

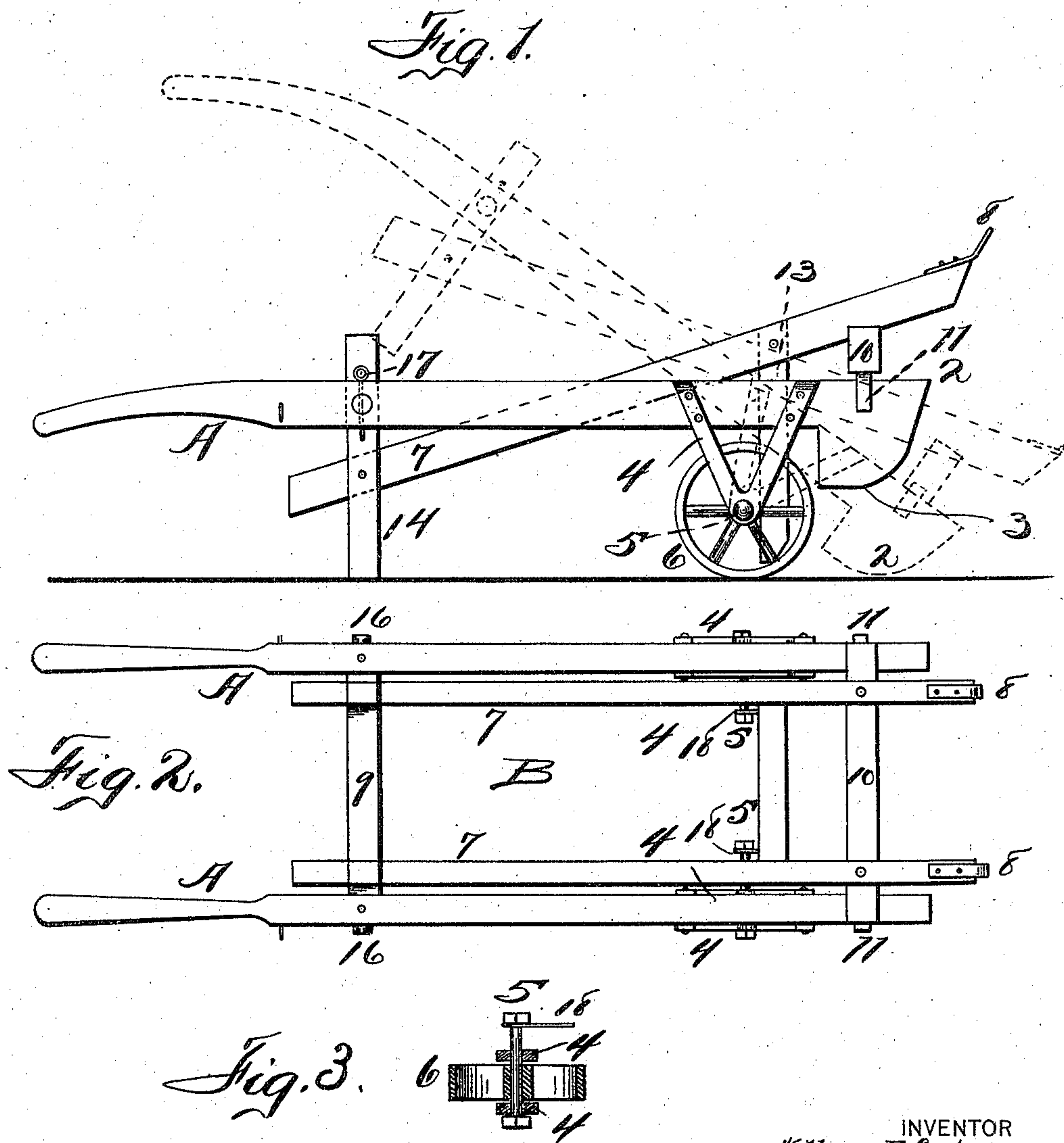
(No Model.)

