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 TRUCK OR CARRIER FOR CYLINDRICAL OBJECTS.
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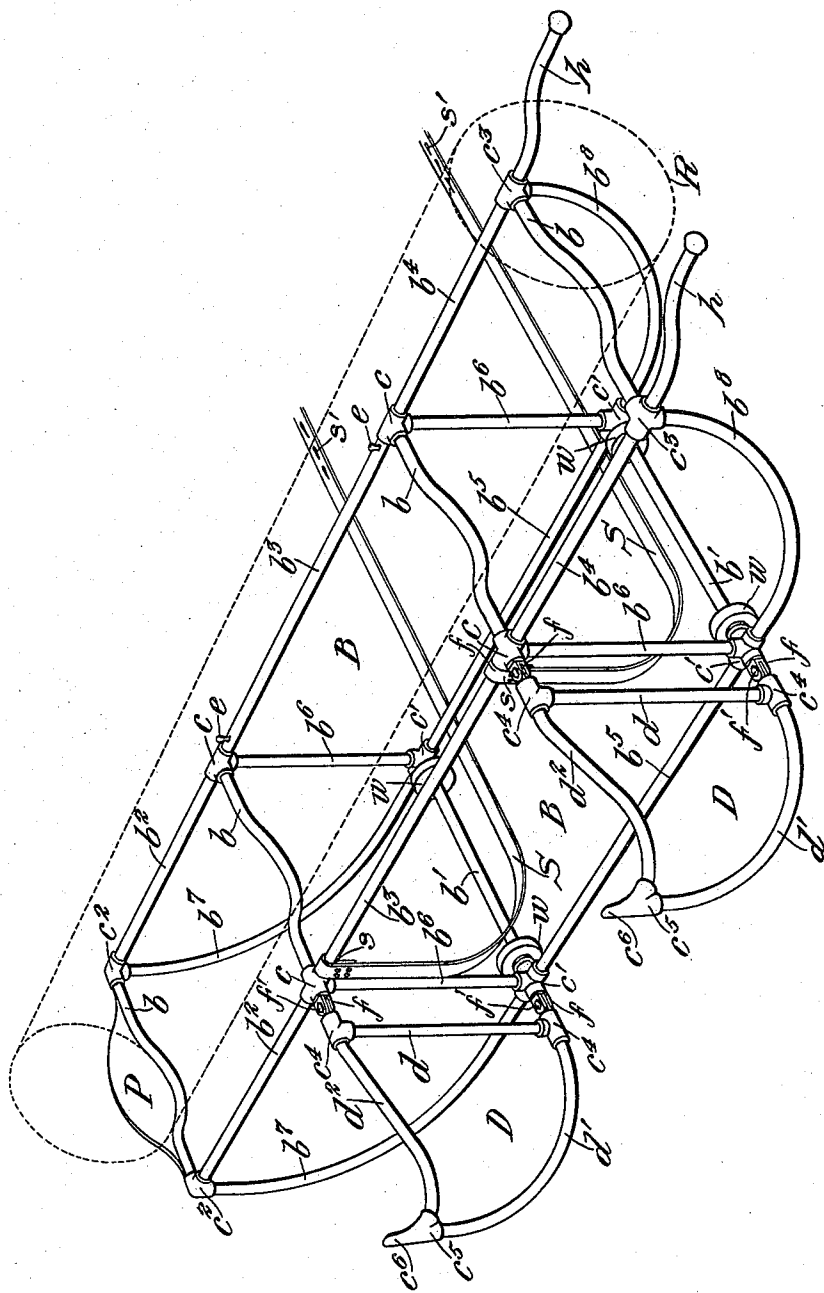


Fig. 1.

WITNESSES

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TRUCK OR CARRIER FOR CYLINDRICAL OBJECTS.

1,153,476.

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To all whom it may concern:

Be it known that I, NOEL L. ANTHONY, a citizen of the United States, residing at Cranston, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Trucks or Carriers for Cylindrical Objects, of which the following is a specification.

My invention is an improved truck or carrier for use in handling heavy rolls of linoleum, oilcloth, carpet, paper or other material.

The object of my improvement is to provide a device of this type on which the rolls can be taken down from the stacked position in which they are usually stored, transported to different locations, and then rolled off onto the floor to display the patterns or cut off portions of the material. My improved truck also provides for raising the roll from the floor, carrying it back to the storage location and there standing it on end again in upright position adjacent the other rolls in the stack.

The manner and means for carrying out my improvement are fully described in the following specification, illustrated by the accompanying drawings, in which like reference characters designate like parts.

In the drawings: Figure 1 is a perspective view of the apparatus showing the position of the roll thereon as illustrated by dotted lines; and Fig. 2 is an end view of the device showing the method of lowering the roll onto the floor or of raising it therefrom into position on the truck.

