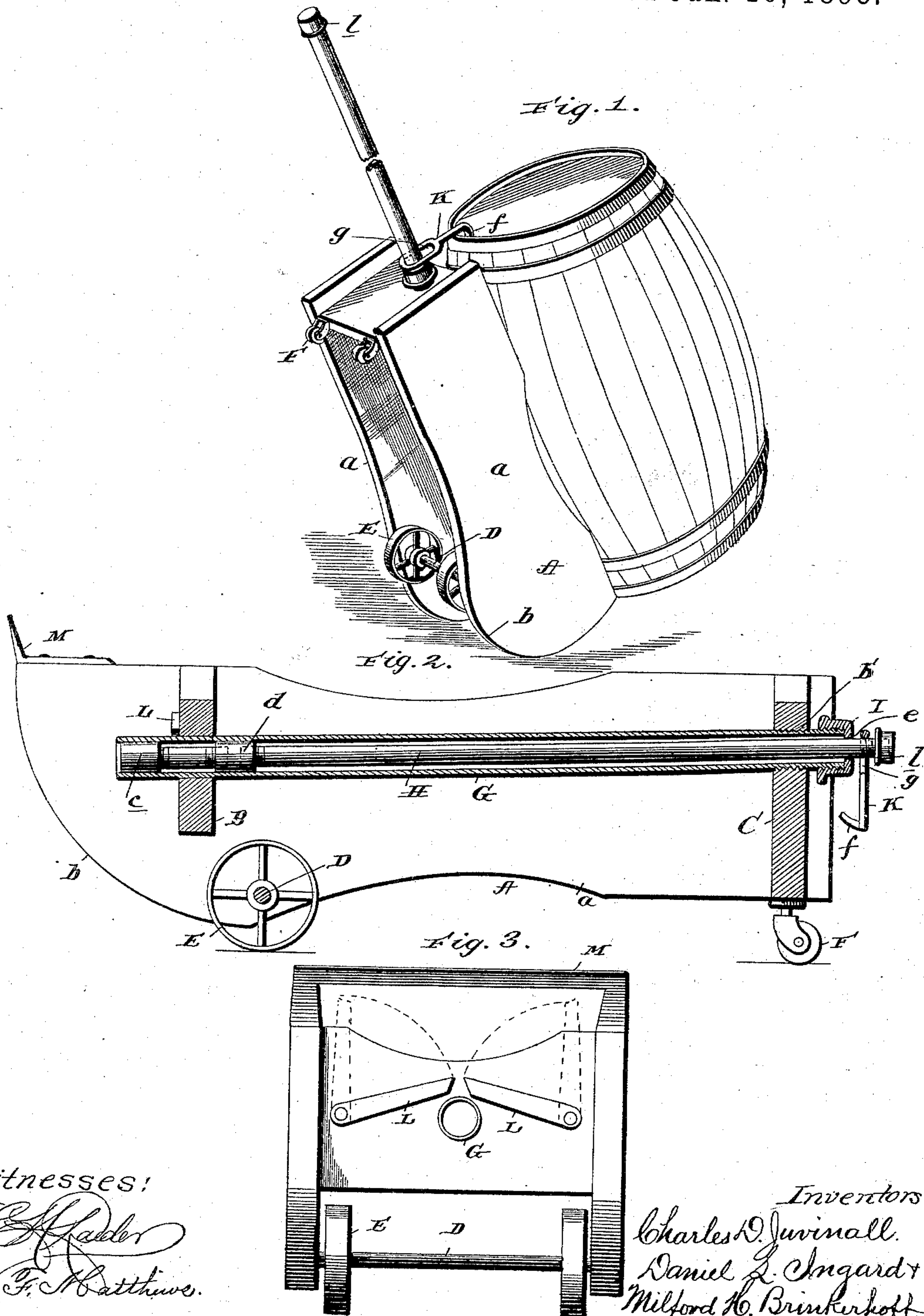


(No Model.)

C. D. JUVINALL, D. L. INGARD & M. H. BRINKERHOFF.  
BARREL TRUCK AND STAND.

No. 489,745.

Patented Jan. 10, 1893.



Witnesses:

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# UNITED STATES PATENT OFFICE.

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OF UPPER SANDUSKY, OHIO.

## BARREL TRUCK AND STAND.

SPECIFICATION forming part of Letters Patent No. 489,745, dated January 10, 1893.

Application filed April 28, 1892. Serial No. 431,066. (No model.)

*To all whom it may concern:*

Be it known that we, CHARLES D. JUVINALL, DANIEL L. INGARD, and MILFORD H. BRINKERHOFF, citizens of the United States, residing at Upper Sandusky, in the county of Wyandot and State of Ohio, have invented certain new and useful Improvements in Barrel Trucks and Stands; and we 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.

This invention relates to certain improvements in that class of barrel trucks which are also used as stands, and among other things it has for its object to provide a truck frame or stand by which the handling of a barrel is greatly facilitated; to provide a novel means for elevating one end of a barrel so as to more thoroughly draw off the contents from the opposite end; to adapt the handle to be placed out of the way when not in use and kept in a convenient position for use and to provide a claw for engaging the barrel and adapting the same for use in connection with the handle.

Other objects and advantages will appear from the following description and claims when taken in connection with the annexed drawings in which:

Figure 1, is a perspective view of our improved truck and stand showing the same in the act of turning a barrel from a vertical to a horizontal position. Fig. 2, is a vertical longitudinal sectional view of the improved truck and stand showing the parts in the position which they assume when not in use, and: Fig. 3, is a front elevation of the truck and stand showing the props in full lines in a position out of use and in dotted lines the position which they may assume when in use.