2 Sheets—Sheet 1.

W. F. COOK.
BARREL TRUCK AND RACK.

No. 575,330.

Patented Jan. 19, 1897.



INVENTOR
William F. Cook.

WITNESSES:

Charles W. Morrin.
Jessie E. Murray.

BY

Smith & Benson
ATTORNEYS.

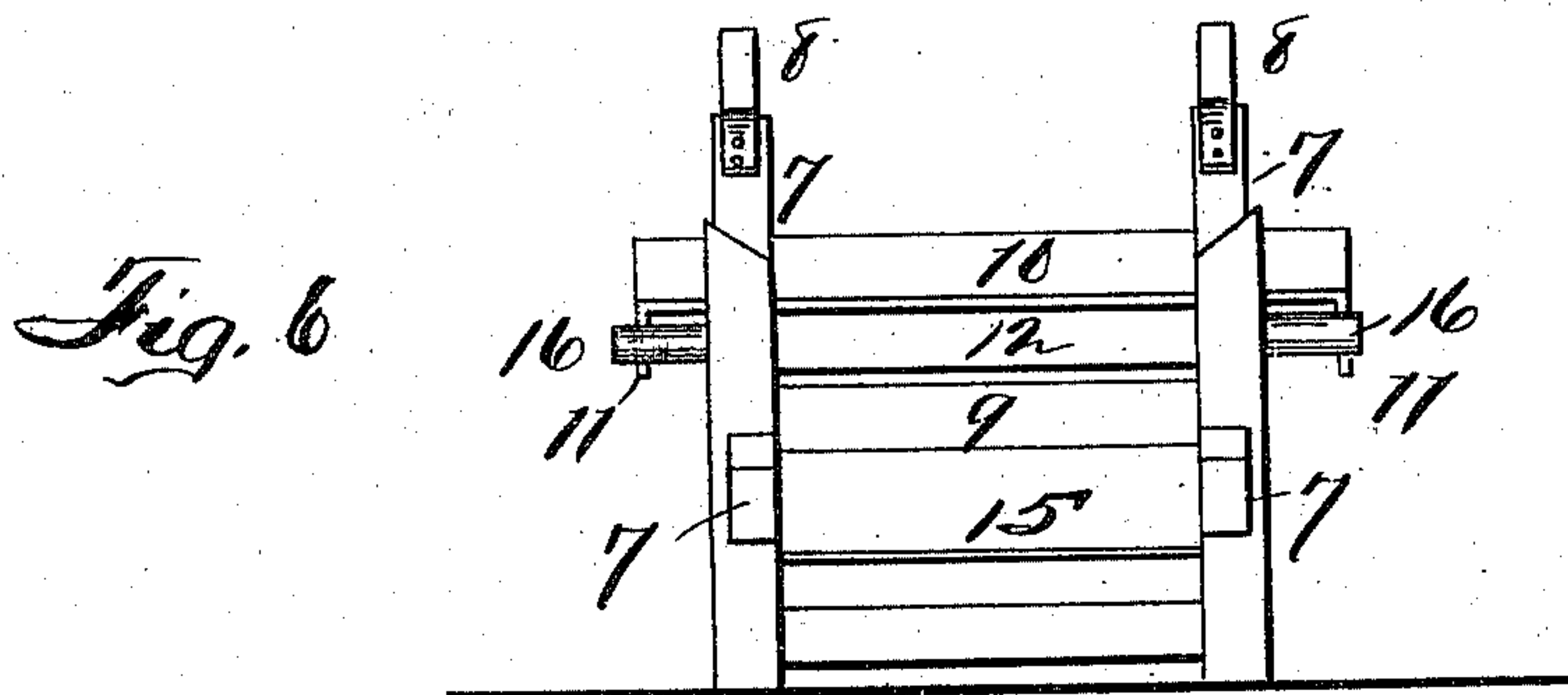
