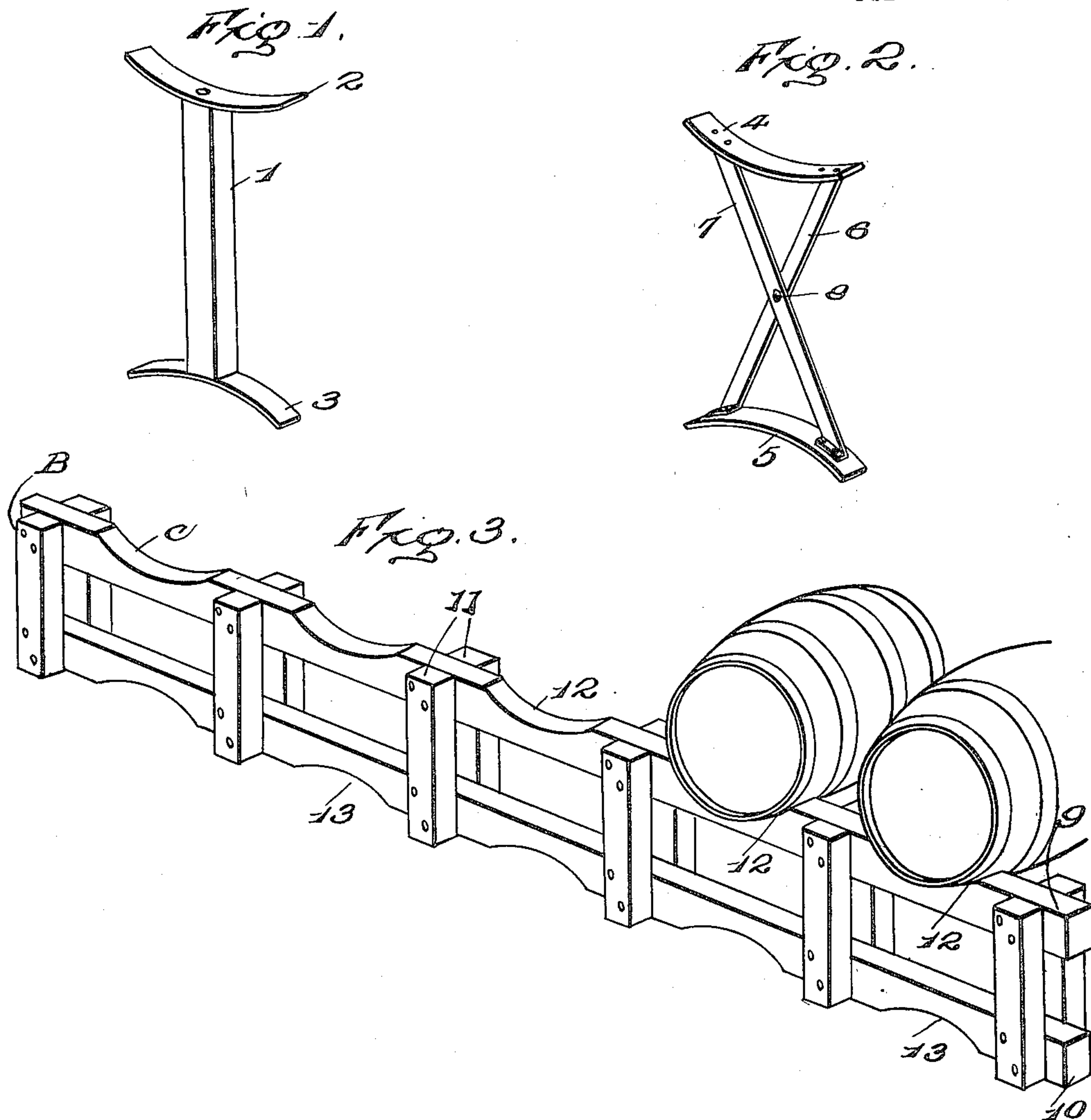


H. K. LOSKAMP.
 BARREL SUPPORT.
 APPLICATION FILED MAR. 25, 1908.

921,855.

Patented May 18, 1909.
 2 SHEETS—SHEET 1.



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Witnesses

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2 SHEETS—SHEET 2.

Fig. 4.