Referring by letter to said drawings: A, indicates the truck frame which is adapted to serve the additional function of a barrel stand. This frame is preferably composed of two vertical side walls *a*, which have their forward ends or edges beveled from their upper longitudinal sides, downwardly and rearwardly or in other words, have rocker faces *b*; the object of which is to facilitate the lifting of a barrel from its position upon the ground or floor onto the truck frame, owing to the

increased leverage which may be obtained by the rocker bearing. These side walls are connected by front and rear transverse vertical walls B, and C, which have their upper edges recessed to conform to the face of a barrel so that the same may be snugly seated thereon and prevented from casual displacement. This frame is provided at a point slightly in rear of the rocker faces of the side walls, with a transverse axle D, carrying truck wheels E, at opposite ends, and caster wheels F, are provided at the opposite or rear ends of this frame so that when it has been let down into a horizontal position, it may have rolling supports and be convenient to shift from place to place.

G, indicates a tube which may be made of metal and for the sake of cheapness in manufacture it is preferably formed of gas pipe. This tube is externally threaded at one end as shown at *b'*, and has its bearings at opposite ends or near the same in the cross walls B, and C, as shown, and it will be observed that this tube is arranged within the truck frame or stand so as to present no obstruction.

H, indicates a slidable handle. This handle which may be also composed of gas pipe for the sake of cheapness, although if desired it may be formed solid, and from wood or other suitable material, is arranged within the tube or pipe G. This handle is provided at its inner end with an external shoulder or collar *c*, which may be turned on said handle or secured thereto in any suitable manner, and is of a diameter sufficient to bear snugly within the bore of the tube G, so as to steady the movements of said handle but will not afford any undue friction or obstruction to the free movements of said handle. *d*, indicates a similar shoulder or collar arranged upon the handle at a suitable distance from its inner end, and although this latter shoulder is not absolutely essential, it is desirable for a more perfect movement and operation of the handle.

I, indicates a screw tapped cap which is arranged upon the outer or rear end of the tube G. This cap has an eye *e*, for the passage of the handle H, and serves the additional function of a stop for limiting the outward movement of the handle by engaging the shoulder or collar *d*.



K—indicates a claw-arm which is provided at its outer end with a hook *f*, designed to engage the chime of a barrel as better shown in Fig. 1, of the drawings and this arm is provided at its opposite end with an elongated eye *g*, which receives the handle or rod *H*, and is prevented from being casually removed from said handle by means of a stop *l*, on the outer end thereof. This stop may be a threaded cap or other suitable device.

Pivoted at their outer ends to the outer side of a forward cross wall *B*, or brace, are arms *L*. These arms are designed to serve as props for one end of the barrel when the truck is used as a stand, and it is desired to hold the barrel in an inclined position so as to thoroughly draw off the contents at the opposite or lower end. These arms which are pivoted so as to move transversely of the frame, and when not in use may rest upon the forwardly extended portion of the tube *G*, may have their upper ends roughened or provided with prongs so that they may slightly penetrate a barrel or cask and be thereby rendered adjustable so as to elevate one end of the barrel to various altitudes or to various inclined positions.

*M*, indicates the toe iron arranged on the upper forward side of the truck frame and may be the form usually employed and made of one or more pieces of material.

In operation when it is desired to use the truck, the handle is first drawn out of the tube *G*. The truck may be then tilted up to a barrel and the toe iron introduced beneath one end in the usual manner. The claw arm is then hooked over the chime at the opposite end, and the truck tilted toward the operator, on its beveled or rocker ends until the truck wheels *E*, are brought to bear on the ground when it may be transported on these wheels alone or let down until the caster wheels receive a bearing. When the truck is to be used as a stand and the barrel has been tapped so as to draw off its contents, the arms *L*, may be turned upwardly and outwardly according to the height desired so that the barrel may be placed in an inclined position resting at one end upon said arms. The slidable handle or bar may be then pushed into the tube without affecting the claw arm in any manner whatever when the truck will form a

neat and compact stand without having the objectionable projecting handles as heretofore experienced or necessitating the removal of the handles.

Having described our invention what we claim is:—

1. A barrel truck and stand, having a slidable handle, in combination with a tube arranged in the frame of the truck and stand and adapted to receive the slidable handle; the said tube being of approximately the same length as the handle, whereby said handle when not in use may be pushed into the tube, and out of the way, substantially as specified.

2. A barrel truck and stand having a tube arranged longitudinally within its frame in combination with a threaded cap having an eye and arranged on one end of the tube, a slidable rod arranged in said tube and having an external collar or collars, to bear in the bore of the tube, and a claw-arm arranged loosely on the slidable handle, substantially as specified.

3. A barrel truck and stand having its top adapted to conform to the shape of a barrel in combination with two pivoted props arranged in one end of the frame, and changed to swing in a transverse plane so as to support one end of a barrel in positions of various elevations, substantially as specified.

4. The improved barrel truck and stand composed of the side walls having their forward ends terminating in rocker faces, the forward and rear cross walls, the tube secured longitudinally of the frame within said cross walls, and having a screw cap at one end, the slidable handle, arranged within the tube and having the collar or collars thereon, the claw arm arranged loosely on the slidable handle, the pivoted props arranged on the forward cross wall, and the truck wheels and caster wheels supporting the whole, substantially as and for the purposes specified.

In testimony whereof we affix our signatures in presence of two witnesses.

C. D. JUVINALL.  
DANIEL L. INGARD.  
MILFORD H. BRINKERHOFF.

Witnesses:

W. F. POOL,  
J. VON BLOW, Jr.