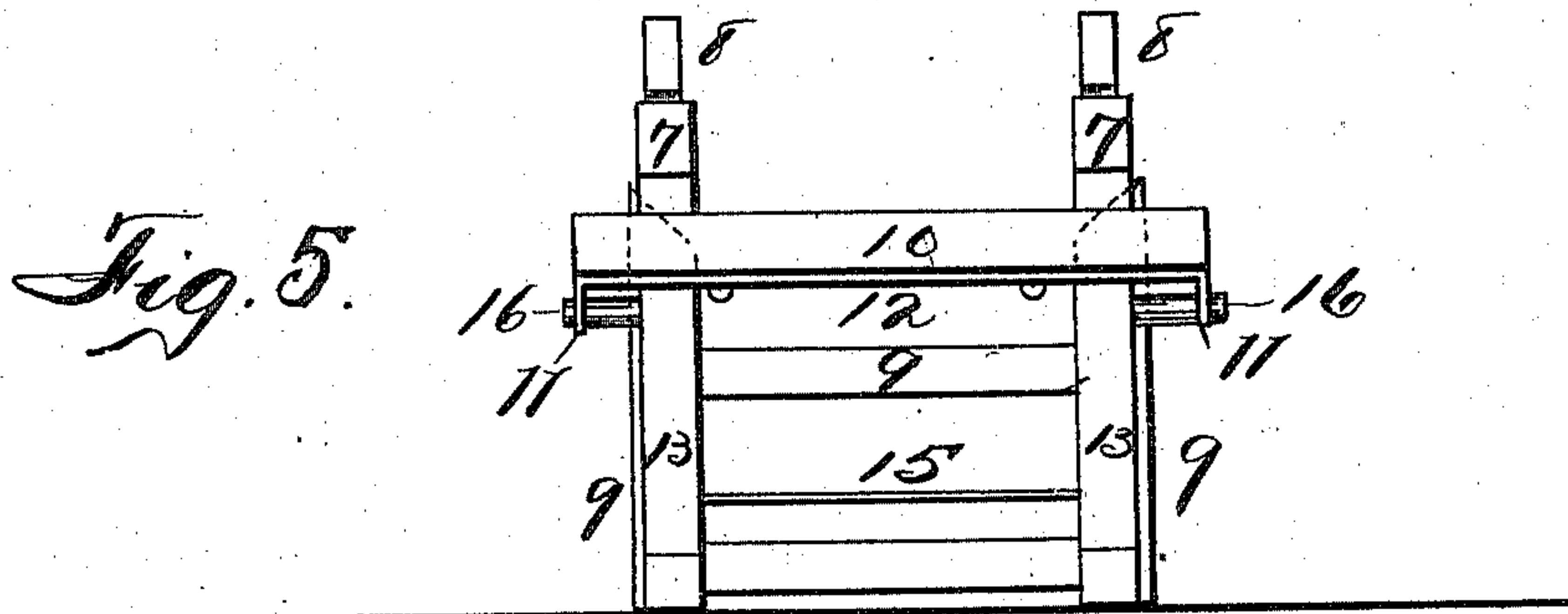
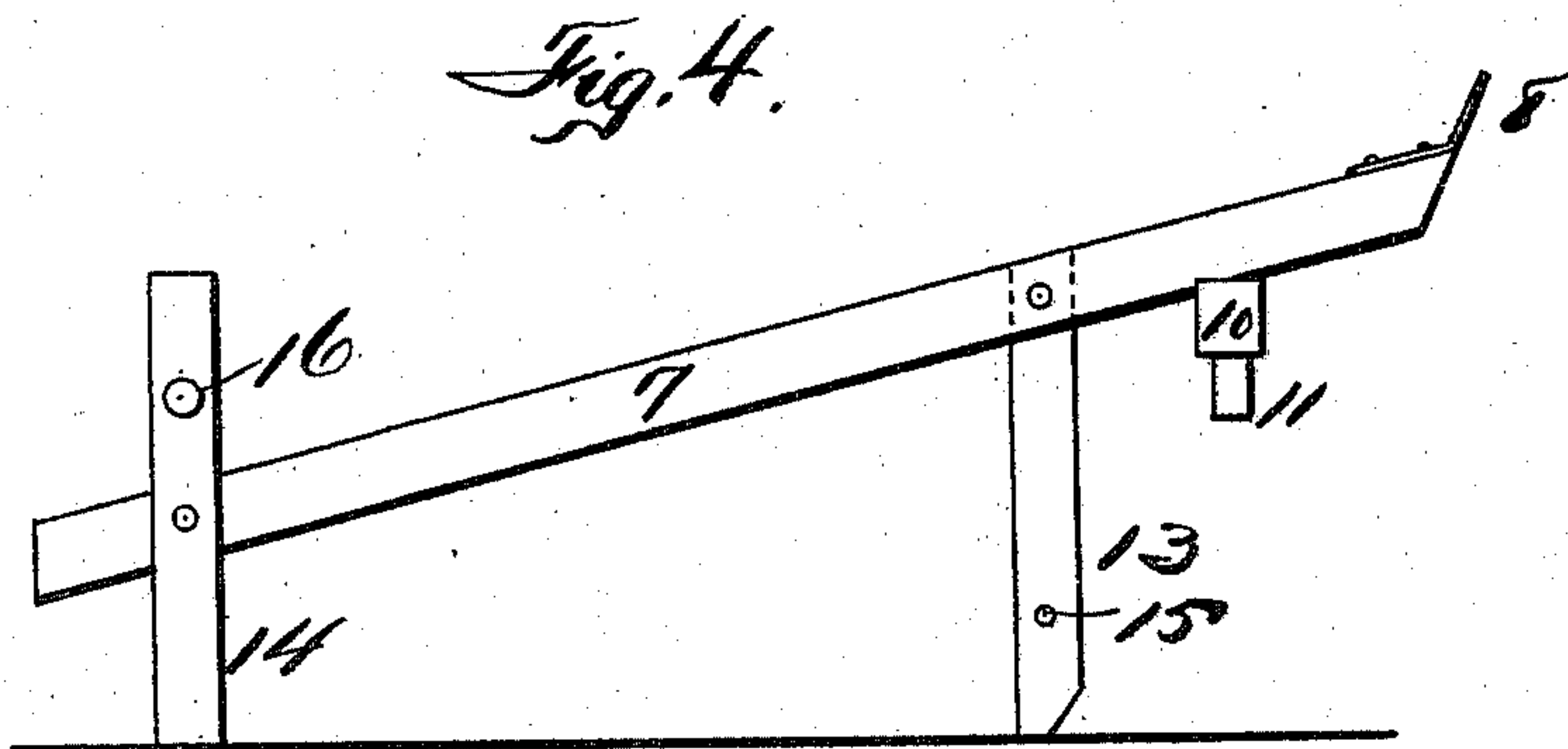
(No Model.)

