

No. 770,436.

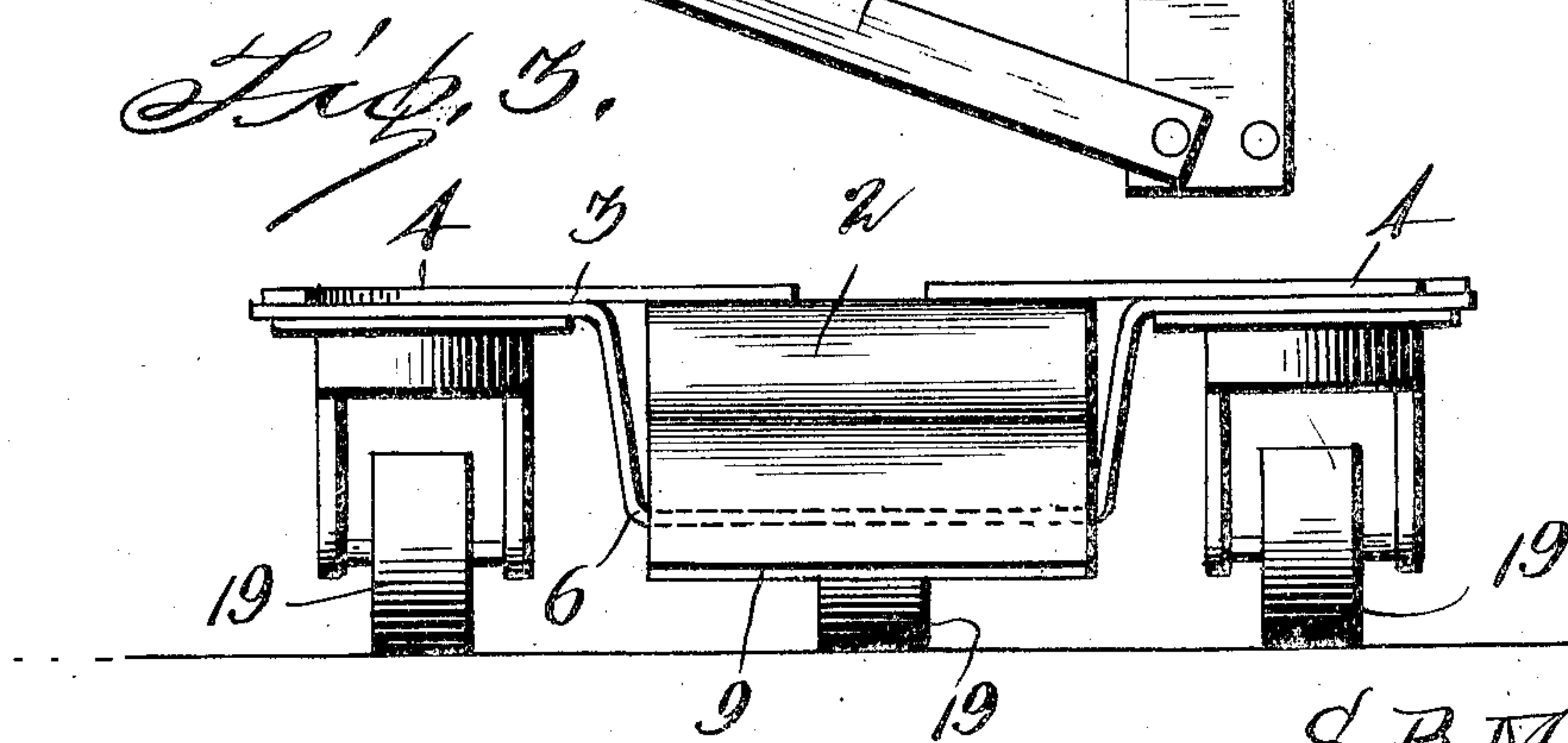
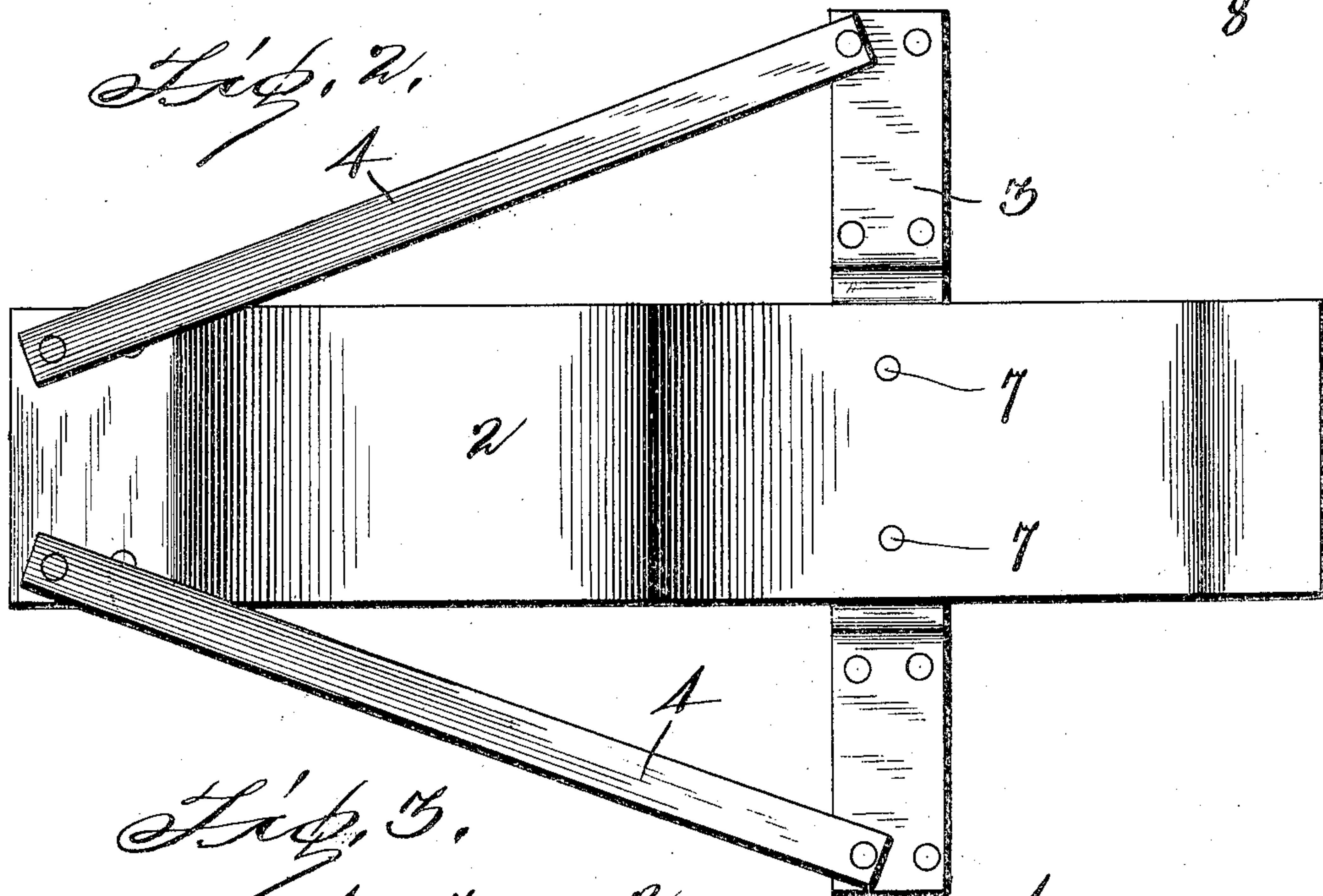
