

No. 623,995.

Patented May 2, 1899.

T. T. DICKERSON.

BARREL TRUCK.

(Application filed Feb. 10, 1899.)

(No Model.)

Fig. 1.

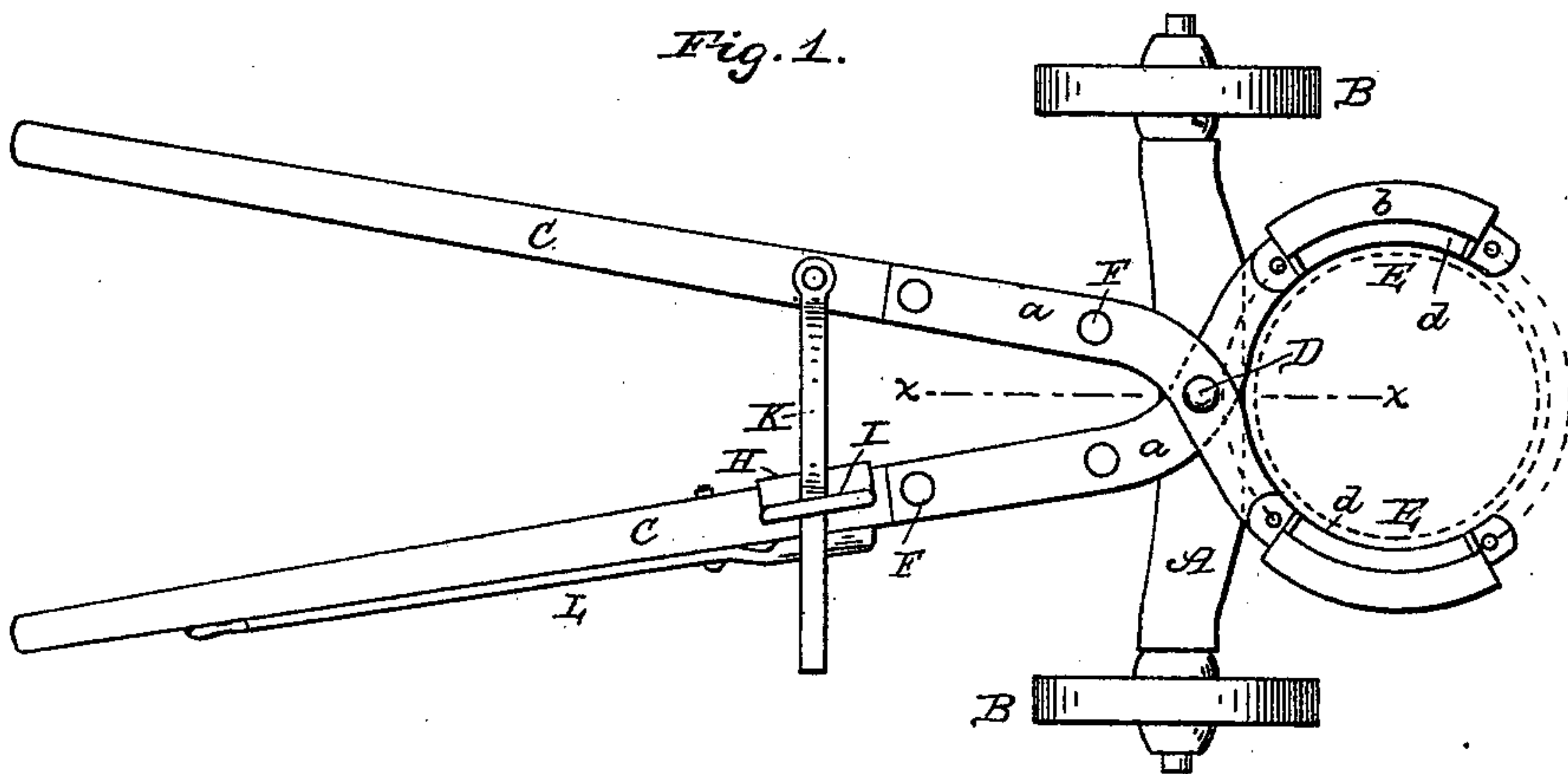


Fig. 2.

