

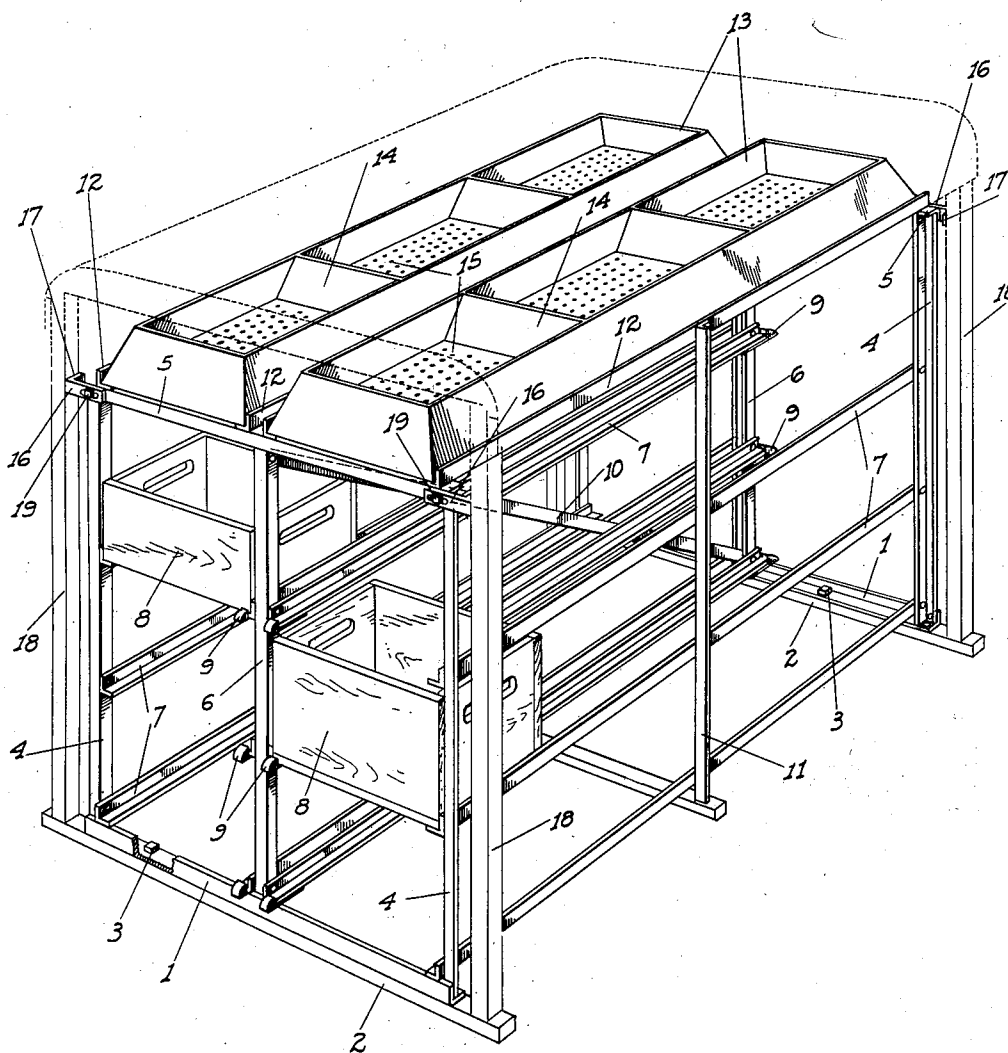
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CASE RACK FOR VEHICLE BODIES

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CASE RACK FOR VEHICLE BODIES.

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This invention relates to improvements in racks applicable to vehicle-bodies for supporting boxes or cases of goods, my main object being to provide a device of this general character which is formed as a complete unit entirely independent of the body, and adapted to be quickly and easily mounted therein.

My device is especially intended for use in milk wagons used in the retail delivery of individual milk bottles to the consumers and the racks are so arranged that the driver may readily remove the bottles from the case from either end of the vehicle, and when a case is empty, may quickly and easily shift it out of the way onto another rack.

