

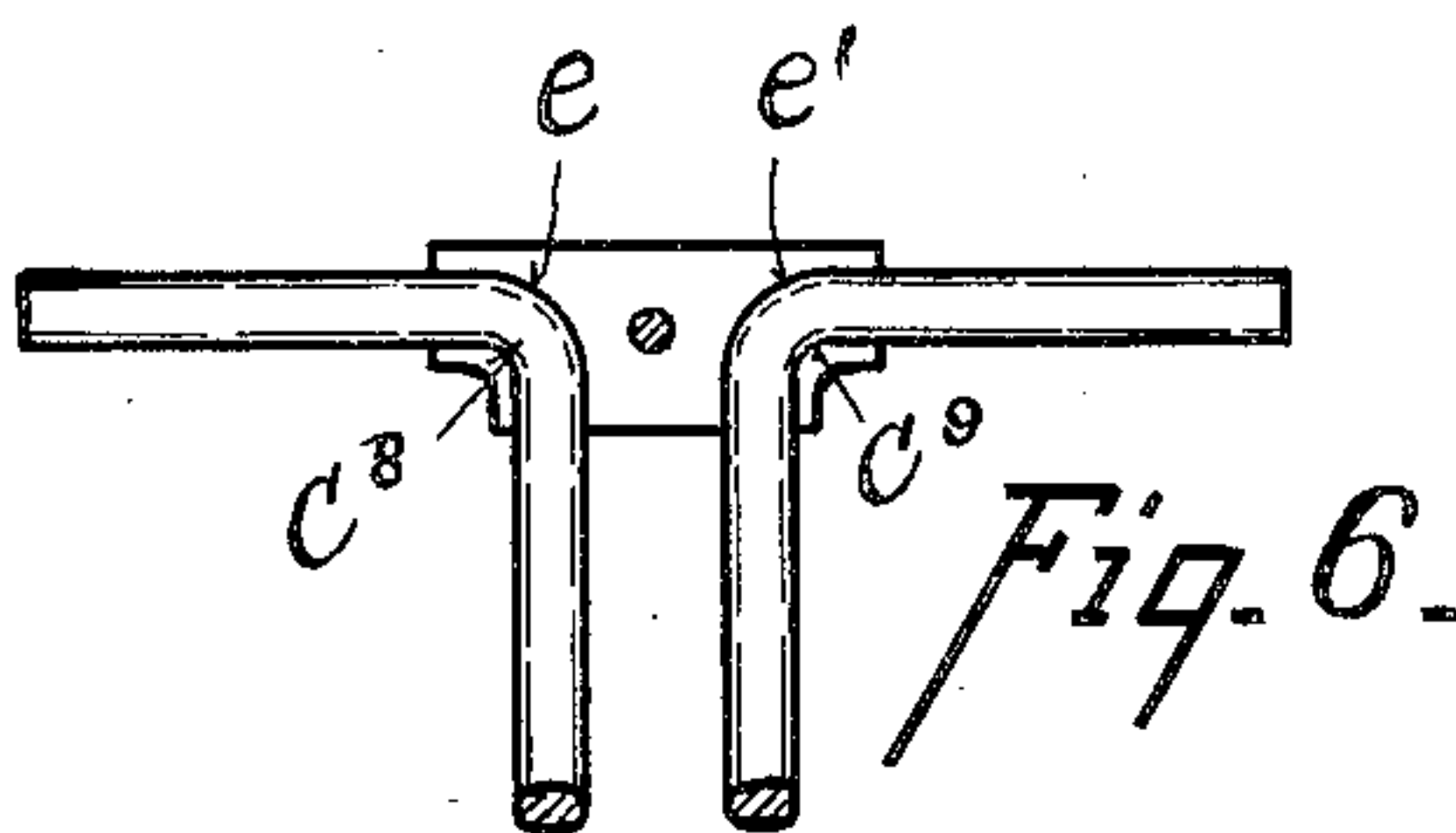
