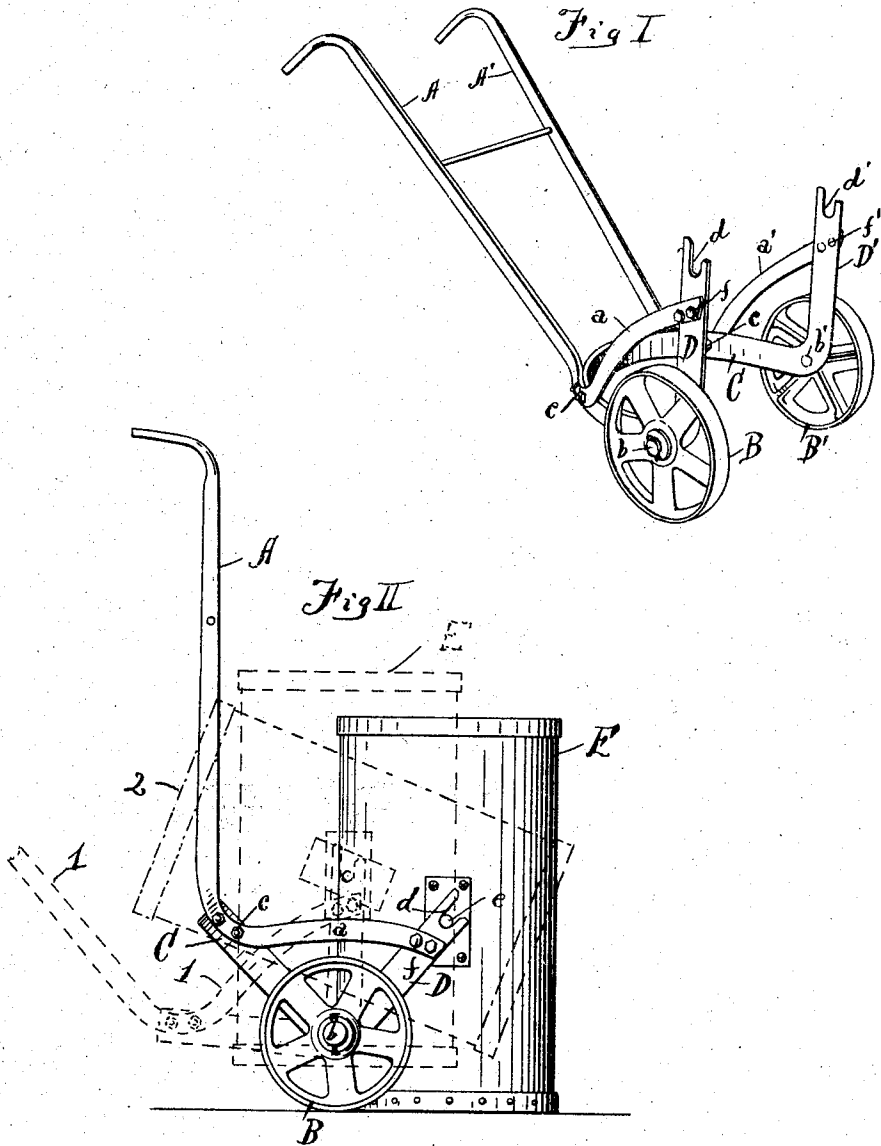


No. 780,777.

PATENTED JAN. 24, 1905.

C. J. COLLING.
BARREL TRUCK.

APPLICATION FILED JUNE 27, 1903.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES J. COLLING, OF GLENVILLE, OHIO.

BARREL-TRUCK.

SPECIFICATION forming part of Letters Patent No. 780,777, dated January 24, 1905.

Application filed June 27, 1903. Serial No. 163,364.

To all whom it may concern:

Be it known that I, CHARLES J. COLLING, a citizen of the United States, residing at Glenville, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Barrel-Trucks; 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 pertains to make and use the same.

My invention relates to trucks, and more especially to what is designed as a truck for handling barrels, casks, and the like, the object being to handle the barrels, casks, or like containers quickly and without liability of injuring the same and enable the casks, barrels, or containers to be transported, placed, or dumped by a single operator.

My invention consists in the peculiar construction of the truck whereby it is adapted to the purpose, all of which will be hereinafter fully set forth and claimed.

In the drawings, Figure I is an isometric view of a truck embodying my invention. Fig. II is a view in side elevation of a truck, illustrating it engaging a barrel or container of metal (in solid lines) and illustrating in dotted lines the position of the truck and container first as it is raised in the position to be transported and also in a position ready to be dumped.

A A' represent two handles, which in the drawings are shown as being continued into arms *a a'*, which form braces hereinafter set forth.

B B' represent two truck-wheels, which are secured to a semicircular or recessed frame C near the open ends thereof, as at *b b'*.

Extending upward from the axial connections *b b'* are arms D D'. These arms D D' are provided with trunnion-engaging portions *d d'*, which consist of depressed seats adapted to fit a trunnion, as *e*, Fig. II, of a barrel, cask, or container. The trunnions *e* are located on the container E at a point approximately central thereof and low enough there-

on to cause the container to be lifted as the truck is brought into position illustrated by dotted lines 1 in Fig. II.

It will be seen by reference to the drawings that the truck comprises a species of bell-crank lever fulcrumed at *b b'* and having upwardly-extending short arms D D', the handles A A' forming the long arm of the lever. The brace-arms *a a'* are secured to the frame C, as at *c c*, and to the arms D D', as at *f f'*, thus bracing the parts and giving strength or stability to the truck. It will also be noticed that the axial or fulcrum portions of the truck *b b'* are located almost in a direct vertical line with the trunnion-recesses *d d'* when the truck is in the position illustrated in Fig. I or by dotted lines 1 in Fig. II. The manner of engaging the container is clearly set forth in solid lines in Fig. II, as is also the position (by dotted lines 1) of the truck and container when the container is supported by the truck. The container as it is elevated is free to swing upon the trunnions *e*, one of which only is shown in Fig. II, (the other being at the opposite side of the container,) and hence the container will swing up on the truck and can be easily dumped, as illustrated by dotted lines 2 in Fig. II. The facility and convenience with which the container may be handled is at once apparent and needs no comment.

In setting forth my invention I have illustrated and described constructions and assemblage of parts as I consider them best adapted for their purpose, but do not, hence, limit the invention to either the structural features or assemblages, as they may be modified to adapt them to different containers.

What I claim is—

1. In a truck, the combination of a recessed frame having angularly-disposed arms, with seats on their ends, wheels journaled on said frame, a plurality of handles attached to said frame in the rear of said arms, and brace-arms extending from said handles to the said arms.

2. In a truck the combination with a recessed frame having angularly-disposed arms at each side with trunnion-seats, and wheels journaled on the frame, of handles secured to said frame, and brace-rods formed integral with the handles and extending from the point of attachment of the handles and frame to said arms and attached thereto.

Signed at Cleveland, in the county of Cuyahoga and State of Ohio, this 10th day of June, 1903.

CHARLES J. COLLING.

Witnesses:

E. B. DONNELLY,
W. E. DONNELLY.