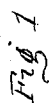


APPLICATION FILED JUNE 9, 1909.

Patented Oct. 26, 1909.
2 SHEETS—SHEET 1.

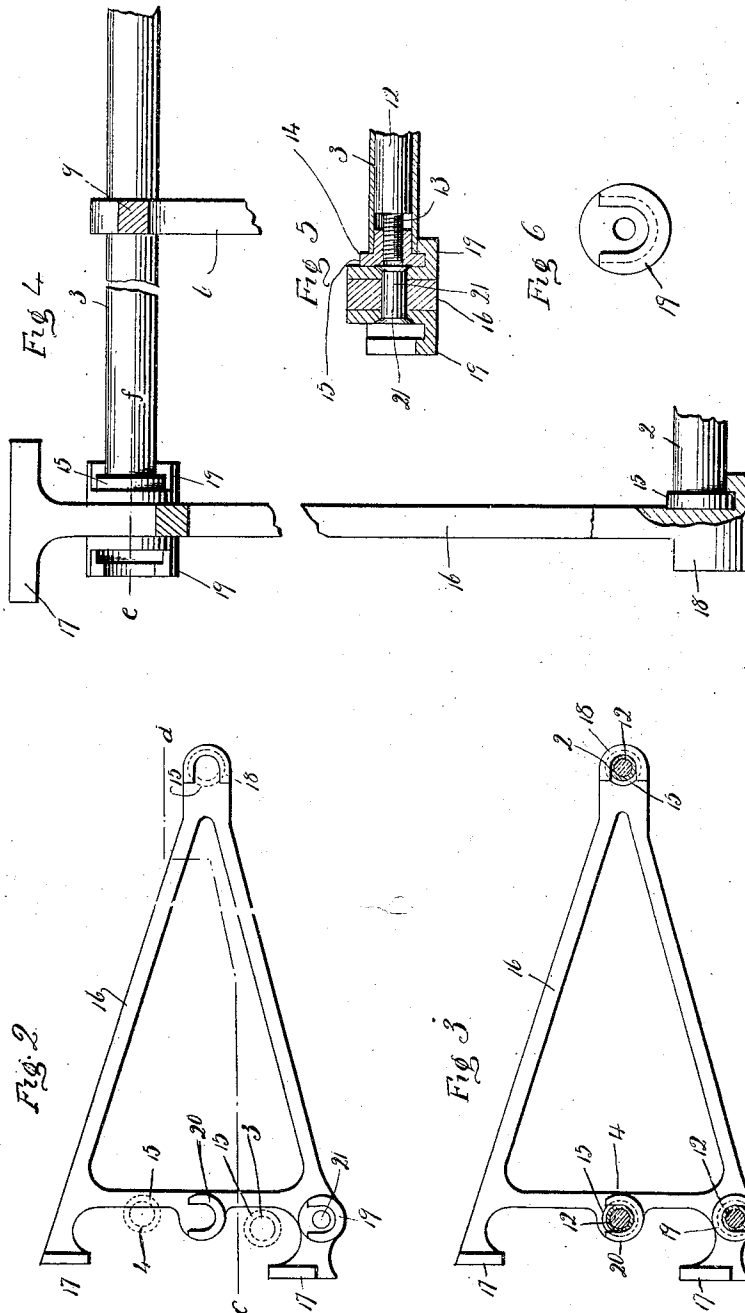


187
Peter N. Landrine
Inventor
by Seymour & Carey
Attys

P. N. LANDINE.
CAR RACK.
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938,153.

Patented Oct. 26, 1909.
2 SHEETS—SHEET 2.



Witnesses
C. J. Reed.
C. L. Ward

Peter N. Landine
Inventor
by Seymour T. Carey
Att'y

UNITED STATES PATENT OFFICE.

PETER N. LANDINE, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO THE ROSTAND MFG. CO., OF MILFORD, CONNECTICUT, A CORPORATION.

CAR-RACK.

938,153.

Specification of Letters Patent.

Patented Oct. 26, 1909.

Application filed June 9, 1909. Serial No. 500,992.

To all whom it may concern:

Be it known that I, PETER N. LANDINE, a subject of the King of Italy, residing at New Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Car-Racks; and I do hereby declare the following, when taken in connection with the accompanying drawings and the characters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1 a plan view of a car-rack constructed in accordance with my invention. Fig. 2 a view in inside elevation of one of the two brackets of the rack with the adjacent ends of the three tubes of the shelf-structure indicated by broken lines, the front tube being entered into the fixed bearing-socket in the front end of the bracket, and the rear and upper tubes being in position to be swung down into the pivotal bearing-sockets. Fig. 3 a view in vertical section on the line *a—b* of Fig. 1, showing the shelf-structure engaged with the bracket, and locked thereto by the rotation of the pivotal bearing-sockets. Fig. 4 a broken sectional view on the line *c—d* of Fig. 2. Fig. 5 a view in vertical section on the line *e—f* of Fig. 4. Fig. 6 a detached view in elevation of one of the pivotal bearing-sockets.

