P. N. LANDINE.

BAGGAGE RACK.

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1,050,667.

Patented Jan. 14, 1913.

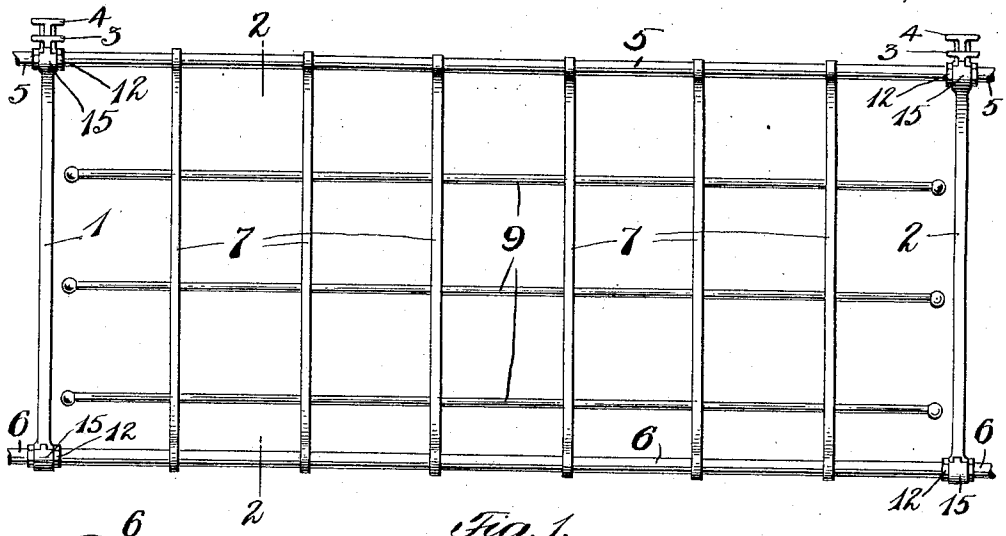

Fig. 1.

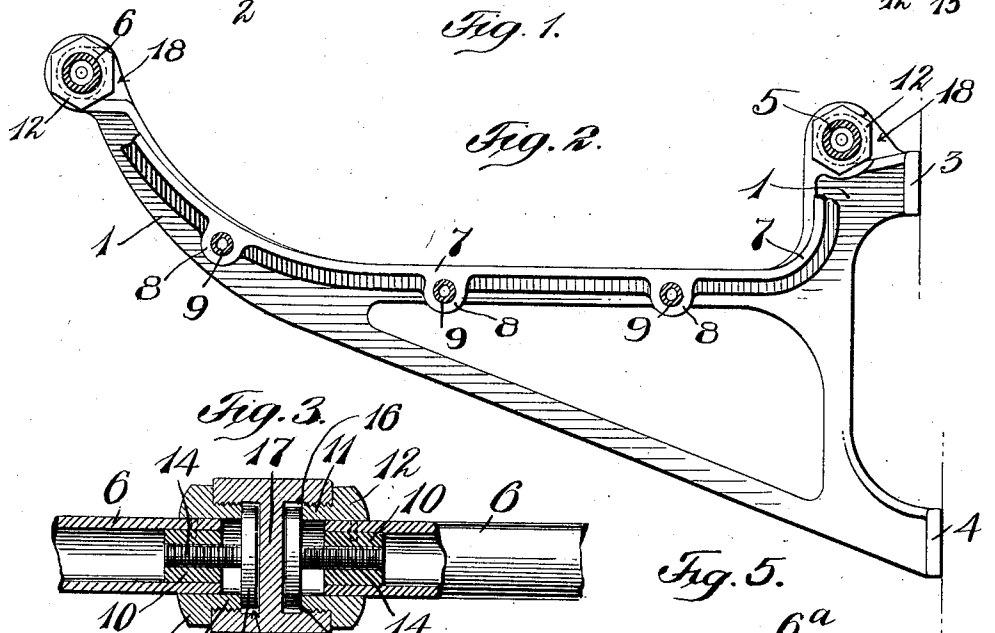

Fig. 2.