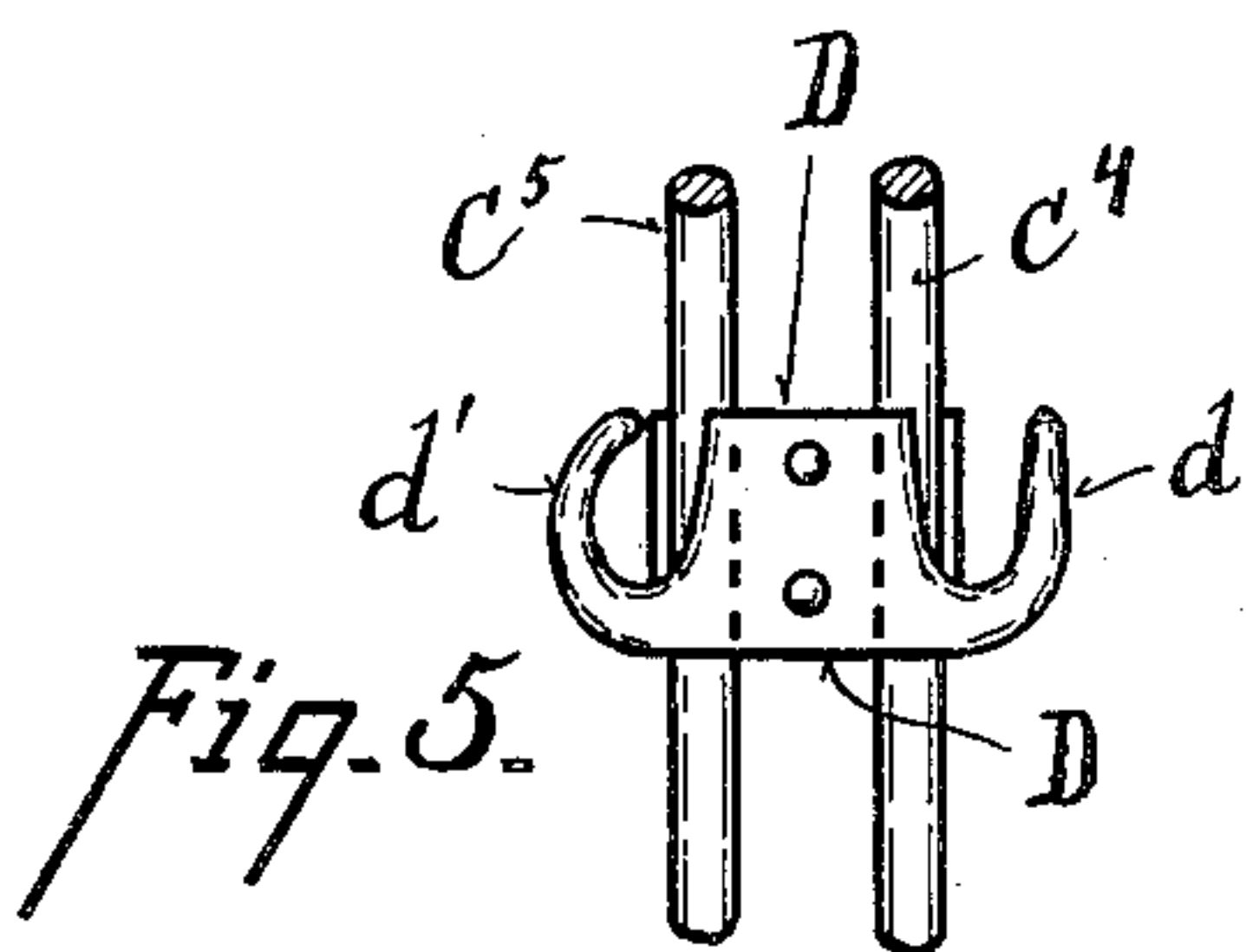