Referring first to Fig. 1, my improved truck as here shown is preferably of skeleton structure in a form substantially like that of a child's sled. For the sake of strength and lightness I prefer to construct it of rods or piping connected together by suitable pipe-unions or couplings, but it might be made of other material such as angle-iron or wooden beams. The main framework of the truck comprises essentially the two parallel, runner-like sides or supports B, B connected together by suitable cross-pieces or struts b and b' . Each side-frame B is constructed with upper longitudinally-extending pipe-sections b^2 , b^3 , b^4 connected by the unions or couplings c into which the pipe ends are screwed or otherwise suitably secured. Extending parallel with the pipes b^3 are lower, horizontal side-

pieces b^5 screwed into couplings c' . Extending between the upper and lower sections of the sides are vertical uprights or struts b^6 having their ends screwed into suitable branches of the couplings c and c' .

Both ends of the side-frames B, B are constructed as rockers formed by the curved or arch-shaped pipe-sections b^7 and b^8 . These are secured at their upper ends in the couplings c^2 and c^3 while their lower ends are fastened in the couplings c' . Connecting the two side-frames at the bottom are the two struts b' having their ends screwed into side-branches of the unions c' ; while the upper members of the frames are connected by four cross-pieces b . The cross-pieces b are screwed into side-branches of the unions c , c^2 and c^3 and are preferably arched or bowed downwardly at their centers to form a sort of trough or seat for the roll R when the latter is in position on the truck as represented by dotted lines in Fig. 1. A spade-like plate or apron P is secured to the cross-piece b at one end of the truck and serves as a support or lifter adapted to be inserted under the end of the roll R when the latter is stacked in upright position during the operation of taking it down or putting it back into place as later described. At the forward end of the truck are curved handles h constructed of pipe, like the rest of the framework, and screwed into branches of the upper four-way couplings c^3 . Mounted on the lower cross-pieces b^7 and held in place by the pins w' , see Fig. 2, are suitable rollers or wheels w which act as casters on which the truck can be rolled about on the floor or ground.

Hinged to one side of the truck are two outriggers or rocker-arms D, D on which the roll R is supported in raising it from or lowering it into position on the floor as later described. The arms D are constructed with uprights d screwed into couplings c^4 and curved rockers d' reaching up to connect with the substantially horizontal supports d^2 . Preferably, the supports d^2 are bent downwardly and then curved upwardly to conform to the cylindrical surface of the roll R which they are designed to receive. The outer ends of the supports d^2 are joined to the upper ends of the rockers d' by means of V-shaped couplings c^5 formed with curved, prong-like extensions c^6 . The prongs c^6 are adapted to be placed under the side of the roll R to pry it up

from the floor, as shown in Fig. 2 and more fully explained hereinafter, Suitable straps S are fastened to one of the side-frames B at *s* and are adapted for use in rolling the roll R up onto the outriggers D and for holding it in place during the operation of prying it off from the floor. The straps S are preferably provided with "button holes" *s'* at their ends through which they may be fastened to the member *b*³ by means of suitable hooks or round-headed studs *e*, shown in Fig. 1.

The outriggers D might be constructed in rigid connection with the side of the truck, but, as before stated, are preferably hinged thereon as shown. A convenient means for mounting them in this way consists of the hinges *f* which have threaded plugs screwed into the side branches of the couplings *c*, *c'* and *c''*. The hinges *f* are of conventional form having their members connected by the bolts *f'* shown more particularly in Fig. 2. By tightening the nuts *f*² on the bolts *f'* the hinges can be adjusted so as to slightly resist the turning movement of the rocker-arms D and in this way the latter are held in operative position against any tendency to throw them out of place. When the truck is not in use the arms D can be folded back against its sides by simply swinging them on their hinges and in this manner considerable space is saved when storing the apparatus.

The complete method of operation of the device is as follows: It is the common practice to store rolls of linoleum, oilcloth, or the like placed on their ends in stacks, since in this way they take up less room and are more convenient of access. Such rolls usually weight from three to five hundred pounds and are about seven or eight feet long so that they are very heavy and awkward for one man to handle. Heretofore it has been a difficult matter to take them down from the stacks in which they are stored, transport them from the storeroom to the salesroom for display or for cutting off lengths of the material, and thereafter put them back in place. Without some convenient means for handling the rolls it has generally required two men to take them down and put them back into storage, but with my improved truck this can be accomplished by one man and with much less labor. When a roll is to be taken from the stack the truck is wheeled into position in the manner of trundling a wheelbarrow and then tilted up on the end-rockers *b*⁷ to a vertical position alongside the roll selected. The end-plate or apron P is next inserted under the end of the roll, by tipping the latter back in the usual manner of trucking, after which the roll can be brought forward to rest in the trough-like seats of the cross-arms *b*. The truck is then lowered into a horizontal position by rocking it back on the

rockers *b*⁷ until it rests on the rollers *w*. The truck can now be wheeled to the location in which the roll is to be placed on the floor for unrolling, either on all of its four rollers or with part of the weight supported by the forward rollers and the rest by the operator as in the manner of using a baggage truck.