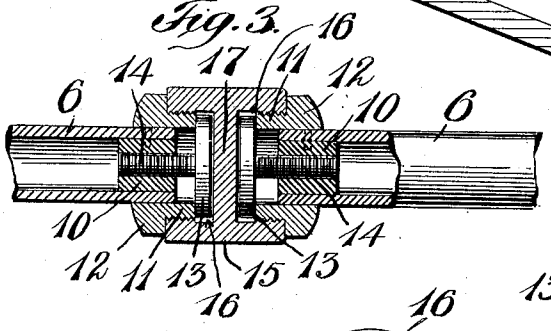

Fig. 3.

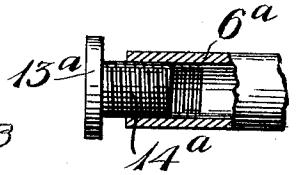

Fig. 5.

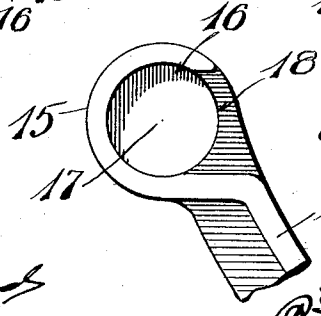

Fig. 4.

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BAGGAGE-RACK.

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To all whom it may concern:

Be it known that I, PETER N. LANDINE, a citizen of the United States, residing at Milford, New Haven county, State of Connecticut, have invented certain new and useful Improvements in Baggage-Racks, of which the following is a full, clear, and exact description.

This invention relates to an improvement in continuous baggage and analogous racks in which a series of racks are mounted between a series of alined brackets and is directed to means providing for the mounting and dismounting of each rack section independently of the other and more particularly to such means constructed and arranged to permit adjustment of the rack section to compensate for inaccuracy in spacing the brackets of the series.

A preferable embodiment of the invention is shown in the accompanying drawings in which—

Figure 1 is a top plan view of part of a continuous rack constructed in accordance with the present invention. Fig. 2 is a transverse sectional view on the line 2—2, Fig. 1. Fig. 3 is a longitudinal section through a part of a bracket and the main supporting bars of adjacent rack sections coöperating therewith, illustrating the means for coupling the rack sections to their brackets. Fig. 4 is a view in elevation of a detail of construction. Fig. 5 is a side elevation of a modification.

Referring to the drawings by numerals, 1—2 indicate two of a series of alined rack supporting brackets, each provided with lugs or feet 3—4 by means of which they may be attached to the woodwork of a railway coach or other suitable support. These brackets may be of the triangular skeleton type shown and are each provided at their front and rear ends with seats for the supporting bars of the rack sections.

The rack sections are preferably of the self-contained unitary type and each comprise two main supporting bars 5—6 formed as hollow tubes and connected by a series of rigid cross bars 7 having depending apertured ears 8 through which are threaded a plurality of grille rods 9. These parts of the rack sections when assembled form a rigid unitary structure which may be handled as though it were made in one piece.

In assembling and mounting a continuous rack structure, the brackets are first secured to the sides of the car or other structure in spaced alinement and the rack sections then inserted between and secured to adjacent brackets. Frequently in mounting the brackets upon their supports, inaccuracies in measurements and in mounting are made and some adjacent pairs of brackets are spaced farther apart than others. It is therefore necessary to provide means for adjusting the rack sections to such varying conditions and I have provided means for surmounting this difficulty in the use of the following structure.

Mounted on each of the main supporting bars 5—6, so as to slide longitudinally thereon are coupling sleeves 11, one for each end of the bar. The sleeves have their bracket or outer ends exteriorly threaded and their inner ends formed with a flange 12, preferably with squared edges for operation by a suitable tool. These sleeves are retained on their bars by forming the ends of said bars with flanged stops 13 having reduced and threaded shanks 14 extending therefrom and engaging the threaded interior of a supporting bar adjacent its end. This may be accomplished by securing in the ends of said bars, interiorly threaded plugs or bushings 10 whose apertures and threads are engaged by the threaded shanks 14 of the end flanges or stops. Or as shown in Fig. 5, the interior of the bar may be threaded and the shanks shaped to engage said threaded interior.