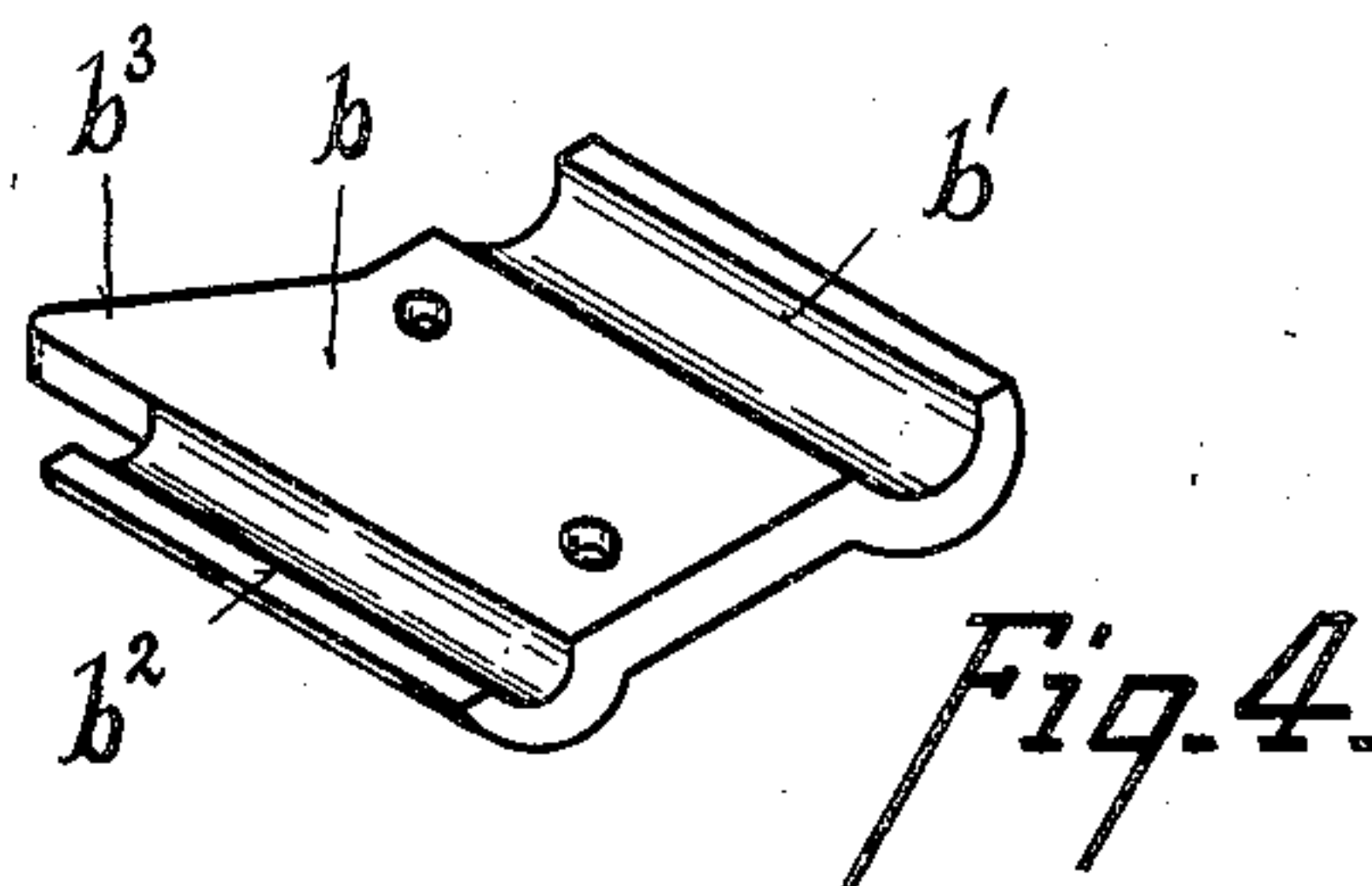