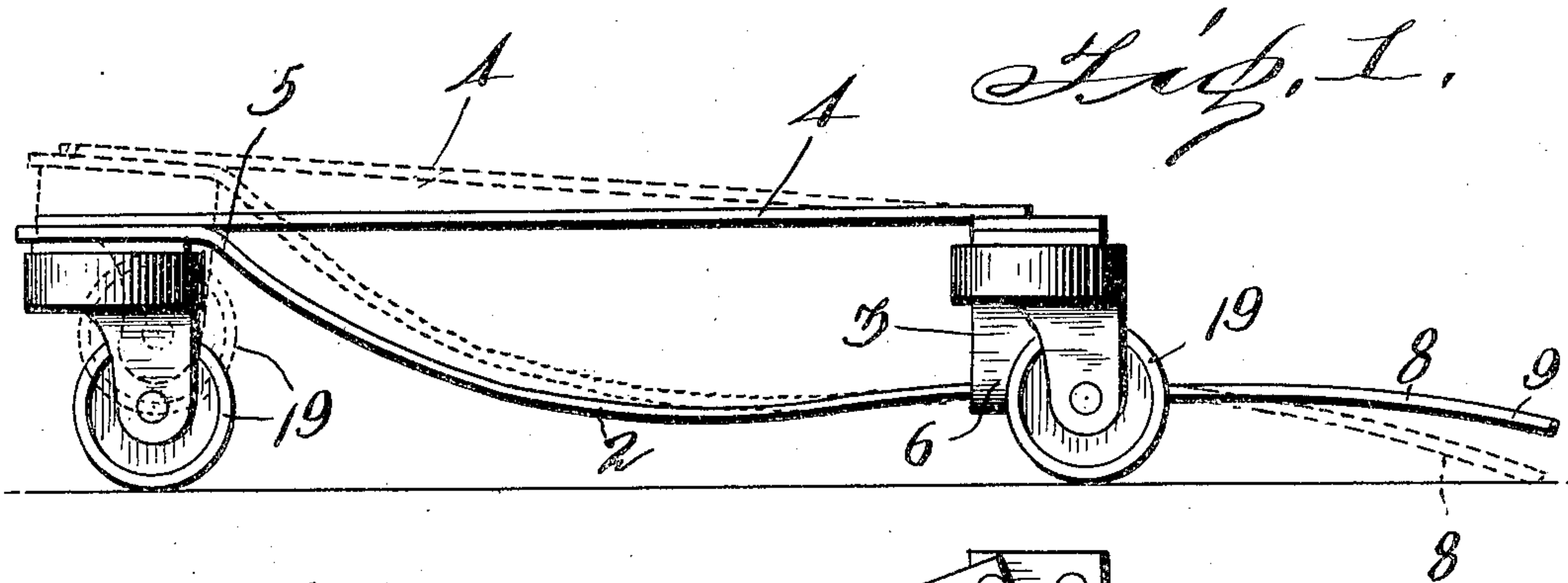
PATENTED SEPT. 20, 1904.

