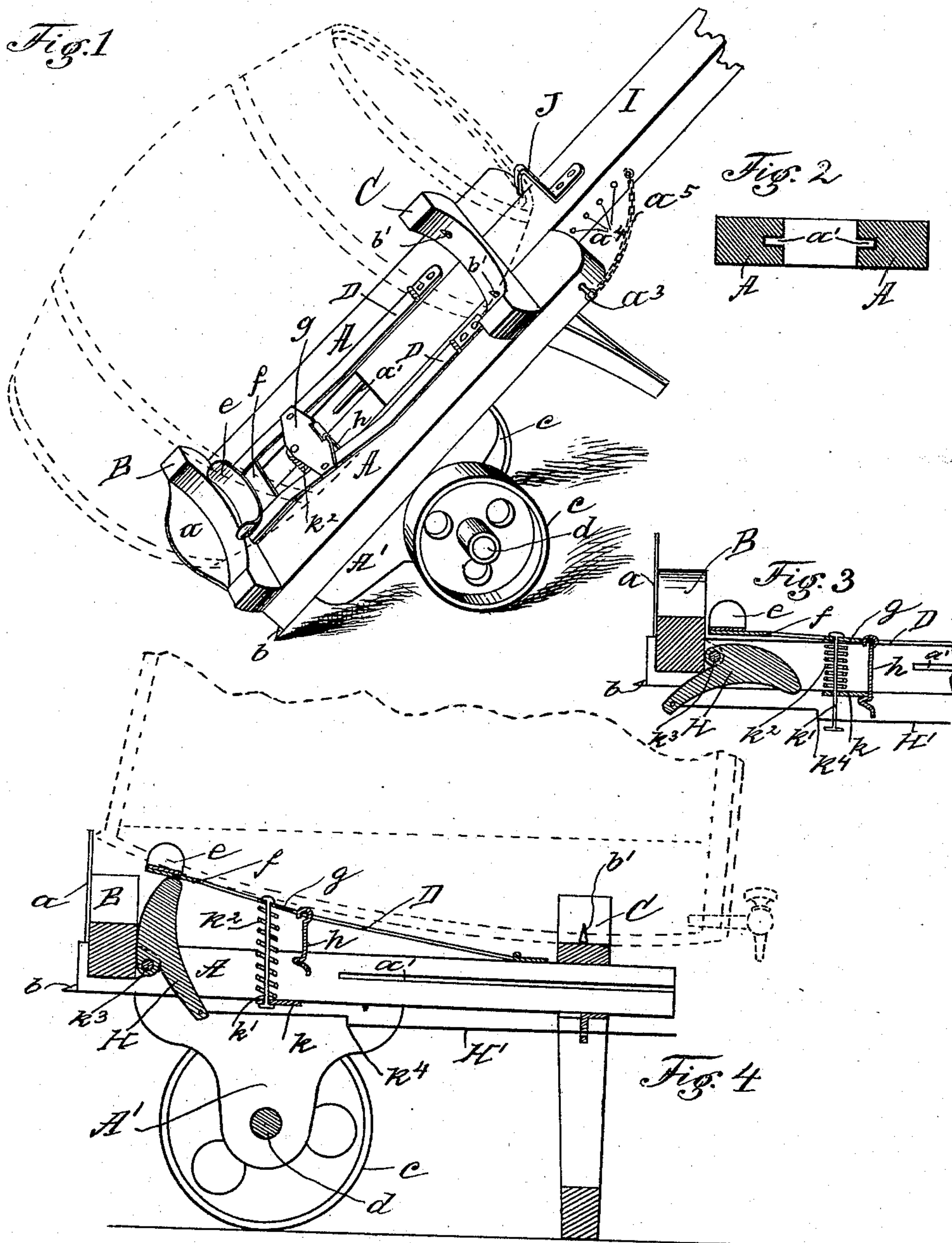


(No Model.)

H. E. WHISLER.
BARREL TRUCK.

No. 547,466.

Patented Oct. 8, 1895.



WITNESSES
Geo. Miller
Ed. Smith

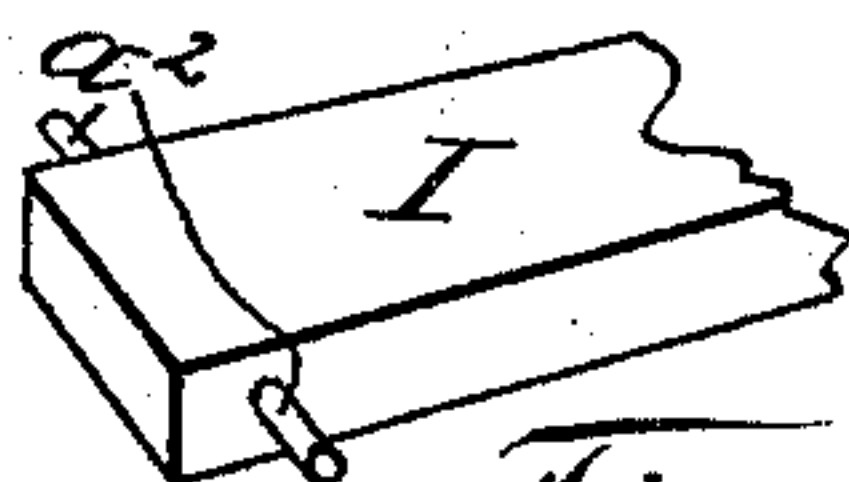


Fig. 5

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HARRY E. WHISLER, OF MASSILLON, OHIO, ASSIGNOR OF ONE-HALF TO
JOHN W. METZGER, OF SAME PLACE.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 547,466, dated October 8, 1895.