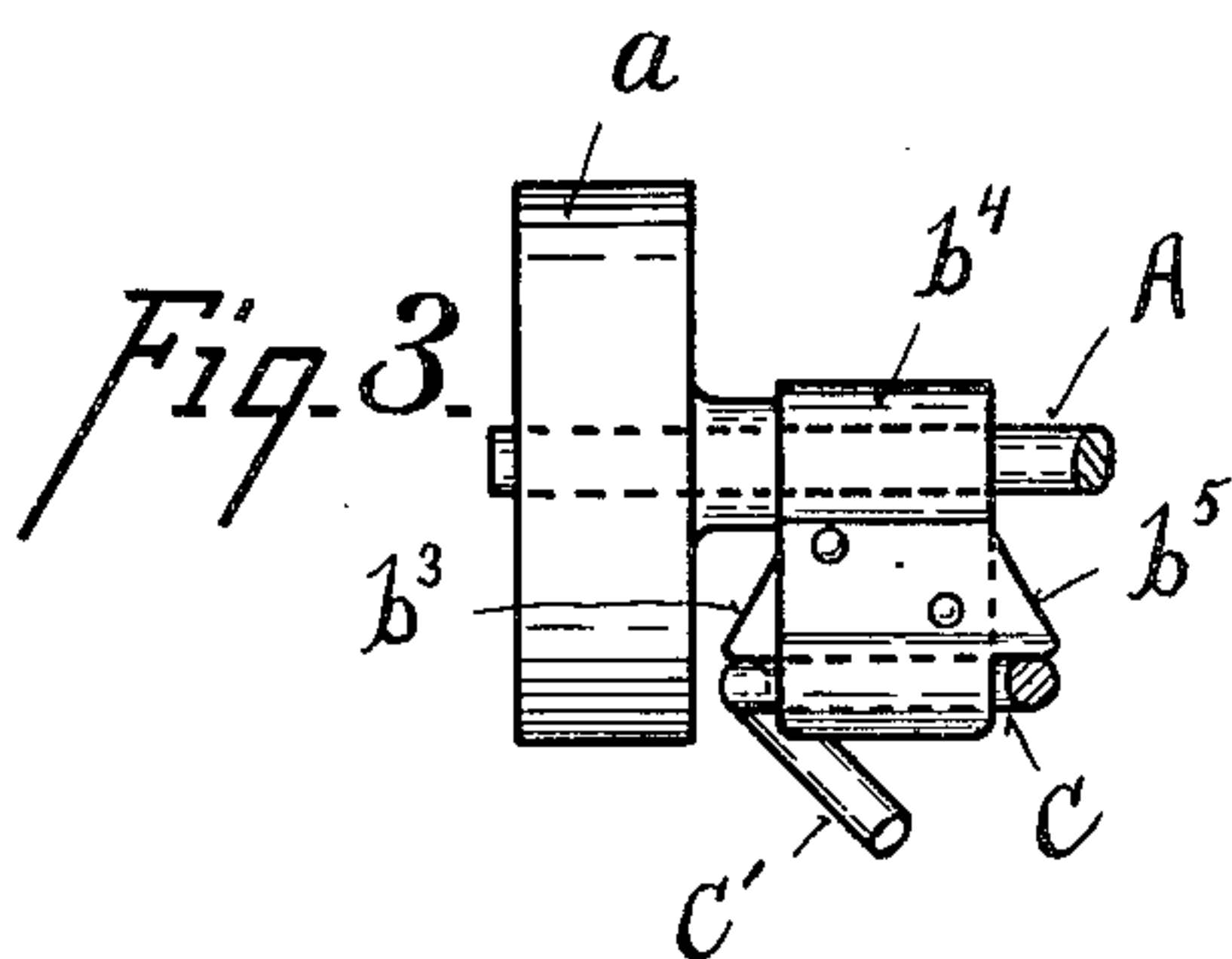