2 Sheets—Sheet 2.

W. F. COOK.
BARREL TRUCK AND RACK.

No. 575,330.

Patented Jan. 19, 1897.



WITNESSES:

Charles W. Morrin,
Jesse E. Murray.

INVENTOR

William F. Cook,

BY

Smith & Denison
ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM F. COOK, OF OSWEGO, NEW YORK.

BARREL TRUCK AND RACK.

SPECIFICATION forming part of Letters Patent No. 575,330, dated January 19, 1897.

Application filed December 16, 1895. Serial No. 572,236. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. COOK, of Oswego, in the county of Oswego, in the State of New York, have invented new and useful
5 Improvements in Barrel Trucks and Racks, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to barrel-trucks; and
10 my object is to produce a combined truck and skid or barrel-holder detachably or separably connected, whereby when the truck-bars are disconnected from the barrel holding or supporting frame the barrel and frame are
15 left at any place desired in position for the liquid to be drawn from the barrel, and which can be shifted to any point desired by reconnecting the truck-bars to the barrel-frame and wheeling the whole away in the usual
20 manner, said truck-bars being provided with fulcrum bearings which engage frictionally with the floor to prevent the slipping of the truck when a barrel is being lifted or placed upon the barrel-frame and truck combined.

25 My invention consists in the several novel features of construction and operation hereinafter described, and which are specifically set forth in the claims hereunto annexed.

It is constructed as follows, reference being
30 had to the accompanying drawings, in which—

Figure 1 is a side elevation of the combined truck and barrel-frame, the dotted lines showing it in substantially the position for wheeling a barrel around. Fig. 2 is a top plan of the same. Fig. 3 is a detail of the mounting
35 of the roller upon the truck-bar. Fig. 4 is a side elevation of the barrel-frame detached. Fig. 5 is a front elevation thereof. Fig. 6 is a rear elevation thereof.

40 A A are the truck-bars, of substantially the form shown, each provided at its front end with a head 2, rounded substantially as at 3. A suitable bracket or brackets 4, secured to each bar, carries a bolt, pin, or arbor 5, upon
45 which the wheel 6 is journaled.

B is the barrel-frame, comprising side rails 7, provided with metallic points 8, cross-bars 9 and 10, the latter being provided with downward flanges 11, shown as created by bending
50 the ends of a bar 12, secured to the cross-bar, and uprights 13 in front and 14 at the rear,

to which the side rails are secured at any desired slant or angle, and 15 is a rod across between the posts 13. The front ends of said truck-bars are inserted under the front cross-
55 bar of said frame and inside of said flanges and their rear ends are detachably locked to said frame in any ordinary way, as by means of the tenons 16 upon the frame fitting into
60 suitable holes in said bars and suitable keys 17 through them. The arm 18 is mounted upon the inside of the arbor 5 and serves as a guide to hold the truck-bars A A from tipping, and rests upon the cross-arm 15. To
65 remove said bars, as when a barrel has been placed upon the truck-frame by raising the rear of the truck in the usual way and then wheeled to the desired place, by removing
70 said keys and loosening said bars they can be readily drawn back clear of said frame, leaving it standing upon said uprights and supporting the barrel in proper position for the drawing off of its contents.

To replace the truck-bars, each one is pushed forward under the front cross-bar 10 of the
75 frame and inside of the end flange 11, the arm 18 being upon the other side, so as to hold the said truck-bars in their normal position.

Having described my invention, what I claim, and desire to secure by Letters Patent, 80 is—

1. A truck, having its side bars provided with the enlarged rounded heads, combined with a rack which is placed inside of the truck and secured thereto so as to form practically
85 a part thereof, the forward end of the rack projecting above the truck at an angle, and its rear end extending below the handles of the truck, substantially as shown.

2. An inclined barrel-rack provided at its
90 forward end with a cross-bar which has its ends projecting beyond the sides of the truck, and which projecting ends are provided with downwardly-extending flanges to catch over the edges of the truck, combined with a truck
95 that fits over the rack, and means at the rear ends of the rack and truck for fastening them together; the front end of the rack being made to project above the truck, substantially as described.

3. A barrel-rack provided at its front end
100 with a cross-bar 15, combined with a truck

that fits over the outside of the rack, brackets secured to the truck, wheels secured between the brackets, arms secured to the inner ends of the wheel-spindles and catching over
5 the cross-bar 15, and means for securing the rear ends of the truck and rack together, substantially as set forth.

In witness whereof I have hereunto set my hand on this 30th day of November, 1895.

WILLIAM F. COOK.

In presence of—

JESSIE E. MURRAY,
HOWARD P. DENISON.