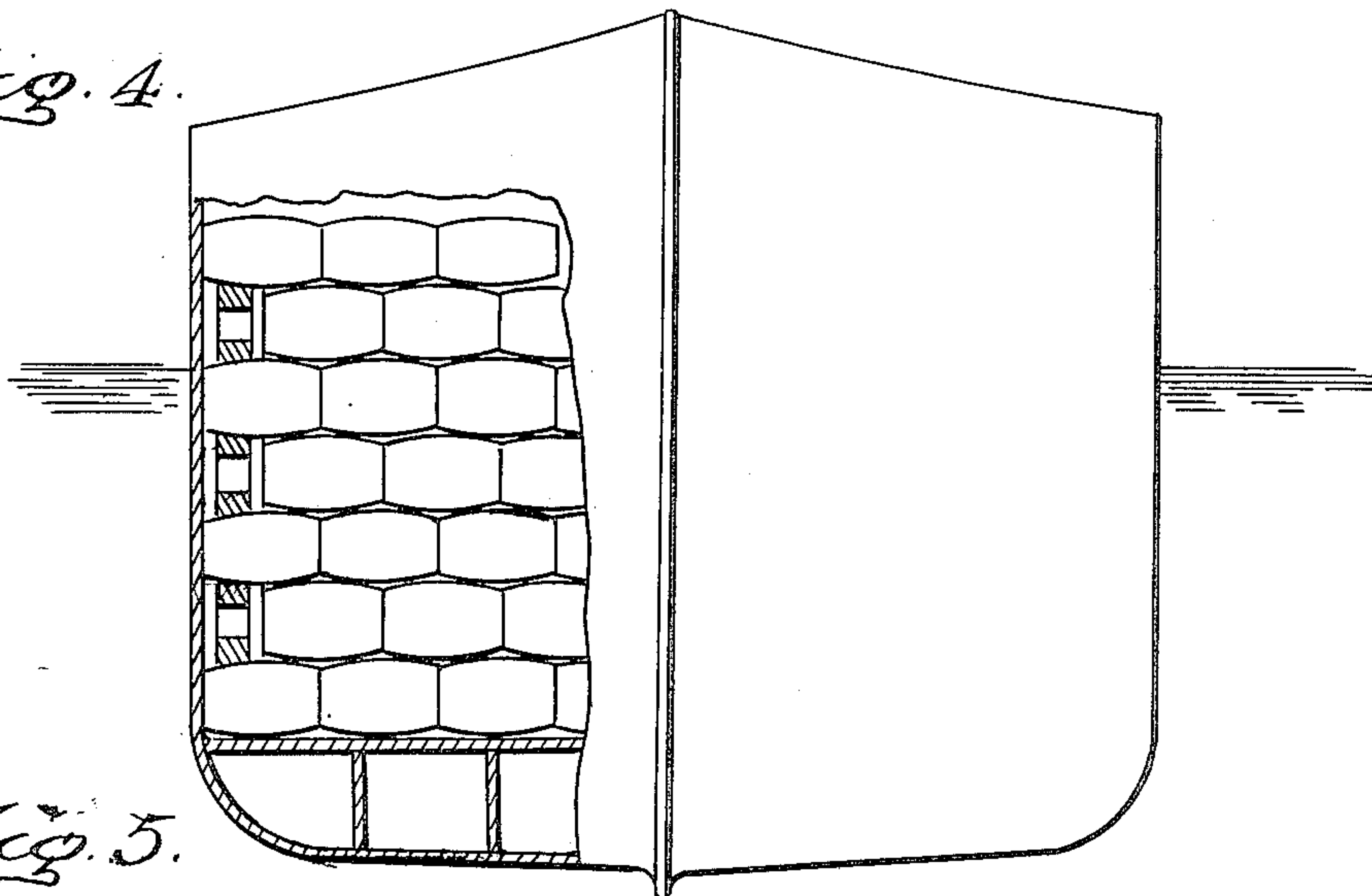


Fig. 5.