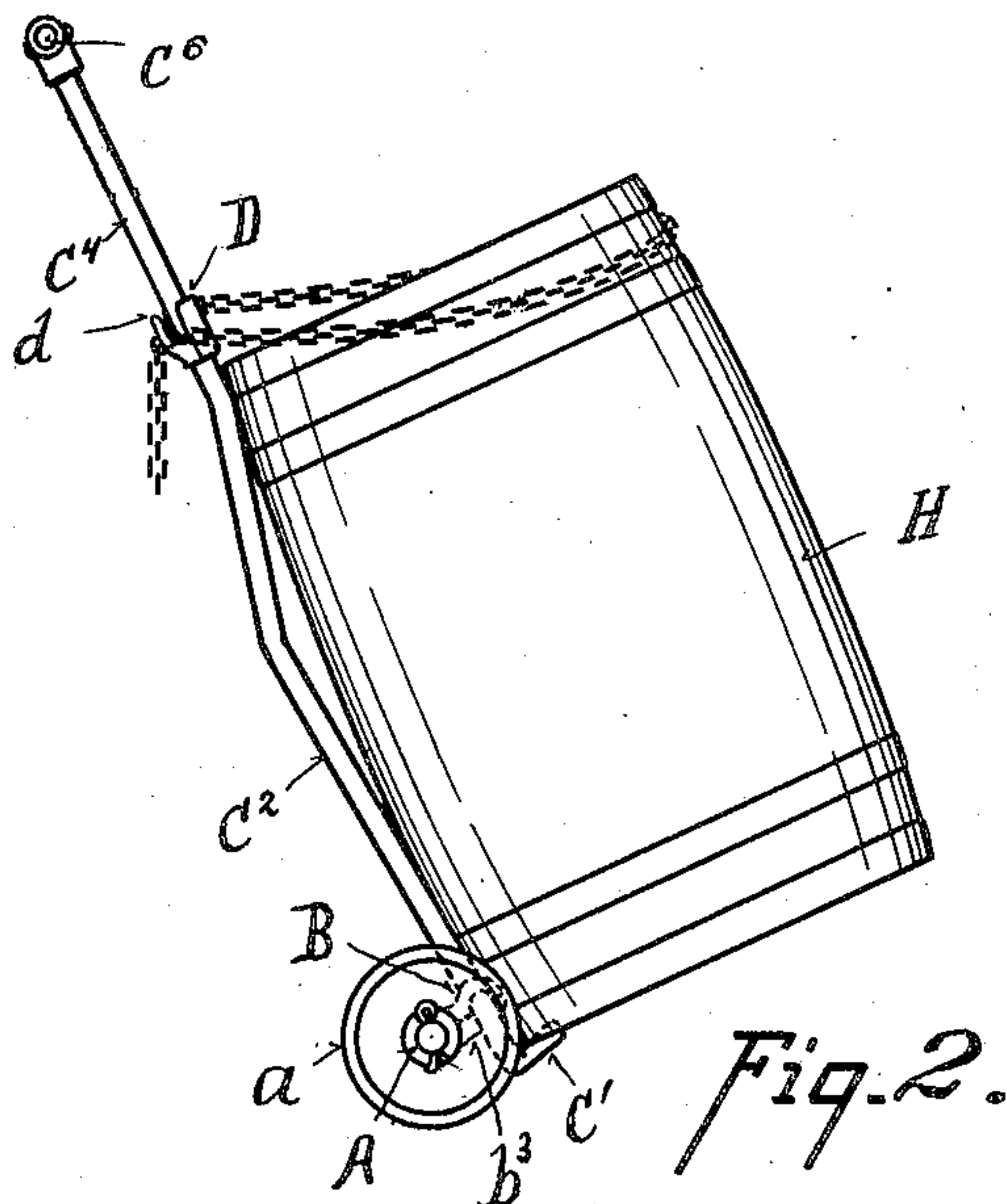
