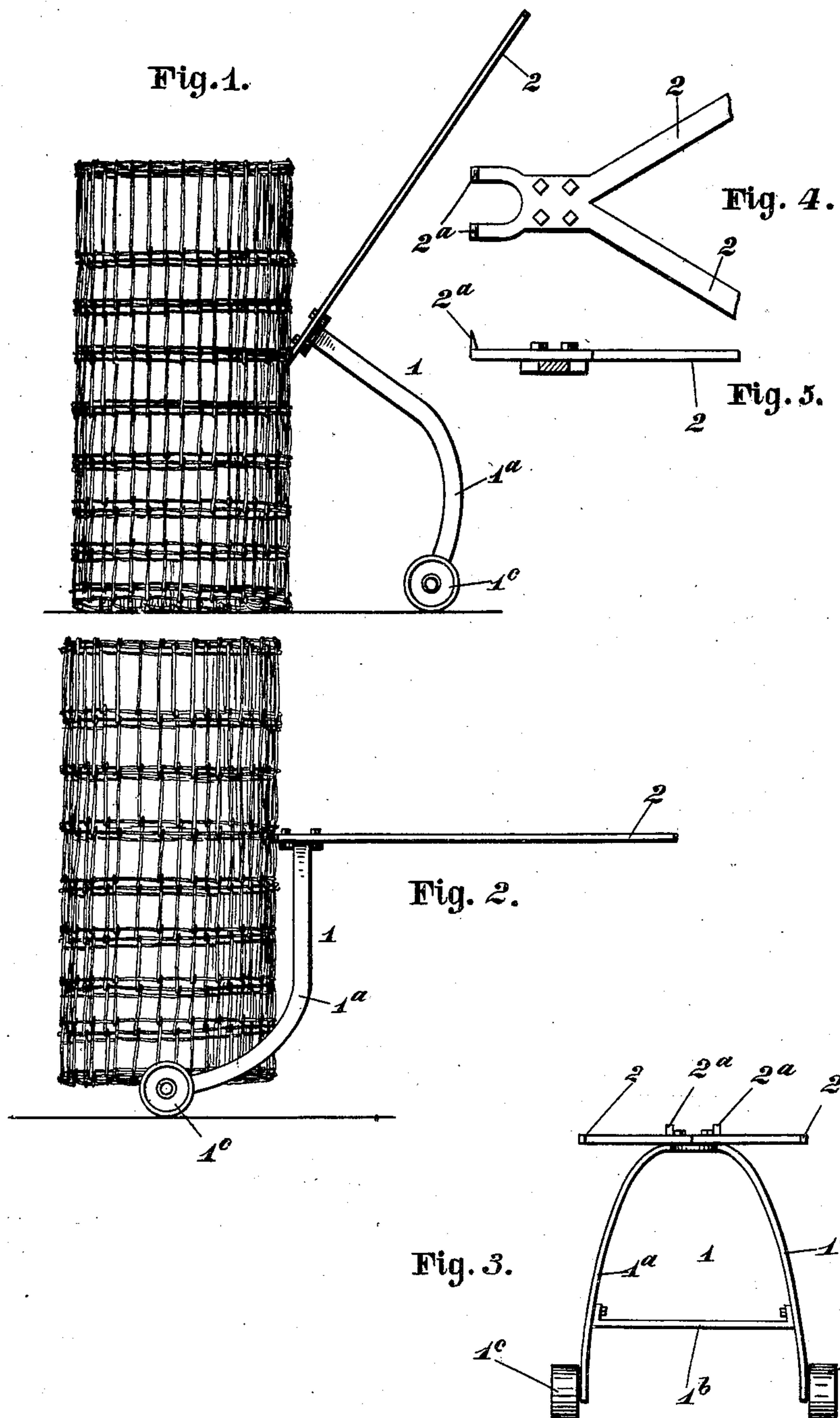


No. 862,495.

PATENTED AUG. 6, 1907.

