

No. 641,286.

Patented Jan. 16, 1900.

E. N. GILFILLAN.
TRUCK.

(Application filed Mar. 30, 1898.)

(No Model.)

Fig. 3.

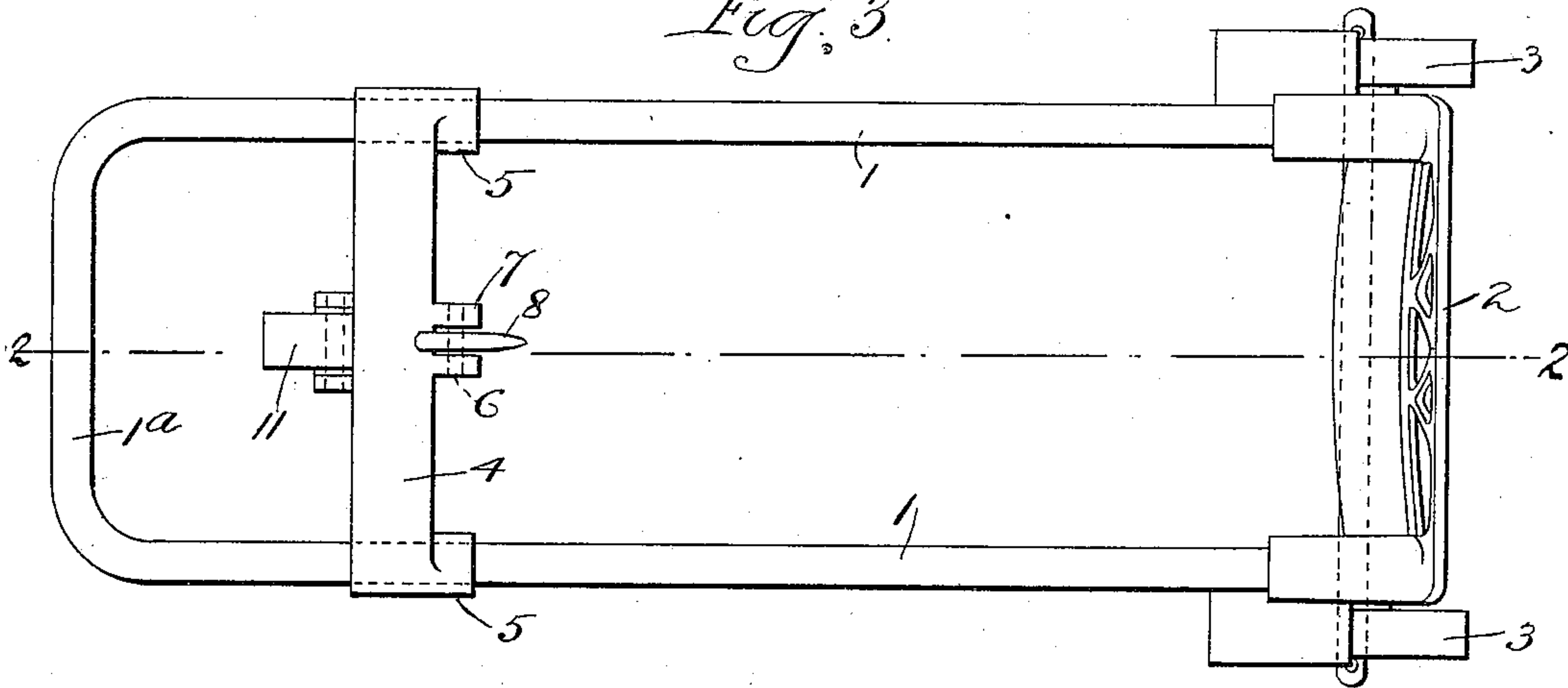


Fig. 2.