In Fig. 5, 6^a designates the supporting bar having its end threaded on the interior; 13^a is an end flange having a reduced and threaded shank 14^a engaging the threaded interior of the bar 6^a. These end flanges or stops may be provided on their inner faces adjacent their outer edges with suitable holes or sockets for engagement by a suitable tool. They provide the main supporting bars with extensible end flanges which by reason of their threaded engagement with the ends of said bars, are adjustable longitudinally thereof to vary the length of the rack section for the purpose hereinbefore de-

scribed. The brackets 1—2 are constructed to coöperate with these end stops and coupling sleeves in the following manner.

Each bracket at its front and rear end is enlarged at 15 and formed with transverse bores 16 on either side of a central partition 17 which may be either integral therewith as shown, or in the form of a threaded plug screwed into the bore, and which forms an abutment for the end stops 13 of the rack bars. These bores form seats for the rack ends and are threaded to engage with the threaded portions of the coupling sleeves 11, are preferably slightly greater in diameter than the end stops 13, and in depth correspond substantially to the combined depth of the end stops and the threaded portion of the coupling sleeves. The distance between the abutments 17 of adjacent brackets marks the length of the rack section which is to be inserted therebetween and supported thereby, this length being determined by the distance between the ends of the end stops 13 carried by the supporting bars of the rack sections. In case of inaccuracy in the spacing of the brackets, therefore, these end stops may be adjusted longitudinally of their brackets to give the desired length.

The ends of rack sections may be inserted endwise in the bores of the brackets by first withdrawing the end stops thereof, inserting the rack section between adjacent brackets with its supporting bars in alinement with the bracket bores and then moving the end stops outwardly and longitudinally of their supporting rods by a suitable tool until said stops contact with their bracket abutments. When this has been accomplished the coupling sleeves are moved on the bars to engage the threaded bores of the brackets and are screwed up until their ends abut against the faces of the end stops, locking these stops against loosening movement and positively coupling and locking the bars of the rack and therefore the rack to its brackets. The flanged inner ends 12 of the coupling sleeves 11, abut against the outer faces of bracket enlargements 15 and hide the adjusting and coupling parts from view, giving the rack a neat and ornamental finish. Withdrawing the coupling sleeves and end stops from engagement with the brackets will permit the dismounting of the rack. In order, however, to permit the quick and easy insertion of the ends of the supporting bars in the brackets, I prefer to provide the bores 16 with slots 18 at their rear sides, said slots being of such size as will permit the end stops of the rack to be inserted laterally therethrough from the rear to bring these stops in proper position within the bore whereupon the coupling sleeves may be screwed up in the bore as heretofore described. It is understood of course that in this last manner of mounting, the end stops may be adjusted to the proper length of rack section before the rack is inserted between its brackets and its end stops moved laterally into the bores 16 through the slots 18. To remove a rack section from its supporting brackets, it is only necessary to unscrew the coupling sleeves and move the rack body rearwardly to withdraw its end stops from the bracket bores through the slots at the rear thereof.

From the foregoing it will be evident, that my improved coupling means permits the adjustment of the length of a rack section to varying distances between brackets within reasonable limits; firmly supports the rack sections between the brackets and locks the connections against loosening and end play.

While I have described and illustrated a specific embodiment of my invention, it is, of course, understood that the structure thereof may be modified within the spirit of the invention and the scope of the appended claims.

What I claim, therefore, and desire to secure by Letters Patent is:

1. In a device of the character described, in combination, a plurality of alined brackets; a rack having a main supporting bar provided with a longitudinally extensible end and adapted to be supported by and between adjacent brackets with the ends of its supporting bar positioned on said brackets; and means carried by said supporting bar for locking said bar and rack section to said brackets.

2. In a device of the character described, in combination, a plurality of alined brackets, a plurality of unitary rack sections adapted to be mounted between and dismounted from adjacent brackets each independently of the other, each section having a main supporting bar provided with a longitudinally extensible end and being adapted to be mounted between adjacent brackets with the ends of said supporting bar positioned on said brackets; and means carried by the supporting bar of each rack section for locking its bar and rack section to its supporting brackets.