W. H. MASON.
TRUCK FOR HANDLING ROLLS OF WIRE FENCING.
APPLICATION FILED AUG. 21, 1905.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM H. MASON, OF LEESBURG, OHIO.

TRUCK FOR HANDLING ROLLS OF WIRE FENCING.

No. 862,495.

Specification of Letters Patent.

Patented Aug. 6, 1907.

Application filed August 21, 1905. Serial No. 275,109.

To all whom it may concern:

Be it known that I, WILLIAM H. MASON, a citizen of the United States, residing at Leesburg, in the county of Highland and State of Ohio, have invented certain new and useful Improvements in Trucks for Handling Rolls of Wire Fencing; and I do hereby 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.

10 The object of this invention it to provide a truck of simple and economical construction especially adapted for use in handling bales or rolls of wire fencing and other goods.

15 The invention consists in the construction herein after described and claimed.

20 In the accompanying drawings illustrating one embodiment of the invention—Figure 1 is a side view showing the truck as applied to the roll preparatory to lifting it off a floor; Fig. 2 is a similar view showing the handles of the truck depressed from their position in Fig. 1 to lift the roll onto the truck and into position for transporting the roll; Fig. 3 is a rear view of the truck; Fig. 4 is a detail plan view on a slightly magnified scale of the hooking elements; Fig. 5 is an edge view of the same.

25 The main frame (which generally is of isosceles triangle form and resembles somewhat the capital letter A) consists of a yoke-like piece 1 the side parts of which constitute legs 1^a. These legs are shown to be braced near the lower portions by a connecting cross piece 1^b riveted or bolted to the legs. These legs are shown to be bent or curved forward at their lower ends so as to reach quadrantly from the point of engagement of the hook hereinafter described, and the lower extremities 35 of the legs are furnished with rollers or wheels 1^c.

40 The handle portions 2, 2 are secured to the apex of the main frame so as to stand approximately at right angles to that frame. Formed preferably integrally with the forward extremity of the handle beyond the frame is a double hook or claw 2^a, 2^a, the points of which are turned upwardly.

In constructing the device I prefer that the legs shall

be bent so far forward that the axles of the wheels 1^c shall lie quite or nearly in the vertical plane of the center of gravity of the load, as this will obviate the necessity of bearing down or lifting up on the handles when a load is being transported.

45 In practice the hooks are first engaged with the bale or roll as seen in Fig. 1 and then the handles depressed from the position shown so as to bring the lower part of the frame against the roll and lift it off the floor. When the handles have been thus depressed the roll will rest at its lower end against the cross piece 1^b and be held from falling and in place for transportation by the hooks. When the roll has been thus taken it may be 55 readily transported from one place to another and deposited by simply raising the handles and disengaging the hooks.

What I claim and desire to secure by Letters Patent is:

60 1. A truck for handling baled material, comprising, in combination, a frame of isosceles triangular form having a hook projecting from one side of its apex adapted to engage the bale, the sides of said frame constituting legs bent to extend in opposite directions quadrantly from the point of engagement of the aforesaid hook around the bale, said legs 65 provided at their extremities with rollers, and a handle projecting from the apex of said frame at the opposite side of said apex.

70 2. A truck for handling baled material, comprising, in combination, a frame having projecting centrally from its top a hook adapted to engage the bale, the sides of said frame constituting legs and bent to extend in opposite directions quadrantly around the bale, a bar extending between and connecting said legs to support the bale below 75 the point of engagement of the hook.

80 3. A truck for handling baled material, comprising in combination a frame of the general form of the capital letter A, a hook adapted to engage the baled material rigidly projecting from one side of the apex of said frame, and a handle rigidly projecting from the opposite side of said apex, the legs of the frame being bent forwardly at their lower ends to straddle the bale and rollers at the feet of said legs.

85 In testimony whereof I affix my signature, in presence of two witnesses.

WILLIAM H. MASON.

Witnesses:

C. E. KEEN,
C. P. KEEN.