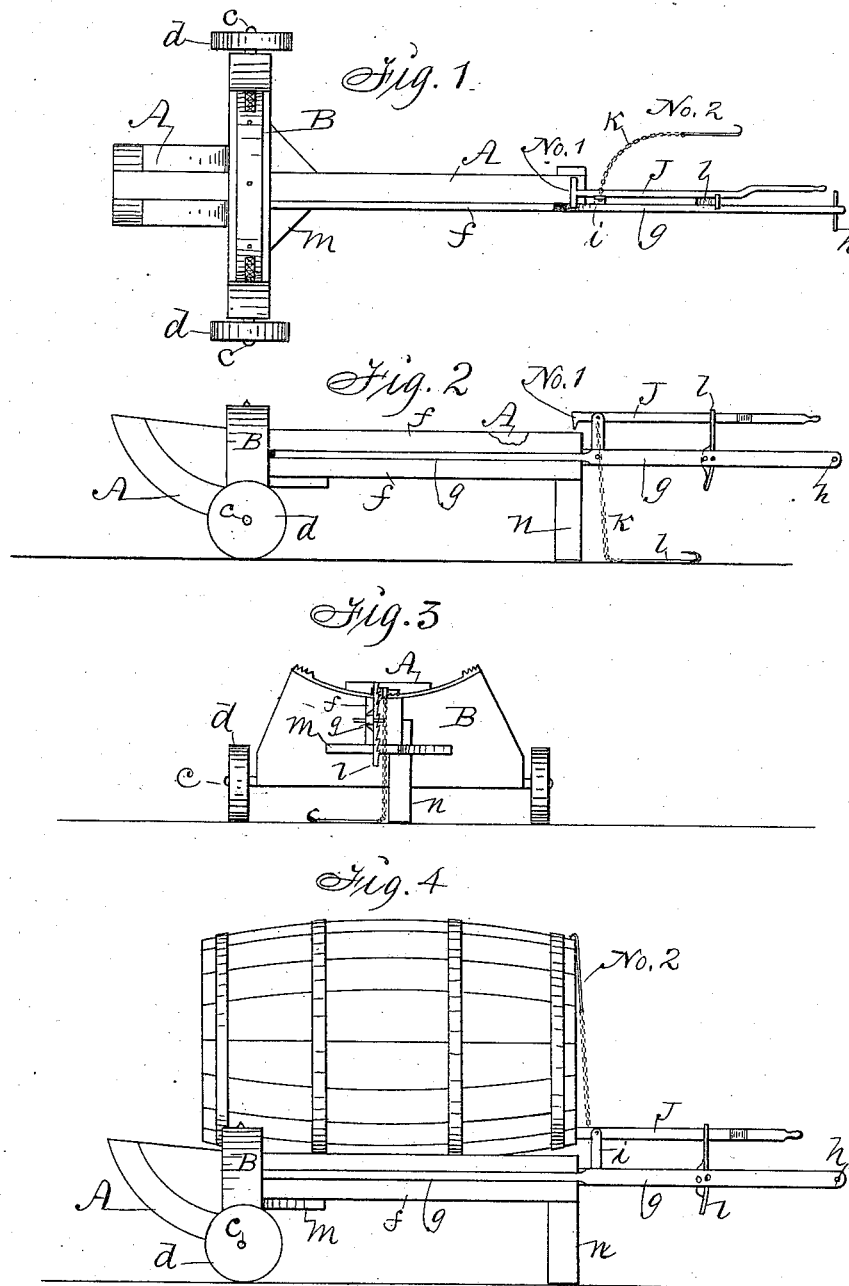


(No Model.)

E. J. S. DAVIS.
BARREL TRUCK.

No. 381,762.

Patented Apr. 24, 1888.



Witnesses:
A. H. Orwig,
W. P. Smith.

Inventor:
Ernest J. Davis,
By Thomas G. Orwig, atty.

UNITED STATES PATENT OFFICE.

ERNEST J. S. DAVIS, OF GREAT BEND, KANSAS.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 381,762, dated April 24, 1888.

Application filed January 21, 1888. Serial No. 261,544. (No model.)

To all whom it may concern:

Be it known that I, ERNEST J. S. DAVIS, a citizen of the United States of America, and a resident of Great Bend, in the county of Barton and State of Kansas, have invented an Improved Barrel-Truck, of which the following is a specification.

My object is to construct a simple, strong, durable, and efficient truck with less material and at less cost than any heretofore used; and my invention consists in a truck adapted for handling barrels and boxes of merchandise of different sizes, and composed of a single runner, a combined axle and bolster, two wheels, an adjustable and detachable pole, and two adjustable hooks, as hereinafter set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a top view, Fig. 2 a side view, Fig. 3 a rear end view, and Fig. 4 a view, of my improved truck in practical use.

A represents a runner, and B an axle and bolster made of wooden plank. They may vary in shape and size, as desired, and are framed (halved) together or otherwise fixed together in right-angled positions to produce a rigid truck-frame. Their top edges are concave and adapted to receive and retain a barrel. The ends of the axle are provided with journals *c*, that may be integral or made of iron and fixed thereto in any suitable way, so that rollers or small wheels *d* can be placed thereon to support and carry the complete truck and load placed thereon.

ff are wooden bars fixed to the side face of the runner A, by means of bolts, to form a bearing for a detachable pole. They are beveled on their inside faces to produce a dovetail groove, into which the rear end of a wooden pole is fitted, so it can be adjusted backward and forward relative to the length of a barrel or box upon the truck. A pin or cross-bar, *h*, fixed to the front end of the pole, serves as a hand-hold, and a pin placed in one of a series

of transverse holes in the rear portion of the pole and extended into a coinciding hole in the runner serves as a means for fastening the detachable and adjustable pole to the truck, as required, to support and carry barrels and boxes of different sizes.

i is a post fixed to the handle *g*, and J is a hand-lever pivoted to the post in such a manner that the lever can be readily operated by a person at the end of the handle, as required, to clamp the hook No. 1 on the short arm of the lever upon the chine of a barrel to fasten the barrel, as shown in Fig. 4.

k is a chain fastened to a hook, No. 2, in such a manner that the chain can be connected with the short arm of the lever J to clamp the hook No. 2 upon the top of the barrel at the same time that the hook No. 1 is clamped fast to the barrel by the operation of the lever.

z is a rack fixed to the handle *g* in such a manner that it will engage the lever J, as required, to hold the lever stationary when it is in proper position to hold the hooks fast to the barrel or other object placed upon the truck.

I claim as my invention—

1. In a barrel-truck, the combination of an axle having wheels on its ends, a runner fixed to the axle to extend forward at right angles from the center of the axle, and a pole adjustably connected with the runner, for the purposes stated.

2. A barrel-truck comprising a runner, an axle and bolster fixed at right angles to the runner and provided with journals on its ends and rollers or wheels on the journals, a pole adjustably and detachably connected with the runner, a lever having a hook on its end, and a chain having a hook on its end, arranged and combined to operate in the manner set forth.

ERNEST J. S. DAVIS.

Witnesses:

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