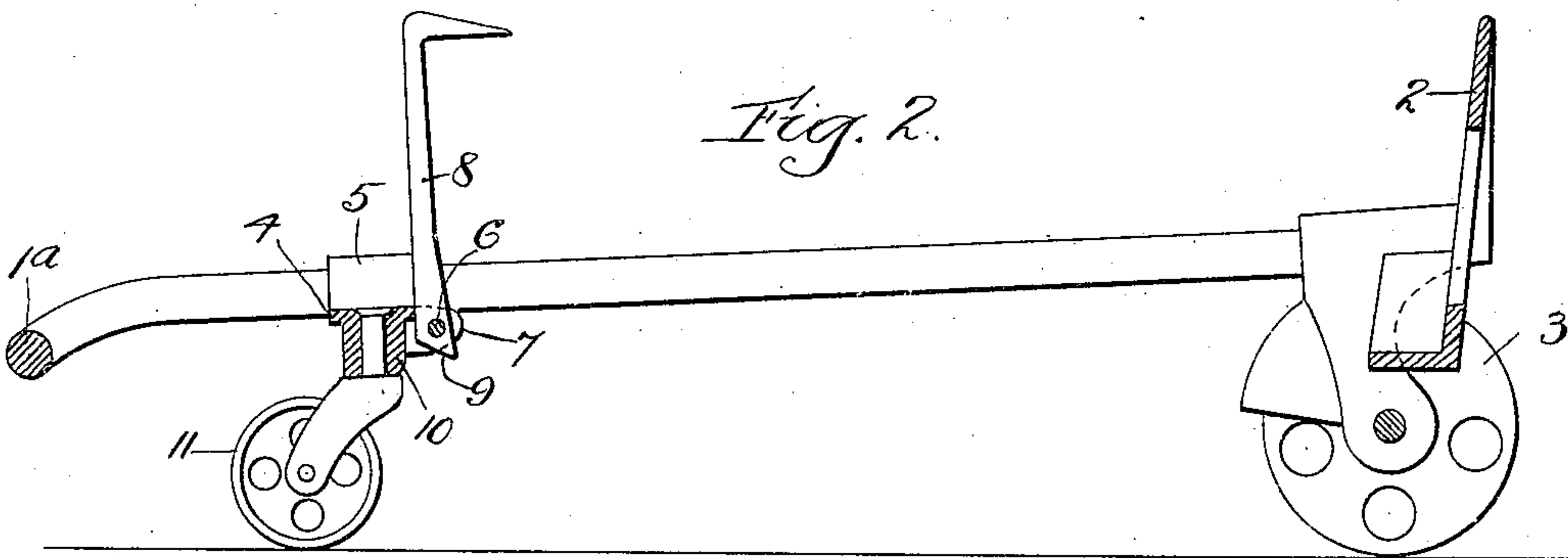
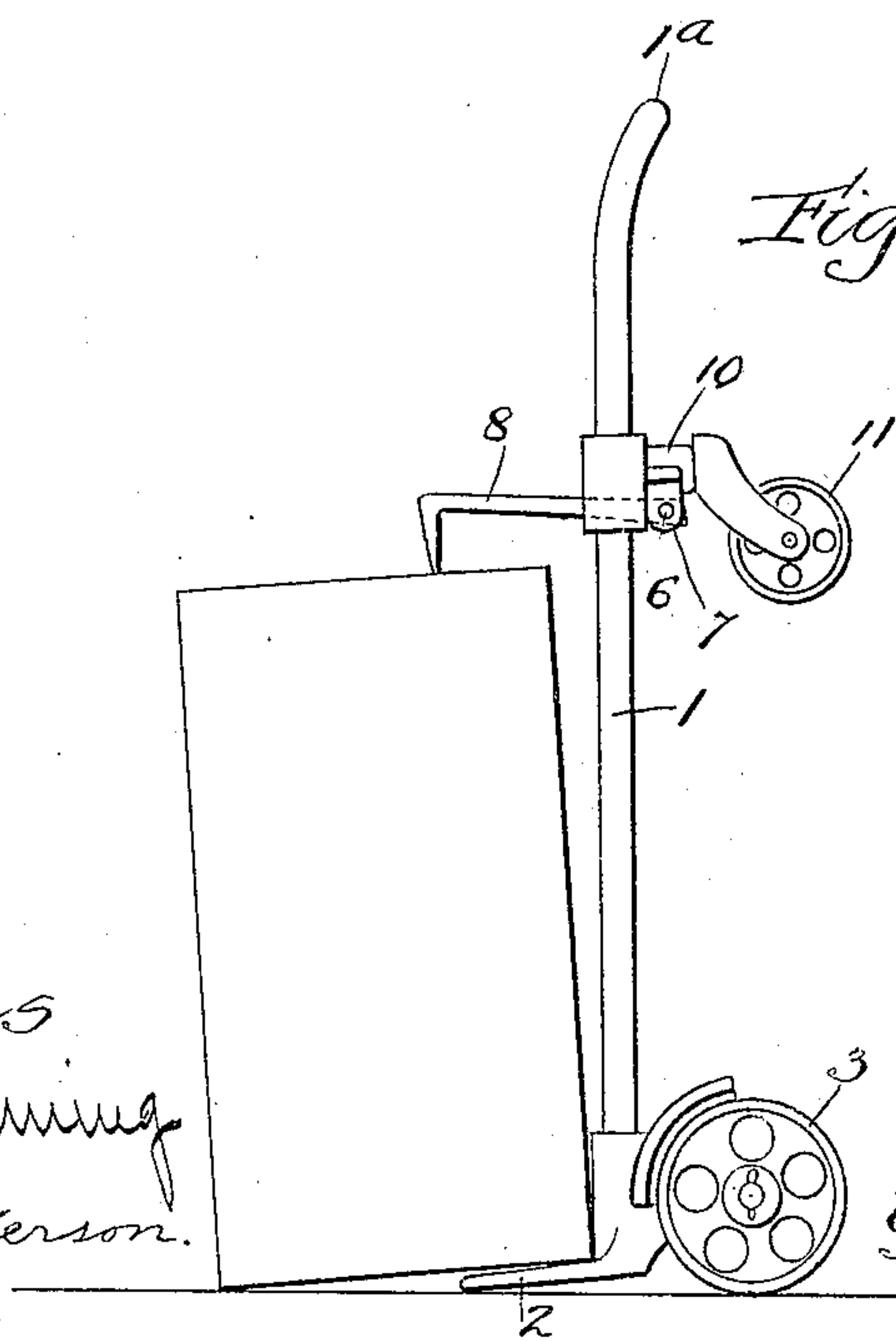