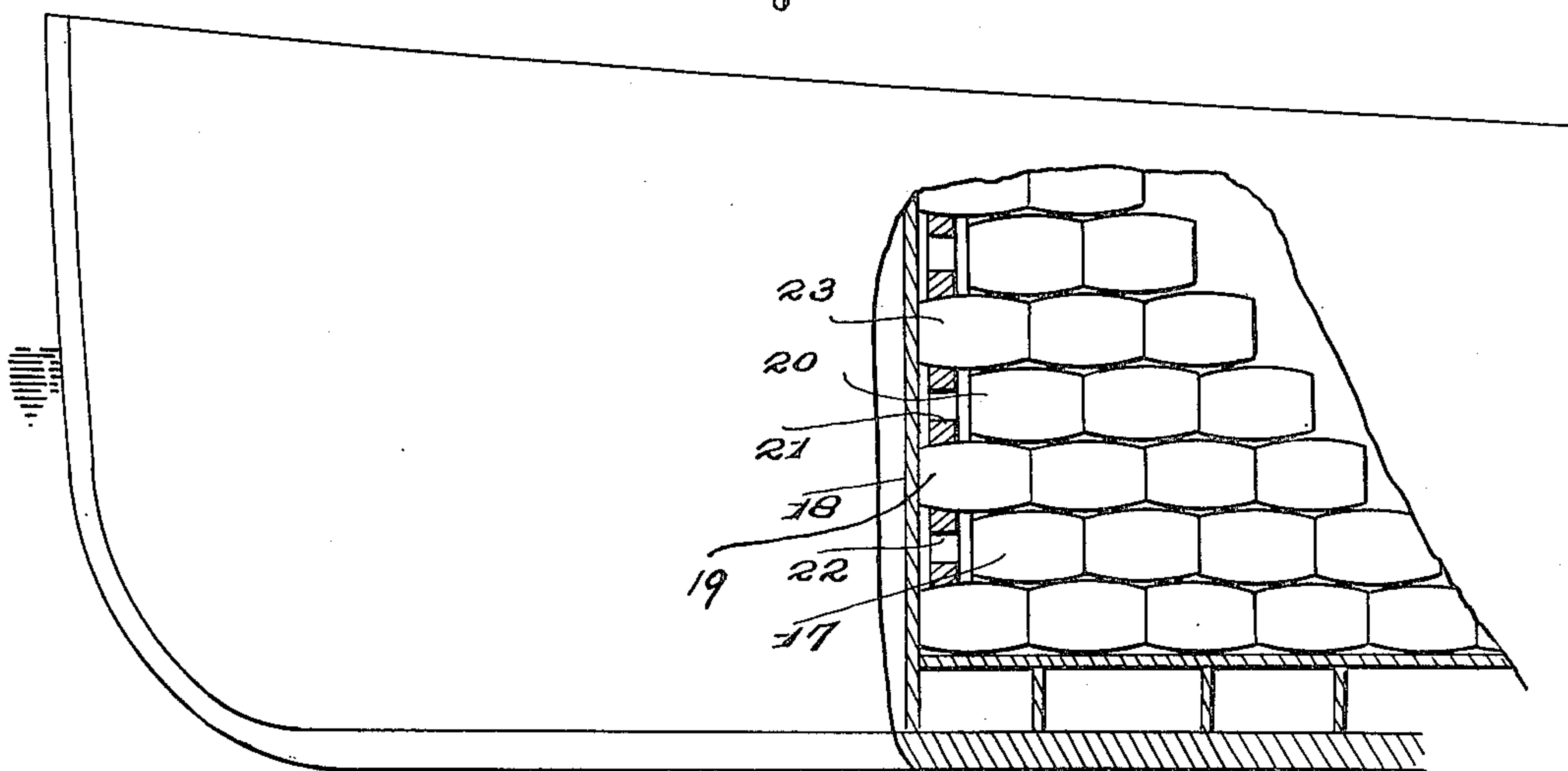
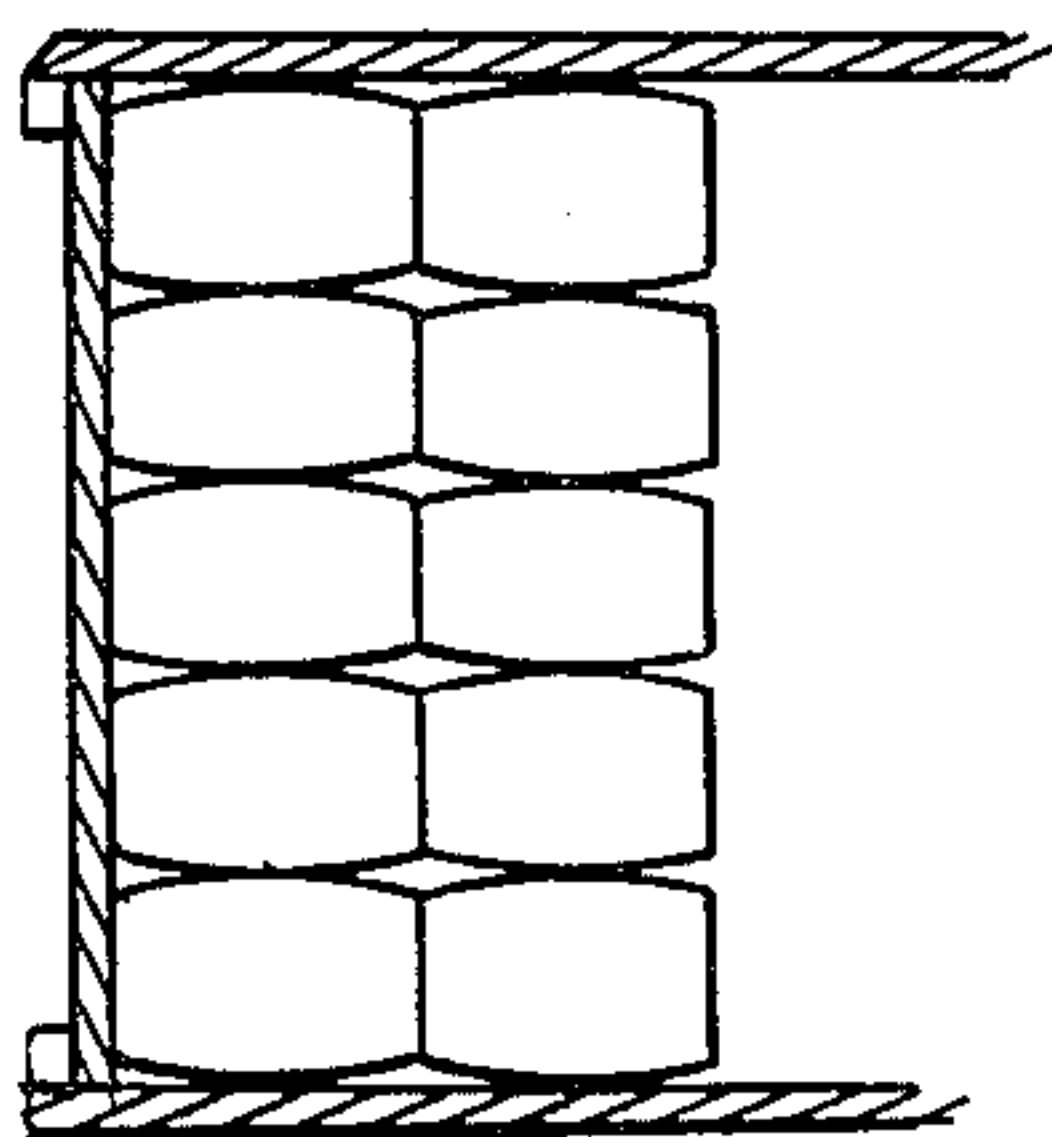


