have sockets *p p*, which slip loosely over the tops of the standards, and tie-plates *r r*, which are bolted at one end to the extension and at the other to the top of
100 the standard. In such case the windlass rests

in the top of the extensions, and is secured in the manner before described. When the truck is not in use, the extensions are removed.

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

10 The combination, with the barrel-truck provided with the windlass G and grappling-cord H, of the pivoted step K and half-hoop L at the bottom for receiving and holding the

bottom of the barrel, and the pivoted hoops M M at the top for embracing and holding the top of the barrel, as herein shown and described.

15 In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

JOHN D. ARNOLD.

Witnesses:

G. N. BOWMAN,
W. S. HOUSEL.