Fig. 1.



Witnesses
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UNITED STATES PATENT OFFICE.

ESSINGTON N. GILFILLAN, OF CHICAGO, ILLINOIS, ASSIGNOR TO EDWARD E. McMORAN, OF SAME PLACE.

TRUCK.

SPECIFICATION forming part of Letters Patent No. 641,286, dated January 16, 1900.

Application filed March 30, 1898. Serial No. 675,716. (No model.)

To all whom it may concern:

Be it known that I, ESSINGTON N. GILFILLAN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Trucks, of which the following is a full, clear, and exact specification.

My invention relates to trucks for conveying barrels, boxes, &c., and relates more particularly to that variety of trucks which are provided at their lower or forward end with a pair of wheels, the opposite end being used as a handle and a portion adapted to be inserted under the barrel and box or other object to be loaded onto the truck; and my invention has for its primary object to provide means whereby the upper end of the barrel, box, or other object may be pulled down against the truck when said portion is inserted under it, as described, without requiring the truckman to hold onto the same by hand, thus enabling the truckman to utilize both hands in bringing the truck back to the proper angle for holding and conveying the load.

Another object of my invention is to provide improved means whereby the truck may be utilized in a horizontal position for supporting and conveying a load without requiring the truckman to support any part of the weight.

With these ends in view my invention consists in certain features of novelty in the construction, combination, and arrangement of parts by which the said object and certain other objects hereinafter appearing are attained, all as fully described with reference to the accompanying drawings, and more particularly pointed out in the claims.

In the said drawings, Figure 1 is a side elevation of my improved truck, showing it in the act of loading on a box or cask. Fig. 2 is a vertical longitudinal sectional view thereof, on a larger scale, showing the truck in its horizontal position; and Fig. 3 is a plan view thereof.

1 represents the side bars or members of the truck-frame, to the lower or forward ends of which is secured the usual foot-piece 2, adapted to be inserted under the box, cask,

or other object in a manner well understood, and 3 are the forward wheels, journaled in the frame in any suitable manner. The side bars or members 1 may, if desired, be formed of a single bar joined together at the upper or rear ends by a cross-bar 1^a, and mounted to slide upon the side members 1 is a cross-head or cross-bar 4, having suitable sleeves or eyes 5, through which the bars 1 pass, the cross-bar 1^a serving to prevent the cross-bar 4 from slipping entirely off the side members 1, while also constituting a better handle for the truckman. Pivoted to the lower or forward edge of the cross-bar 4 by means of a pivot 6 and pair of ears 7 is a hook 8, which, if desired, may be provided with a sharp point capable of being jammed into the box, cask, or bale being loaded onto the truck, and thus pull the upper end of such cask, box, or bale down onto the truck while the truckman is using both hands to pull on the upper end of the truck, the device being used in the manner illustrated in Fig. 1; or in the case of a barrel or cask the hook might of course be engaged with the projecting ends of the staves or the flange usually surrounding the head of the cask. The cross-bar 4 being adjustable on the side members 1, it will be seen that the hook may be readily adjusted up and down to suit the height of the object being loaded onto the truck, and the weight of the cross-bar may be utilized in causing the point of the hook to embed itself into the wood or other material of the package. When the hook 8 is not in use, it may be turned down into a horizontal position and held so by its squared shoulder 9 coming against an abutment 10 on the lower side of the cross-bar.

In order that the truck may be utilized in a horizontal position for conveying a load without compelling the truckman to support any portion of the weight, the cross-bar 4 is provided with a wheel 11, swiveled in fashion to the under side thereof.

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

1. As a new and useful article of manufacture a truck having a cross-bar adjustable with relation to the wheels of the truck, and

a caster-wheel pivoted to said cross-bar, substantially as set forth.

2. As a new and useful article of manufacture a truck having the side members 1, the
5 wheels 3 journaled at the lower or forward ends thereof, a cross-bar 4 having sleeves 5 embracing said side members and being ad-

justable thereon and the hook 8 pivoted to said cross-bar, substantially as and for the purpose set forth.

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Witnesses:

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