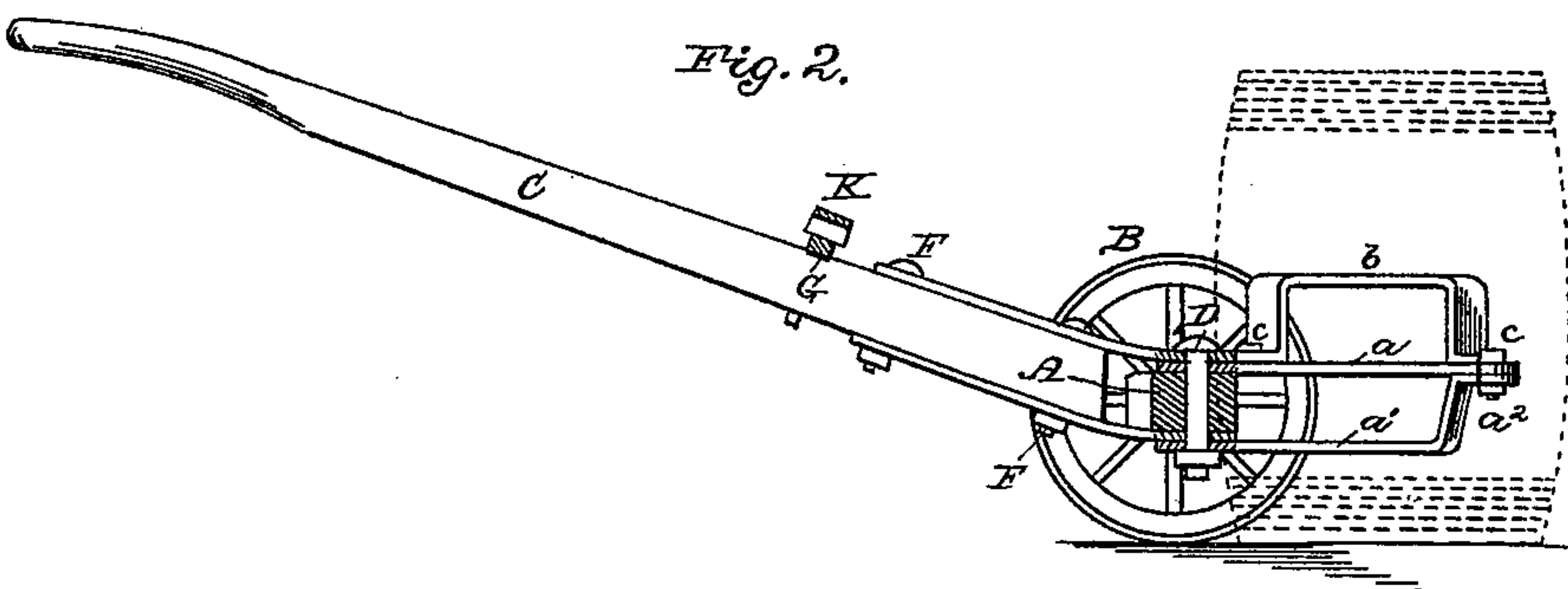
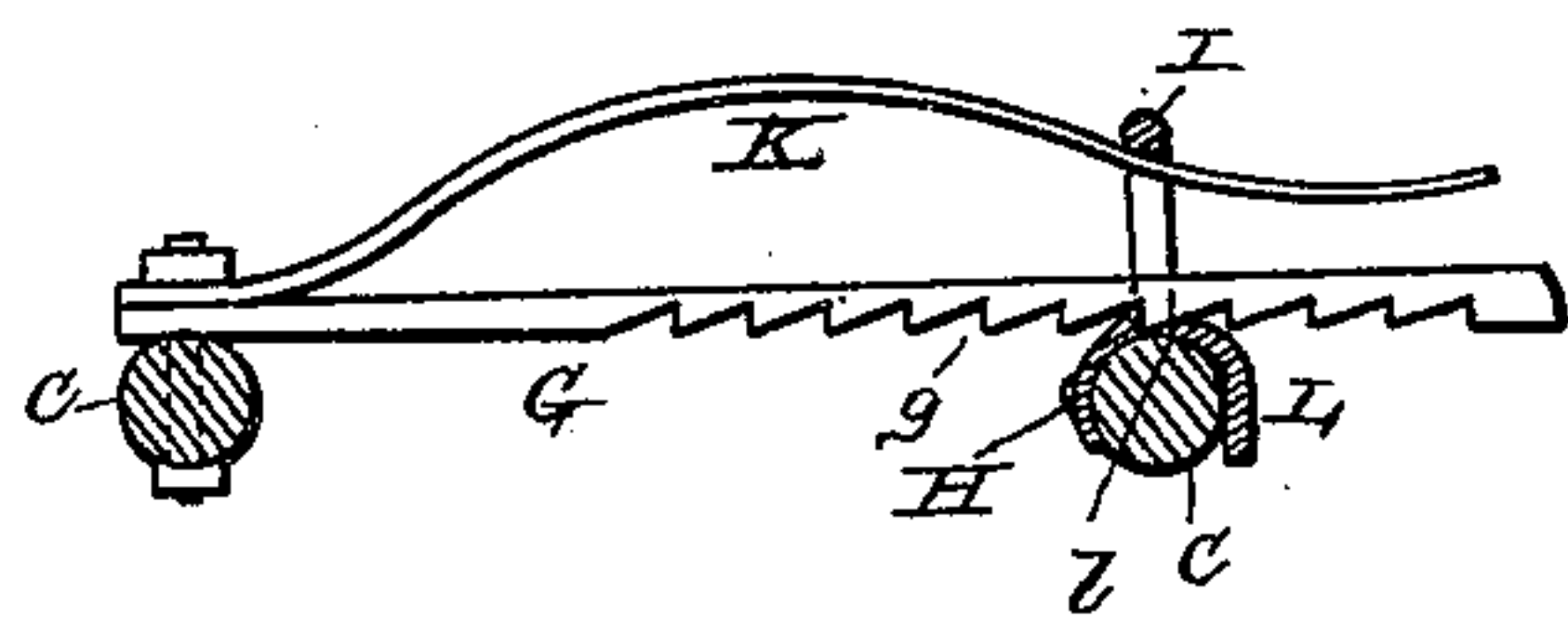