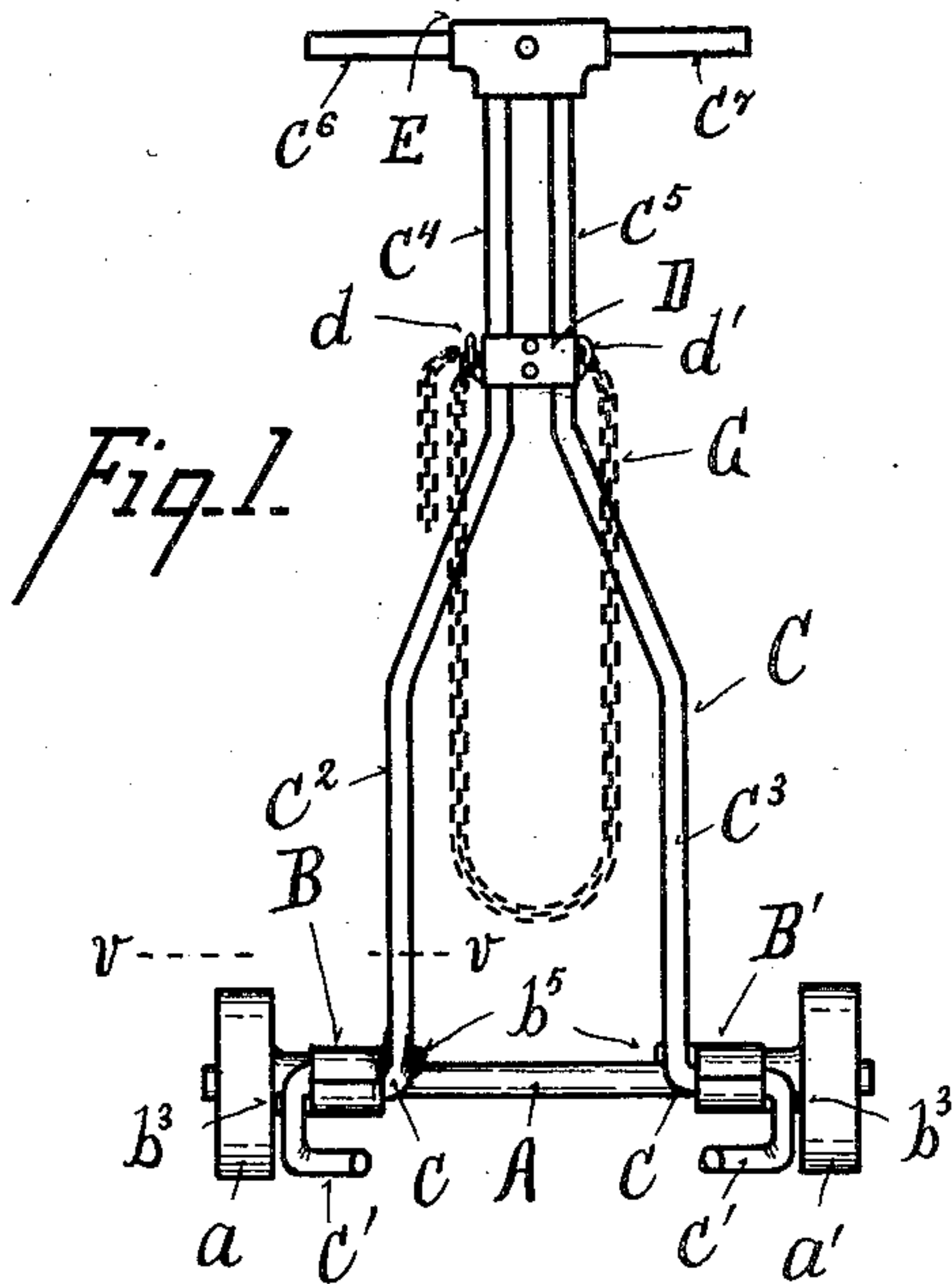
No. 879,914.

