E. C. WELLS.

BARREL-STANDS.

No. 194,200. Patented Aug. 14, 1877.

Fig. 1.

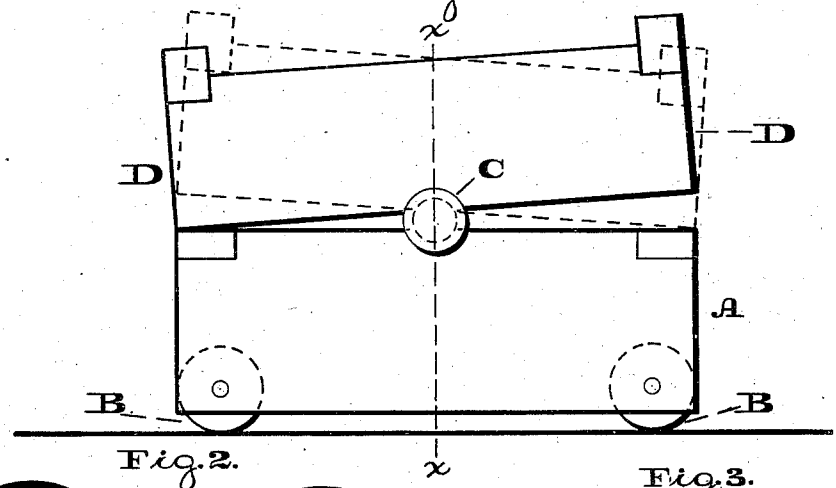


Fig. 2.

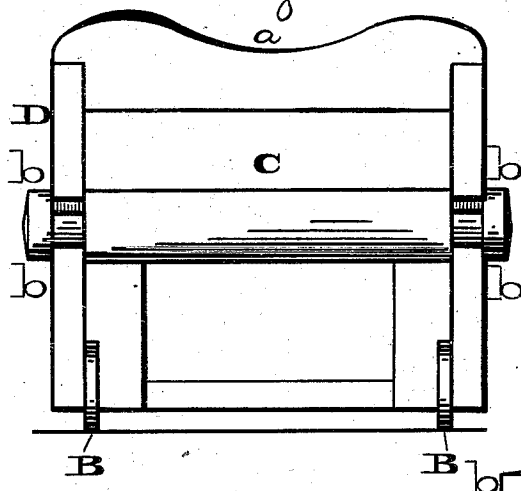


Fig. 3.

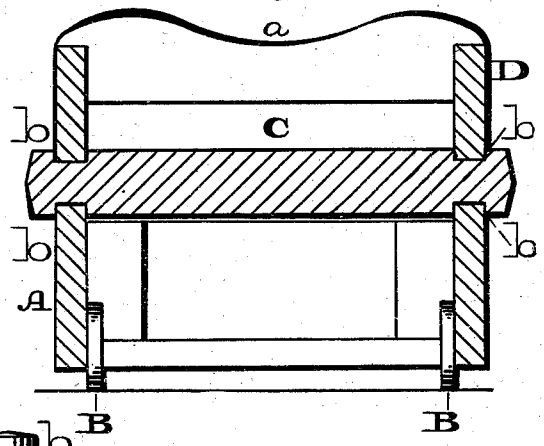
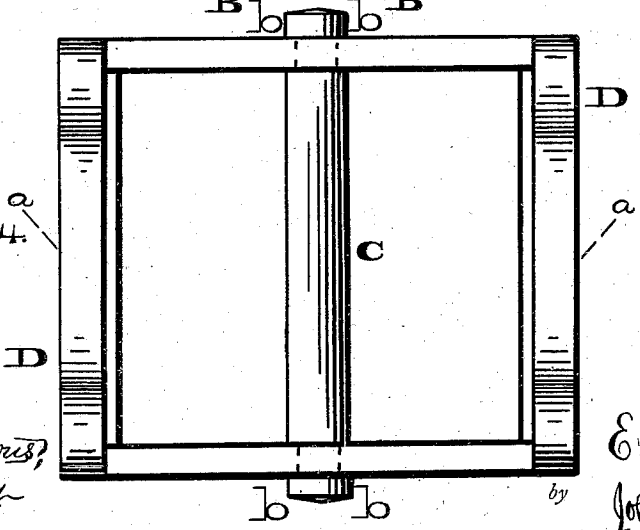


Fig. 4.



Witnesses:

Louis F. Boris,

A. P. Grant

Inventor:

E. C. Wells,

by John A. Wiedersheim

Attorney.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

EDWARD C. WELLS, OF VINELAND, NEW JERSEY, ASSIGNOR OF ONE-HALF HIS RIGHT TO HIRAM TAYLOR, OF TOWANDA, PENNSYLVANIA.

IMPROVEMENT IN BARREL-STANDS.

Specification forming part of Letters Patent No. **194,200**, dated August 14, 1877; application filed June 18, 1877.

To all whom it may concern:

Be it known that I, EDWARD C. WELLS, of Vineland, in the county of Cumberland and State of New Jersey, have invented a new and useful Improvement in Barrel-Stands, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation of the stand embodying my invention. Fig. 2 is a front view thereof. Fig. 3 is a transverse section in line *x x*, Fig. 1. Fig. 4 is a top or plan view thereof.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of a barrel-supporting saddle mounted centrally on a rod, which, fitted to a truck or base, constitutes an axis for the saddle, whereby the latter may be tilted at either end for properly presenting a head of the barrel (or cask) in order to store the barrel or drain the contents thereof.

By this construction, also, the rod supports both sides of the saddle, dispenses with hinges, and provides a strong, simple, and easily-applied bearing or axis for the saddle.

It also consists of means for preventing lateral displacement of the saddle.

Referring to the drawings, A represents a truck or base, consisting of a suitable frame or structure mounted on wheels B. C represents a cylindrical rod or bar, which is fitted in grooves centrally on the upper faces of the sides of the truck A, and it projects above said faces, as more readily seen in Fig. 1. D represents a saddle, consisting of a frame having concavities *a* on its upper faces, especially on the front and rear pieces of the frame, said concavities being adapted to receive the barrel or cask placed on the saddle. The saddle will be placed centrally on the rod C, grooves being formed on its lower faces to receive the rod, whereby the rod elevates the saddle, and constitutes an axis therefor, and permits the latter to swing thereon, or tilt toward the front or rear ends of the truck A, as shown in Fig. 1.

It is evident that when the barrel or cask is placed on the saddle, its weight being transmitted to the wheeled truck A, it may be moved to the desired place, either by itself or between other barrels or casks in a row, and properly aligned, and also tilted or canted, so that the contents may be readily drawn.

The barrel or cask may be conveniently removed for occupation of a different position, or substitution of another barrel or cask.

In order to prevent displacement or shifting of the saddle and the rod C, the latter, near its ends, is formed with shoulders *b b*, which overlap the upper portions of the truck and saddle, either on the inside or outside, or both, whereby the rod is confined in position, without however interfering with the axial motion of the saddle.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The saddle mounted on the base or truck by means of a centrally-arranged rod, substantially as and for the purpose set forth.

2. The saddle and base or truck, in combination with a rod centrally elevating the saddle, and forming an axis therefor, substantially as and for the purpose set forth.

3. The saddle D and truck A, in combination with the axial rod C, having overlapping shoulders *b b*, substantially as and for the purpose set forth.

EDWARD C. WELLS.

Witnesses:
JOHN A. WIEDERSHEIM,
H. E. HINDMARSH.