Fig. 6.



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UNITED STATES PATENT OFFICE.

HARRY K. LOSKAMP, OF ROCKVILLE CENTER, NEW YORK.

BARREL-SUPPORT.

No. 921,855.

Specification of Letters Patent.

Patented May 18, 1909.

Application filed March 25, 1908. Serial No. 423,217.

To all whom it may concern:

Be it known that I, HARRY K. LOSKAMP, a citizen of the United States of America, residing at Rockville Center, Nassau county, State of New York, have invented certain new and useful Improvements in Barrel-Supports, of which the following is a specification.

This invention relates to a support to be placed between the heads of barrels or similar receptacles when packed for transportation in the hold of a vessel.

In accordance with the present practice the barrels are packed in tiers, those in each tier placed head to head and bilge to bilge, and the tiers are so related that each barrel is head to bilge with those above and below it. At the ends of the alternate tiers, a space extends along the side or bulk-head of the vessel between such wall of the vessel and the heads of the barrels. Cord-wood or other comparatively cheap and convenient material is commonly used to fill the spaces to preserve stability, and prevent shifting of the cargo and consequent injury to the vessel. The irregularity of such packing material as to compressibility and tendency to settle, makes it difficult to secure uniform and certain resistance to displacement. Furthermore, handling it is expensive and at the time of unloading, it is generally necessary to dispose of the commodity thus employed at a loss.