Fig. 3.



Witnesses  
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# UNITED STATES PATENT OFFICE.

THEODORE T. DICKERSON, OF TRIMBLE, ALABAMA.

## BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 623,995, dated May 2, 1899.

Application filed February 10, 1899. Serial No. 705,202. (No model.)

*To all whom it may concern:*

Be it known that I, THEODORE T. DICKERSON, a citizen of the United States, and a resident of Trimble, in the county of Cullman and State of Alabama, have invented a new and useful Barrel-Truck, of which the following is a specification.

My invention relates to an improvement in barrel-trucks adapted for moving barrels and kegs from one place to another, both in storing and in loading and unloading; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a top plan view of my improved barrel-truck. Fig. 2 is a longitudinal sectional view taken on the line  $x x$  of Fig. 1. Fig. 3 is a detail view.

A represents the axle of the truck, having the supporting-wheels B. A pair of lever-arms C are pivoted together and also to the center of the axle by a pin or bolt D, which extends through the center of the axle, the lever-arms being provided with a pair of gripping-jaws E, which project from the side of the axle opposite the lever-arms. Each of the gripping-jaws is composed of a pair of flat iron or steel bars  $a a'$ , which are respectively above and below the lever-arms and axle and are oppositely curved and of the form shown and have their straight portions secured to the inner portions of the lever-arms by pairs of bolts F.

The outer ends of the bars  $a$  are upturned and secured to the outer ends of the bars  $a'$ , as at  $a^2$ , thereby forming trusses or braces for the latter. Curved bars  $b$  are placed on the curved jaw portions of the bars  $a$  and secured at their downturned ends to the said jaw portions, as at  $c$ . Each of said jaws is thereby strengthened and braced both on its upper and lower sides, and the inner edges  $d$  of the jaws are so shaped and curved as to adapt them to close tightly on the sides or chimes of barrels, casks, and kegs of different sizes, thereby adapting the truck to be used on barrels, casks, and kegs of various sizes.

Pivoted to one of the lever-arms is a ratchet-bar G, having ratchet-teeth  $g$  on its lower

side, which are adapted to engage a detent-plate H, secured on the opposite arm, so as to lock the gripping-jaws when engaged on a cask or barrel, and thereby tightly clamp the latter, so that it may be moved from one place to another when storing, loading, or unloading. The ratchet-bar works in a guide-yoke I and has a spring K, the function of which is to keep it in engagement with the detent-plate. A thumb-lever L is pivoted to the lever-arm, having the detent-plate and guide-yoke, and has one end curved, as at  $l$ , under the ratchet-bar and is adapted to unship the latter from the detent-plate when it is desired to release the gripping-jaws from a barrel or cask.

A barrel-truck thus constructed is extremely cheap and simple and may be employed in handling all kinds of casks, barrels, and kegs with maximum efficiency.

Having thus described my invention, I claim—

1. In a barrel-truck, the combination of the axle, A, with the pair of lever-arms C having the extended oppositely-curved gripping-jaws E, composed each of the pair of bars  $a, a'$ , respectively above and below the axle, and the bolt or pin D serving to pivot the said lever-arms together and also to the axle, substantially as described.

2. In a barrel-truck, the combination with the lever-arms C pivoted together and also to the axle, and having the extended gripping-jaws E, of the detent-plate H and guide-yoke I on one of the said arms, the spring-pressed ratchet-bar G secured to the other arm, and having its free end in the guide-yoke and adapted to engage the detent-plate, and the lever L adapted to unship the said ratchet-bar from the detent-plate, substantially as described.

In testimony that I claim the foregoing I hereunto append my signature, at Trimble, in the county of Cullman and State of Alabama, this 23d day of January, 1899, in the presence of two subscribing witnesses.

THEODORE T. DICKERSON.

Witnesses:

WM. A. NESMITH,  
WM. M. WOOD.