Application filed February 4, 1895. Serial No. 537,243. (No model.)

To all whom it may concern:

Be it known that I, HARRY E. WHISLER, a citizen of the United States, residing at Massillon, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Barrel Trucks and Tilters; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon, in which—

Figure 1 is a view showing the truck tilted and illustrating a barrel in dotted lines. Fig. 2 is a transverse section of the truck-bars. Fig. 3 is a longitudinal section showing the rear end of the truck with the truck-wheels removed. Fig. 4 is a longitudinal section of the truck, showing the barrel tilted. Fig. 5 is a view showing the truck end of the handle or lever.

The present invention has relation to barrel trucks and tilters; and it consists in the different parts and combination of parts hereinafter described, and particularly pointed out in the claims.

Similar letters of reference indicate corresponding parts in all of the figures of the drawings.

In the accompanying drawings, A represents the truck-bars, which are substantially of the form shown and are held in proper parallel position by means of the cross-blocks B and C, said cross-blocks being concaved upon their upper edges so as to properly receive the barrel designed to be placed upon the truck.

The rear end of the truck proper is provided with the plate or lip *a*, which is for the purpose of engaging the bottom or lower end of a barrel when the barrel is standing upon one of its ends. It will be understood that in order to bring the truck into proper position to receive the barrel said truck must be brought into almost a vertical position, and for the purpose of preventing the truck from slipping the ends of the bars A are provided with the points *b*.

In use when the truck is brought into position to bring the blade *a* under the tilted edge of a barrel the traveling wheels will be

elevated a short distance from the floor or ground, thereby bringing the fulcrum upon the points *b* until the traveling wheels *c* strike or come in contact with the floor, at which time the fulcrum is transposed or changed to the axle *d*.

To the top or upper sides of the bars A are hinged the bars D, the rear ends of said bars being provided with the concaved bar *e*, the cross-bar *f*, and the plate *g*, said plate *g* being located a short distance from the ends of the bars D, as illustrated in Fig. 1. To the plate *g* is pivotally connected the hook *h*, said hook being for the purpose of engaging the cross-bar *k*, as illustrated in Fig. 3, thereby holding the bars D, together with their different attachments, in close contact with the top or upper sides of the bars A and out of the way of the barrel during the time the bars are not in use.

To the plate *g* or its equivalent is attached the rod *k'*, around which rod is located the helical spring *k²*, said spring being located between the plate *g* and the cross-bar *k* or their equivalents. It will be understood that when the hook *h* is brought into engagement with the cross-bar *k* the spring *k'* will be compressed. To the rear end of the truck proper is attached the dog H, said dog being pivotally connected to the bolt *k³*, or its equivalent, and is provided with the rod H', which rod is pivotally attached to the dog, substantially as illustrated in the drawings and located as shown.

In use after a barrel has been properly placed upon the truck and the truck moved to the place designed to remain until the liquid has been removed from the barrel the lever or handle I is removed from the truck proper, thereby getting said lever or handle out of the way. After a barrel has been partially emptied and it is desired to tilt the barrel so as to properly drain it the hook *h* is disengaged from the cross-bar *k* by pulling the rod H' until the shoulder or bend *k⁴* comes in contact with the bottom or lower end of the hook *h* and disengage said hook, at which time the spring *k²* is released and is free to expand and elevate the bars D, together with the rear end of the barrel. If in the event the spring is too weak to properly elevate the

barrel the rod H' is drawn so as to bring the dog H into the position illustrated in Fig. 4, which position elevates the barrel so as to bring said barrel into the desired inclination to be properly drained.

For the purpose of holding the lever or handle I in proper position with reference to the bars A said bars are provided with the grooves a' , which grooves receive the cross-pin a^2 . For the purpose of properly holding the forward end of the barrel during the time the truck is being moved about the lever or handle I is provided with the catch J , said catch being located as illustrated in Fig. 1.

For the purpose of properly connecting the handle G to the truck proper the pin a^3 is provided, which pin is passed through an aperture in one of the bars A and brought into engagement with one of the apertures a^4 , formed in the handle G .

For the purpose of preventing the pin a^3 from becoming lost or displaced said pin is connected to the handle I by means of the chain a^5 or its equivalent.

It will be understood that for retail purposes a number of trucks may be used and placed side by side so as to bring the barrels in convenient position to be emptied. The trucks should all be constructed substantially alike, so that one handle will answer for any desired number of trucks. For the purpose of preventing the barrel from rolling out of position the cross-block C may be provided with the metal points b' , said points being located substantially as shown in Fig. 1.

The axle d is properly journaled or attached to the blocks A' , said blocks being properly attached to the bars A in any convenient and well-known manner.

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

1. The combination of the parallel bars A and blocks for holding the bars in proper parallel position, said blocks being provided with the concaved upper edges, the bars D having connected thereto the concaved plate or bar e , and the plates f and g , the pivoted catch h , the cross-bar k , the dog H , provided with the rod H' , all of said parts being mounted upon traveling wheels, substantially as and for the purpose specified.

2. The combination of the truck mounted upon traveling wheels and provided with concaved cross-blocks, hinged bars, connected to the truck-bars and provided with a concaved plate at the free ends of the hinged bars, a pivoted catch and a bar to engage with said pivoted catch, a pivoted dog, located at the rear end of the truck, a rod connected to the pivoted dog, and the spring k^2 , and a detachable handle, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HARRY E. WHISLER.

Witnesses:

JNO. W. METZGER,
FREEMAN W. STROH.