In this way the driver can easily handle his load of cases and make deliveries with a minimum of effort, and avoid the necessity of having to stop and rearrange the cases as must now frequently be done in order to avoid burying a full case below a number of empty ones.

A further object of the invention is to produce a simple and inexpensive device and yet one which will be exceedingly effective for the purpose for which it is designed.

These objects I accomplish by means of such structure and relative arrangement of parts as will fully appear by a perusal of the following specification and claim.

The figure on the drawing is a perspective view of my improved rack structure.

Referring now more particularly to the characters of reference on the drawings, the numeral 1 denotes the lower end members of the rack, adapted to rest on the longitudinally spaced end transverse sills 2 of a vehicle body and to be secured thereto by bolts 3.

Uprights 4, at the ends of the members 1, extend to a suitable point, and are connected by cross members 5 parallel to the members 1, there being a centrally disposed upright 6 between each pair of end uprights.

Extending between and secured to the corresponding uprights 4 and 6 are horizontal guide rails 7, arranged in transverse pairs vertically spaced, each pair being adapted to support a case 8 thereon which may slide lengthwise of the rails.

At both ends of one rail of each pair are spring catch lugs 9 of well known form, normally projecting above the rails to prevent the case from sliding beyond the ends of

said rails, but depressible at will to allow the case to be slid onto or from the rails without raising the case.

A diagonal brace 10 preferably extends between the upper and lower ends of the central uprights 6 to brace the structure against longitudinal swaying, while if necessary intermediate uprights 11 may be mounted midway of the length of the rails and connected thereto, to prevent sagging of the rails intermediate their ends.

Additional rails 12 supported by the upper end members 5 serve to support ice tanks 13 of suitable design, said tanks having transverse baffle plates 14, and their bottoms having drip-holes 15 to allow the ice water to drip down onto the bottles in the cases beneath. This is of course mainly necessary in warm weather only.

The height of the structure relative to the body in which it is to be placed is such that the top of the ice tanks will at least clear the rear entrance to the body.

The upper portion of the rack structure is prevented from having any lateral swaying movement relative to the body by means of horizontal plates 16 adjustably fixed on the upper transverse frames 5 and extending beyond the ends thereof. The outer ends of said plates are bent to form pads 17 which are adapted to abut against the inner faces of the end and corner uprights 18 of the vehicle body.

These plates are adjusted to fit after the structure is inserted in the body and bolted in place to the end sills thereof. The plates 16 are then slid outwardly so that the pads 17 thereon bear firmly against the uprights, and the holding bolts 19 of said plates are then cinched up. It will thus be seen that the body and rack are mounted with each other so as to prevent relative lateral swaying thereof, and one braces the other. Also, the plates being independently adjustable, may be properly engaged with the respective uprights regardless of whether or not the structure is definitely centered relative to said uprights.

The rack structure is of course usable for transporting any kind of cases, and would of course be made in different sizes for different sized bodies, and according to the size of the cases to be carried thereby. The racks being open at both ends, the driver of the vehicle can handle the cases from either end, according to his convenience and preference,

and assuming that the body of the vehicle is likewise open at both ends.

The various parts of the structure may of course be made of any suitable material, but I prefer to use structural iron, mainly angle-bars, which lend themselves to easy assembly, and combine lightness and minimum of bulk with relatively great strength.

From the foregoing description it will be readily seen that I have produced such a device as substantially fulfills the objects of the invention as set forth herein.

While this specification sets forth in detail the present and preferred construction of the device, still in practice such deviations from such detail may be resorted to as do not form a departure from the spirit of the invention, as defined by the appended claim.

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

A case rack structure for delivery vehicles, the rack including vertical end members adapted for substantial transverse alignment with the vertical end posts of the body of the vehicle, means for removably fastening the rack to the bed of the vehicle, horizontal straps mounted on the end members and extending transversely thereof, means for adjusting said straps laterally of the vehicle, and right angle flanges at one end of the straps arranged to abut against the adjacent longitudinal side faces of the body posts.

In testimony whereof I affix my signature.
RAYMOND C. WANN.