My invention relates to an improvement in that class of baggage racks for railway coaches in which a series of racks are coupled together in a continuous line throughout the length of the coach, the object being to improve the unlocking and removal, and the restoration and re-locking of the shelf-structures of the racks without disturbing the brackets in which they are normally supported.

With these ends in view my invention consists in a baggage-rack having certain details of construction and combinations of parts as will be hereinafter described and pointed out in the claims.

In carrying out my invention as herein shown, I employ a unitary, self-contained grille-like shelf-structure consisting of an outer tube 2, an inner tube 3, and an upper or guard-tube 4 which latter is located directly above the inner tube 3. The said tubes 2, 3, pass through the ends of four rigid cross bars 5, 6, 7 and 8, the two inter-

mediate bars 6 and 7 being furnished with integral upwardly extending arms 9 and 10 through which the upper tube 4 passes and in which it is rigidly supported. Four grille-rods 11 pass through the cross bars 5, 6, 7 and 8 and form, as it were, the floor of the shelf-structure. The number of grille-rods may be increased or decreased according to the capacity of the bracket. The tubes 2, 3 and 4 are reinforced, as shown, by rods 12 reduced in diameter at their ends and threaded to form screws 13 for the reception of internally threaded coupling-thimbles 14 having at their outer ends annular coupling flanges 15 larger in diameter than the diameter of the tubes against the ends of which the inner faces of the said flanges 15 bear.

It will be understood from the foregoing that the shelf is a rigid self-contained unitary structure and that when its parts are assembled it is handled as though it were made in one piece. For use in conjunction with such a shelf-structure, I employ triangular skeleton-like cast-metal brackets 16 having perforated lugs 17 by means of which they are attached by screws to the woodwork of the coach. Each of these brackets is provided at its outer end with two fixed, grooved U-shaped bearing-sockets 18 located in line with each other and opening inwardly and adapted to receive the coupling flanges 15 of the outer tube 2, the said flanges being entered into the said sockets through the open inner ends thereof by movement from rear to front. Each of the said brackets is also provided with a pair of rotatable grooved bearing sockets 19 located in line with each other upon the opposite faces of the bracket, and with a corresponding pair of non-rotatable grooved bearing sockets 20 respectively located upon the opposite faces of the bracket, the rotatable sockets of each pair of rotatable sockets being mounted upon heavy rivets 21 passing transversely through the bracket as shown in Fig. 5. The sockets 18, 19 and 20 are located, as clearly shown by Figs. 2 and 3, at the three corners of a triangle corresponding to the triangle formed by the tubes 2, 3 and 4 of the unitary shelf-structure. The sockets 19 and 20 are also U-shaped and are like the fixed sockets 18 except in their capacity for rotation.

To mount the shelf-structure of my im-

proved rack it is lifted into position between two brackets the rotatable bearing sockets of which have been set so as to open upward as shown in Fig. 2. The locking flanges 15 of the thimbles 14 of the outer tube 2 of the shelf-structure are now entered into the grooves of the fixed U-shaped sockets 18 projecting inwardly from the outer ends of the two brackets. The shelf-structure having been drawn forward from rear to front until the flanges 15 have been fully entered into the grooves of the fixed sockets 18, the entire shelf-structure is now turned downward upon the axis of the outer tube 2 so as to enter the locking flanges 15 of the thimbles 14 of the tubes 3 and 4, into the upwardly opening grooves of the inwardly projecting sockets 19, 20 of the brackets. When the said flanges have been fully entered into the grooves of the said sockets, the pivotal sockets 19 are turned on their pivots as shown in Fig. 3, whereby the shelf-structure is firmly locked in place. The same method is followed in introducing the adjacent shelf-structures (not shown) between the adjacent brackets (not shown) and the outer faces of the two brackets shown and described and so on.

For the removal of the shelf-structure it is only necessary to turn the pivotal sockets 19 sufficiently to cause them to present their open ends upward after which the rear portion of the shelf-structure may be lifted preparatory to moving the entire structure bodily rearward sufficiently to disengage the locking flanges 15 at the ends of its outer

tube 2 from the fixed horizontally arranged inwardly opening sockets 18 at the outer ends of the brackets.

I claim:—

1. In a car rack, the combination with two brackets each provided upon its inner face with a pivotal bearing-socket, of a unitary shelf-structure adapted at its ends to be entered into the said sockets which are turned for locking and unlocking the said structure.

2. In a car rack, the combination with two brackets each provided upon its inner face with a fixed inwardly opening bearing-socket and with a pivotal bearing-socket, of a unitary shelf-structure adapted at its ends to be entered into the said sockets, the pivotal socket providing for locking and unlocking the structure.

3. In a car rack, the combination with two brackets each provided at its outer end with a fixed inwardly opening bearing-socket, and each provided at its inner end with two pivotal bearing-sockets, of a unitary shelf-structure adapted at its ends to be entered into the said sockets, the pivotal sockets providing for locking and unlocking the structure.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

PETER N. LANDINE.

Witnesses:

CLARA L. WEED,
GEORGE DUDLEY SEYMOUR.