S. B. MANSFIELD.

BARREL TRUCK.

APPLICATION FILED MAY 9, 1904.

NO MODEL.



Inventor

S. B. Mansfield.

Witnesses

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UNITED STATES PATENT OFFICE.

STEAN B. MANSFIELD, OF COLORADO SPRINGS, COLORADO.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 770,436, dated September 20, 1904.

Application filed May 9, 1904. Serial No. 207,147. (No model.)

To all whom it may concern:

Be it known that I, STEAN B. MANSFIELD, a citizen of the United States, residing at Colorado Springs, in the county of El Paso and State of Colorado, have invented certain new and useful Improvements in Barrel-Trucks; and I 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.

My invention is an improved truck adapted for use in moving barrels, boxes, and other articles; and it consists in the construction and arrangement of devices hereinafter described and claimed.

In the accompanying drawings, Figure 1 is an elevation of my improved truck, showing the same in horizontal position in full lines and in an inclined position, as when being loaded or unloaded, in dotted lines. Fig. 2 is a top plan view of the same. Fig. 3 is a rear elevation of the same.

The frame of my improved truck comprises a longitudinal element 2 and a transverse element 3, and the same are here shown as connected together by braces and side bars 4, which connect the ends of the transverse element to one end of the longitudinal element and the said end of the longitudinal element being upturned, as at 5. The transverse element is provided with a central inverted arch or drop 6, on which the longitudinal element bears, the latter being secured thereto by rivets 7 or other suitable devices, and the rear end of the longitudinal element projects beyond the transverse element, as at 8, thus the extreme end being downturned, as at 9. Within the scope of my invention any suitable supporting means may be employed in connection with the frame. I here show supporting-casters 19, which are secured under the ends of the transverse element and under the front elevated end of the longitudinal element.

When loading a barrel or other object on the truck, the same when it bears on the arm 8 depresses the said arm so as to elevate the front end of the truck-frame, as shown in dotted lines in Fig. 1, and raises the front supporting-caster from the ground, thereby preventing the truck-frame from moving

while the barrel or other object is being loaded thereon. As the load is shifted onto the main portion of the longitudinal element the truck-frame reassumes its normal horizontal position with all of its supporting-casters in contact with the ground or frame.

The bars 4 not only serve as braces to strengthen the construction of the frame, but also serve as side bars to hold a barrel, box, or other object on the frame.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. A truck of the class described, having a frame comprising a transverse element having a depressed inverted arched portion, a longitudinal element secured at a point intermediate its ends to the depressed portion of the transverse element and having one end elevated, and supporting-casters secured under the ends of the transverse element, and the elevated end of the longitudinal element.

2. A truck of the class described having a frame comprising a longitudinal element, and transverse element having a depressed inverted arched portion to which the longitudinal element is secured, said longitudinal element extending rearwardly from said transverse element, bars connecting the ends of the transverse element to the front end of the longitudinal element, and supporting devices under the ends of the transverse element and the front end of the longitudinal element.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

STEAN B. MANSFIELD.

Witnesses:

A. I. WHITE,
C. S. HERRING.