PATENTED FEB. 25, 1908.

O. P. SCHRIVER & J. M. WEBSTER.

BARREL TRUCK.

APPLICATION FILED APR. 21, 1906.



Witnesses

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UNITED STATES PATENT OFFICE.

OLIVER P. SCHRIVER, OF FORT THOMAS, KENTUCKY, AND JOHN M. WEBSTER, OF CINCINNATI, OHIO, ASSIGNORS TO O. P. SCHRIVER & CO., OF CINCINNATI, OHIO, A COPARTNERSHIP.

BARREL-TRUCK.

No. 879,914.

Specification of Letters Patent.

Patented Feb. 25, 1908.

Application filed April 21, 1906. Serial No. 312,950.

To all whom it may concern:

Be it known that we, OLIVER P. SCHRIVER and JOHN M. WEBSTER, citizens of the United States of America, and residents of Fort Thomas, county of Campbell, and State of Kentucky, and Cincinnati, county of Hamilton, and State of Ohio, respectively, have invented certain new and useful Improvements in Barrel-Trucks, of which the following is a specification.

The object of our invention is a barrel-truck, which will assist a person in moving a barrel with the least possible tax upon his strength, which may be adjusted readily to different sized barrels, in which the handles are convenient and firm, and which is of a simple construction.

This object is attained by the means described in the specification and illustrated in the drawings, in which

Figure 1 is a front elevation of the barrel-truck embodying our invention. Fig. 2 is a side elevation of the same showing a barrel thereon. Fig. 3 is a detail view upon an enlarged scale, partly in elevation and partly in section of the axle, the wheel, a bracket and a foot of the frame. Fig. 4 is a detail perspective view of one half of one of the brackets which are secured to the axle. Fig. 5 is a detail elevation of the sliding block which holds the chain and part of the rods upon which it slides. Fig. 6 is a detail view of the handle, one half of the fixed block being removed to show the channels therein for receiving a handle.

Referring to the parts: axle, A, has journaled upon its ends wheels, a , a' , and adjacent to the wheels has secured to it brackets, B and B', in which the frame of the truck is mounted.

Each of the brackets, B, and B', is composed of two metal leaves, b , having at one side a semi-cylindrical channel, b' , for engaging the axle, A, and having at the other end a smaller semi-cylindrical channel, b^2 , for engaging the horizontal member, c , of the feet, c' , of the frame. Adjacent to the channel, b^2 , the lower leaf, b , has an outwardly projecting lug, b^3 . The upper leaf, b^4 , of each bracket has channels corresponding to channels, b' , b^2 , to fit over the axle, A, and the member, c , of the foot, c' , of the

frame, and has upon the inner side opposite to the lug, b^3 , a lug, b^5 . The leaves, b , b^4 , are riveted together.

The frame, C, is made from two metal bars, c^2 , and c^3 , which are bent at their lower ends into horizontal members, c , for passing through the channels, b^2 , of the brackets, B, B', and at their lower ends are bent into forwardly projecting feet, c' . The rods, c^2 , and c^3 , near their central portions are bent toward each other and brought into close parallel position to form ways, c^4 , and c^5 , and at their upper ends are bent at right angles to the ways, c^4 and c^5 , to form handles, c^6 and c^7 , the handles, c^6 and c^7 , lying in the same plane with the ways, c^4 , and c^5 , which receive a sliding block, D. The rods, c^2 and c^3 , are held together at their upper ends by a fixed block, E. Block, E, is composed of two similar castings having right angled channels, e and e' , in which the right angled bends, c^8 and c^9 , of the upper ends of the rods, c^2 and c^3 , fit, the two castings being then riveted together. The lower end of the rods, c^2 and c^3 , bearing against the lugs, b^3 and b^5 , and the upper ends of the rods being held firmly in the block, E, the handles, c^6 , and c^7 , are held securely against any tendency to get out of alinement with each other.

Sliding block, D, is composed of two castings having similar semi-cylindrical channels which register to form grooves for fitting the ways, c^4 , and c^5 . The block, D, has hooks, d , and d' , upon opposite sides for engaging the links of a chain, G.

In use, the feet, c' , are put underneath the edge of the barrel, H, to be moved, then the block, D, is adjusted to suit the height of the barrel, the chain, G, is removed from one of the hooks, d , passed around the barrel, and then one link of the chain is passed down over the hook again to hold the chain tightly around the barrel. The operator, then, by grasping the handles, c^6 and c^7 and drawing the same toward him will tilt the barrel in the manner shown in Fig. 2, at the expense of little effort, because of the great length of the lever arm from the handles, c^6 and c^7 , to the fulcrum formed by the axle, A, and as compared to the lever arm from the axle, A, to the feet, c' , of the frame. The chain by surrounding the barrel, distributes the pressure around the circumference thereof, pre-

vents a strain upon any one part thereof and avoids bending or distorting the barrel.

What we claim is:

5 In a barrel-truck the combination of an axle, wheels upon the axle, a frame composed of two rods bent at their lower ends into feet and bent at right angles at their upper ends into handles, brackets secured to the axle and the lower ends of the frame and having
10 lugs upon the sides for contacting the frame,

a block with right angled channels for engaging the bends at the upper ends of the rods, and means for holding a receptacle upon the truck.

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Witnesses:

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