With a view to avoiding expense, labor, uncertainty and consequent danger incident to the use of loose packing material, the invention contemplates the provision of a frame or support to be placed between the heads of the end barrels to hold them in position and prevent shifting of the cargo. These supports are provided with oppositely disposed barrel seats and are adapted to be placed in the space described between the end barrels of alternate tiers engaging the neighboring sides of the barrels as hereinafter described.

Referring to the accompanying drawings,—Figure 1 is a perspective view of a barrel support. Fig. 2 is a similar view of a barrel support of slightly different construction, Fig. 3 is a perspective view of a multiple support of the preferred form, Fig. 4 is a fragmentary transverse cross-section, diagrammatic in nature, of a vessel loaded with barrels showing supports of Fig. 3 in operation, Fig. 5 is a longitudinal

cross-section of a vessel partially loaded with barrels, the axes of the latter being placed in the direction of the length of the vessel, instead of laterally as in Fig. 5. Fig. 6 is a fragmentary horizontal section of a vessel loaded with barrels showing arrangement of the barrels in a tier.

The support of Fig. 1 consists of an upright bar 1 to the extremities of which are attached the upper barrel seat 2 and the lower barrel seat 3 oppositely disposed. The seats are curved to fit the barrels with which they are to be used at a point about half way between the bilge and the head. The barrel support of Fig. 2 consists of barrel seats 4 and 5 connected by crossed bars 6 and 7 which are secured to each other at the point of intersection 8.

The multiple support of Fig. 3 consists of parallel upper and lower bars 9 and 10 connected by means of cross-bars 11 placed opposite each other in pairs, one of each pair on each lateral face of the upper and lower bars. The latter are provided with a series of barrel seats 12 on the upper bar and a series of corresponding barrel seats 13 on the lower bar. Each seat 12 on the upper bar 9 is directly opposite and corresponds to a seat 13 of the lower bar 10. These seats are curved to fit the barrels.

In the operation of the device shown in the various figures from 1 to 3, the barrels are packed in tiers as shown in Figs. 4 to 6. Having reference to Fig. 5 it will be noted that the tier 17 next above the bottom tier terminates a distance from the bulk-head 18 equal to half the length of a barrel, leaving a space 22. This is so planned in order that the tier above may be placed with the heads of the end barrels 19 against the bulk-head. The fourth tier 20 is set in from the bulk-head forming a space 21 equal to that at 22. In the spaces 21 and 22 the supports of the invention are to be used. If the support of Figs. 1 and 2 be adopted, a number of them must be used in each space, one placed between each pair of end barrels 19 and 23 of the tier above and below the particular space in question. It will be noted that the barrel seats of all the different supports are spaced a distance substantially equal to the diameter of a barrel. The support of Figs. 3 or 4 is intended to extend the entire length of the space resting with the lower bar 10 or 15 on the barrels 19. In the case of the support of Fig. 3, of course the seats 13

would engage the barrels. As the seats of the support of Fig. 4 are straight, the lower bar 15 bears tangentially against the barrels. The end barrels 20 of the second tier above
5 that which the lower part of the support engages are placed on the upper bar either in the seats 12 or resting tangentially against the bar 14 depending upon the particular style of support which is employed.

10 It is apparent that when thus packed the end barrels cannot rock and that shifting of the cargo as a whole is prevented.

Having thus described my invention, what I desire to secure by Letters Patent is:

15 1. A removable support to be placed between the outer ends of the end barrels of alternate tiers in a pile, consisting of a frame having barrel seats normally in a single vertical plane, the seats arranged in pairs, the

members of each pair oppositely disposed 20 and one over the other.

2. A removable support to be placed between the ends of the end barrels of alternate horizontal tiers in a pile consisting of a frame having seats normally in a single vertical 25 plane, the seats curved in substantially circular arcs and arranged one over the other on opposite sides of the frame, one-half of the seats being oppositely disposed to the other half and spaced a distance therefrom 30 greater than the diameter of the circle of which the curve of the seats is an arc.

Signed by me at New York, N. Y. this 23rd day of March 1908.

HARRY K. LOSKAMP.

Witnesses:

JENNIE A. MOONEY,
W. H. HEAGERTY.