3. In a device of the character described, in combination, a plurality of alined brackets provided with rack seats thereon; a rack having a main supporting bar provided with a longitudinally extensible end and adapted to be supported by and between adjacent brackets with the ends of its supporting bar positioned on said brackets; and means carried by said supporting bar adapted to engage said rack seats to lock said bar and rack section to said brackets.

4. In a device of the character described, in combination, a plurality of alined brackets provided with rack seats thereon; a rack having a main supporting bar provided with longitudinally extensible ends

and adapted to be supported by and between adjacent brackets with the ends of its supporting bar positioned on said brackets; and means carried by said supporting bar and movable longitudinally thereof to engage said rack seats to lock said bar and rack section to said brackets.

5. In a device of the character described, in combination, a plurality of alined brackets each provided with a bore therein and with an abutment; a rack having a main supporting bar provided with a longitudinally extensible end and adapted to be supported by and between adjacent brackets with the ends of its supporting bar engaging the abutments thereof; and coupling means carried by said bar and movable longitudinally thereof to engage said bores to lock said supporting bar and its rack section to said brackets.

6. In a device of the character described, in combination, a plurality of alined brackets each provided with a threaded bore and with an abutment; a rack having a main supporting bar provided with a longitudinally extensible end and adapted to be supported by and between adjacent brackets with the ends of its supporting bar engaging the abutments thereof; and threaded coupling members carried by said bar and movable longitudinally thereof to effect threaded engagement with said bores to thereby lock said bar and its rack section to its brackets.

7. In a device of the character described, in combination, a plurality of alined brackets each provided with a bore therein and with an abutment; a rack having a main supporting bar provided with coupling means mounted thereon and movable longitudinally thereof; flanged ends on said bar retaining said coupling means thereon, one of said ends being longitudinally extensible; and said rack being adapted to be mounted between adjacent brackets with the flanged ends of its supporting bar in engagement with the abutments thereof and with the coupling means abutting the flanged ends of said bar and engaging the bores of said brackets to lock said bar and its rack to said brackets.

8. In a device of the character described, in combination, a plurality of alined brackets each having alined bores formed therein on opposite sides thereof and a partitioning abutment intermediate of said bores and alined therewith; a plurality of unitary rack sections adapted to be mounted between and dismounted from adjacent brackets independently of each other, each section having a main supporting bar provided with coupling means mounted thereon and movable longitudinally thereof; flanged ends formed on the supporting bar of each rack section and retaining said coupling means thereon, one of said ends being extensible longitudinally of its bar; and said rack sections each being adapted to be mounted between adjacent brackets with the flanged ends of their supporting bars engaging said abutments and the coupling means carried by their bars abutting said flanged ends and engaging said bores on the adjacent sides of the brackets to lock their supporting bars and rack sections thereto.

9. In a device of the character described, in combination, a plurality of alined brackets, each provided with a threaded bore therein and an abutment at the end of said bore; a rack having a main supporting bar provided with threaded coupling members mounted thereon and movable longitudinally thereof; flanged ends formed on said bar and retaining said coupling members thereon, one of said flanged ends having a threaded engagement with said bar and being adjustable longitudinally thereof; and said rack being adapted to be mounted between adjacent brackets with the flanged ends of said bar engaging the abutments thereof and the threaded coupling members abutting said flanged ends and engaging said threaded bores to lock said supporting bar and its rack to said bracket.

10. In a device of the character described, in combination, a plurality of alined brackets each provided with a bore therein and with an abutment; a rack having a main supporting bar provided with flanged coupling sleeves mounted thereon and movable longitudinally thereof; flanged ends on said bar retaining said coupling sleeves thereon, one of said ends being longitudinally extensible; and said rack being adapted to be mounted between adjacent brackets with the flanged ends of its supporting bar in engagement with the abutments thereof and with the coupling sleeves abutting the flanged ends of said bar and engaging the bores of said brackets to lock said bar and its rack to said brackets, the flanges of said sleeves abutting the sides of the brackets adjacent the bores therein.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents. Washington, D. C."