Now, to deposit the roll on the floor the truck is lowered to its horizontal position, resting on all four rollers *w* and the straps S are then brought up over the roll R and their ends either secured to the side-members *b*³ or held in the hands. The operator next grasps the handles *h*, or, if more convenient, the side-members *b*³ and rocks the truck laterally on the side-rockers D as shown by the dotted lines in Fig. 2. During this operation the roll R will roll along the cross-members *b* and out onto the supports *d*² of the outriggers D. In handling the heaviest rolls this movement of the roll can be controlled by gradually releasing the straps S so as to prevent a too rapid overturning of the truck from the weight of the roll on the side-arms. After the truck has been tilted into upright position the hold on the straps S is released and the roll R will roll off onto the floor where the material is to be laid out for display, or for cutting off portions if so desired.

To place the roll back into storage the opposite procedure to that above described is followed: that is to say, the truck is placed in horizontal position beside the roll and the straps S laid out on the floor as shown in dotted lines in Fig. 2. The truck is then tilted up on its side-rockers with the prongs *c*⁶ under the side of the roll R and the straps S brought up around it and fastened to the side-frame as shown in full lines in Fig. 2. For the sake of security in fastening the straps S, a few wraps are first taken around the side-member *b*³ before the ends are secured to the studs *e*. Now, by grasping the side-rail or member *b*³ in both hands the truck can be rocked back on the rockers *d*¹ to rest on its rollers *w*. The operator then holds it in this position by placing his feet on the lower rail *b*⁵ and uses his hands to pull on the straps S to draw the roll back onto the cross-members *b*. The truck can now be wheeled to the storeroom or other location where the rolls are stacked and by tilting it up on the rockers *b*⁷ the roll can be placed on end in the position desired.

It will be seen that my new device provides an extremely simple and efficient apparatus for the purpose described and its use results in a considerable saving of time and labor in handling the heavy rolls of material such as specified. It is to be understood, however, that its use is not limited to the exact purposes herein specifically explained, since it is adaptable for other uses and may be employed in various other arts.

such as for rolls of paper in paper-mills and printing establishments or for kegs, barrels, drums and cylindrical containers of other types.

5 Various modifications might be made in the form and structure of the parts of my new device without departing from the spirit or scope of the invention.

10 Therefore, without limiting myself to the exact arrangement shown and described, what I claim is:—

1. In a truck for handling rolls of linoleum or other material, the combination with connected side-frames of runner-like structure having rockers at their ends on which the truck can be up-ended, of rocker-like outriggers extending laterally from the main body of the truck to adapt it to be tilted on its side in depositing the roll onto the floor or in raising it therefrom.

2. In a truck for the purpose specified, the combination with a sled-like frame having a longitudinal recessed seat for a roll of material or the like, of rocker-arms extending laterally from the frame to adapt the truck to be tilted on its side to deposit the roll on the floor and to pry the roll up onto the body of the truck in raising it from the floor.

3. In a truck for handling rolls of material or other cylindrical objects, the combination with a framework comprising connected runner-like side-members having rockers at their ends, of rocker-arms hinged to the framework to fold against the side-members and adapted to be extended laterally therefrom to provide means for rocking the truck on its side and to receive the roll of material in rolling it onto the truck or off onto the floor.

4. In a truck for the purpose specified, the combination with a main frame of sled-like structure having connected side-members formed with rockers at their ends, wheels for supporting the frame to roll on the ground, and outriggers extending laterally from one side of the frame and formed

with rockers on which the truck can be tilted on its side to facilitate the raising of a cylindrical object onto the frame or in rolling it off onto the floor.

5. In a truck for the purpose specified, the combination with a skeleton framework comprising two parallel runner-like side-members formed with curved rockers at their ends and connected at the top and bottom by spaced cross-members, of outriggers formed with uprights connected to horizontal supports and curved rocker-arms, and means to hinge said outriggers to one of the side-members to adapt them to be extended laterally therefrom or to fold against the side of the truck.

6. In a truck for the purpose specified, the combination with a sled-like frame comprising connected runner-like side-members formed with curved rockers at their ends, a projecting spade-like lifter-plate at one end of the frame, handles at the opposite end of the frame, wheels for supporting the frame to roll on the ground, and outriggers hinged to the side of the frame and formed with rockers similar to those on the side-members to adapt the truck to be tilted on its side.

7. In a truck for the purpose specified, the combination with a sled-like frame having rocker-like ends and a longitudinal seat adapted to receive a cylindrical object, outriggers extending laterally from one side of the frame and provided with supports for the object and rockers on which the truck can be rocked on its side, and straps secured to the side of the frame to adapt them to be placed under the object to assist in rolling it onto and off from the truck by means of the outriggers.

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

NOEL L. ANTHONY.

Witnesses:

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