

(No Model.)

W. A. MOORE.

WAGON RACK.

No. 313,753.

Patented Mar. 10, 1885.

Fig. I.

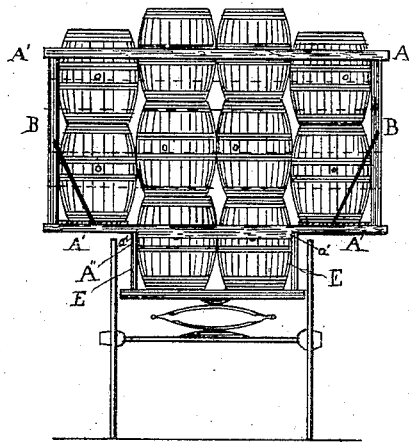
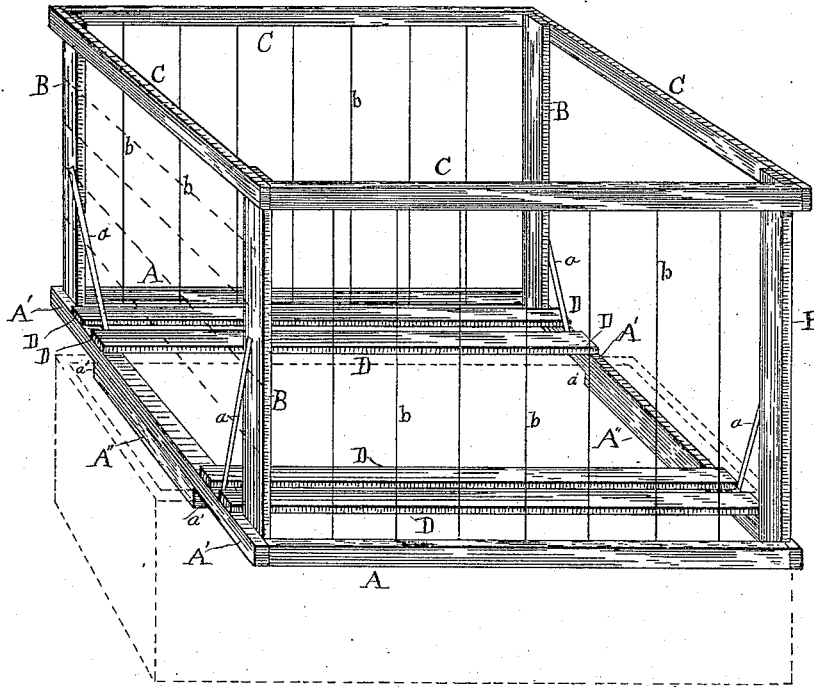


Fig. III.

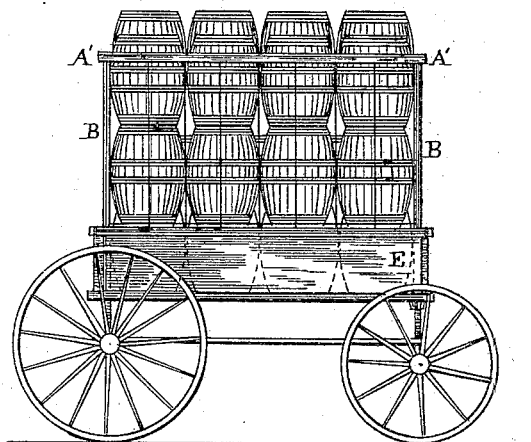


Fig. II.

Witnesses

Chas. H. Young
J. M. Yznaga

Inventor

Walter A. Moore
Per W. R. Singleton
att'y

UNITED STATES PATENT OFFICE.

WALTER A. MOORE, OF CHARLESTON, SOUTH CAROLINA.

WAGON-RACK.

SPECIFICATION forming part of Letters Patent No. 313,753, dated March 10, 1885.

Application filed December 18, 1884. (No model.)

To all whom it may concern:

Be it known that I, WALTER A. MOORE, a citizen of the United States, residing at Charleston, in the county of Charleston and State of South Carolina, have invented a new and useful Improvement in Wagon-Racks, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to improvements in racks for wagons, which will be hereinafter more fully described, and pointed out in the claim.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of the rack. Fig. 2 is a side elevation of the rack placed on a wagon. Fig. 3 is an end view of Fig. 2.

This rack is a regular frame consisting of two side sills, A A, and two end sills, A' A', framed together and fastened in any convenient and substantial manner. At each corner is a corner-post, B, secured properly to the sills A A'. On the top of the four posts B are four plates, C, framed and secured like the sills A A'. From the end sills, A' A', are braces *a a*, to stiffen or brace the corner-posts. On each side of the rack are placed two planks, D D, which are secured at each end to the end sills, A' A'. The end sills, A' A', are made wider in their middle part, A'', having their square shoulders *a'* to fit exactly inside of the side-boards E of the wagon, as shown in the end view, Fig. 3, at *a'*. On the sides of the rack are iron rods *b b b*, fastened to the sills A and plates C.

In Fig. 3 the barrels are shown as they are

to be packed in the wagon. The dotted horizontal lines represent large-sized wires, which can be extended across each end to keep the barrels in place.

This rack is made nearly as long as the inside length of the wagon, so that the wide part of each end will catch against the front and tail-gate to prevent the rack from slipping forward or backward. The wings extend over the wheels each side. In an ordinary-sized wagon with a rack of this character forty barrels can be transported with safety, and not encroach sidewise upon the roadway.

When the rack is placed on a wagon, and the interior of the wagon has its complement of barrels, it will be seen that the frame or rack is kept securely in place by the barrels. Other barrels are then placed on the boards D D, and afterward the remainder are placed as shown in Figs. 2 and 3.

What I claim is—

A rack or frame for wagons, the two end sills of which have the middle part wider than the ends thereof to fit inside of the wagon-bed, and side planks, D D, on the cross-sills, extending horizontally over and beyond the wheels of the wagon to support part of the contents, all substantially as and for the purpose described.

In testimony that I claim the foregoing as my own I hereto affix my signature in presence of two witnesses.

WALTER A. MOORE.

Witnesses:

GEORGE S. BROWN,
JAMES R. GREASY.