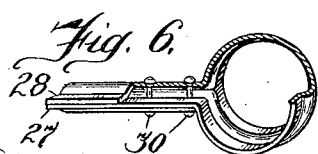
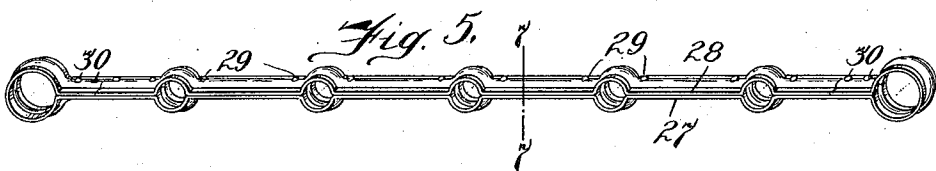
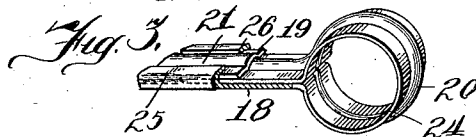
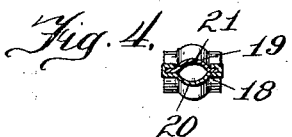
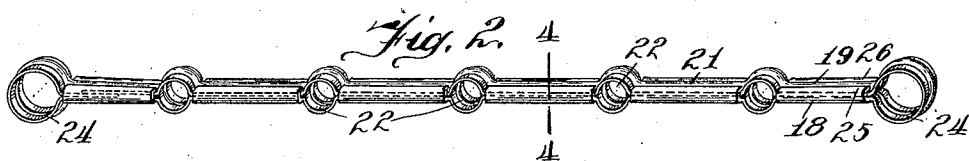
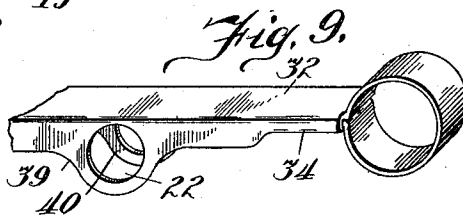
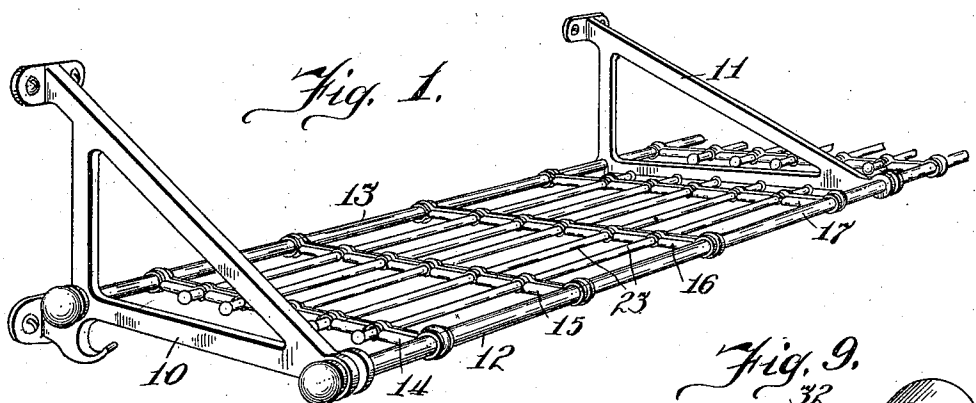


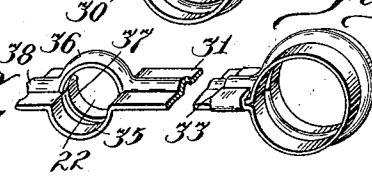
W. S. HAMM.
BAGGAGE RACK.
APPLICATION FILED APR. 9, 1910.

999,368.

Patented Aug. 1, 1911.



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UNITED STATES PATENT OFFICE.

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BAGGAGE-RACK.

999,368.

Specification of Letters Patent.

Patented Aug. 1, 1911.

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To all whom it may concern:

Be it known that I, WILLIAM S. HAMM, a citizen of the United States, and resident of Hubbard Woods, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Baggage-Racks, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to racks adapted to be secured to the walls of cars for carrying hand baggage, etc. Its objects are to simplify, cheapen and generally improve the construction of devices of this character, while maintaining ample strength.

The invention consists of a device such as is hereinafter described and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective of a rack embodying the invention; Fig. 2 is a perspective of one of the cross-bars of the rack; Fig. 3 is a detail of a portion of the bar, partly in section and drawn to a larger scale; Fig. 4 is a cross-section on the line 4—4 of Fig. 2; Fig. 5 is a perspective of one of the cross-bars showing a modified form of construction; Fig. 6 is a detail, partly in section, of the end portion of the bar illustrated in Fig. 5; Fig. 7 is a sectional detail on the line 7—7 of Fig. 5; Fig. 8 is a perspective view of a detail of one of the cross-bars showing another modification of the construction; and Fig. 9 is similar to Fig. 8 but shows a still further modification.

The invention pertains to that type of rack which comprises wall brackets; a pair of longitudinal frame rods joining the brackets; cross-bars or ribs uniting the pair of longitudinal rods; and intermediate or filler rods carried by the ribs.

The common practice has heretofore been to make the cross ribs of cast metal, drilling holes for the reception of the various rods. Such rods have been necessarily quite heavy in order to secure the necessary strength, and the expense of drilling the holes and properly finishing the ribs has been excessive.

In the present invention the rods are formed of sheet metal stamped up into suitable form, and may be much lighter than the cast ribs without sacrificing strength, and are also much simpler and cheaper of manufacture. Furthermore, they lend them-

selves more readily to the proper assembling and securing together of the various parts.

In the drawings there is shown a pair of wall brackets 10, 11, and a pair of longitudinal frame rods 12, 13, uniting the same, these rods respectively staying the front and rear margins of the grid of the rack. The cross ribs may be as numerous as the size of the rack or the judgment of the manufacturer may dictate,—four are shown in the drawings and are designated, respectively, 14, 15, 16 and 17.

In the form of construction illustrated in detail in Figs. 2, 3 and 4, the rib is composed of two strips of sheet metal 18, 19. Both strips are longitudinally ribbed, as shown at 20, 21, for the purpose of increasing their rigidity, and at suitable intervals are bowed outwardly transversely to provide mating recesses forming, when the two members are brought together, transverse apertures, as shown at 22, for receiving the intermediate rods 23. The member 18 is made of such length that its ends may be overturned to form loops or eyes, as 24, for encircling the rods 12, 13, and in assembling the parts the extreme ends of this member project under the member 19, as plainly shown in Fig. 3. The member 18, as blanked out, is provided with lateral lugs as 25, 26, intermediate of the apertures 22, and these lugs are folded over upon the margins of the member 19, securely holding the two members together. The ribs may be anchored to the rods 12, 13 and 23 in any suitable manner, preferably by pinching down the eyes through which the several rods pass. When the ribs are thus secured to the rods all tendency of the parts to rattle because of the vibration of the car, is avoided.

In the construction illustrated in Figs. 5, 6 and 7, the ribs are formed of two members 27, 28, similar to the members 18 and 19, except that the lower and longer member is not provided with lateral lugs but the two members are secured together by means of rivets, as shown at 29, 30. A common characteristic of both forms of construction is that the plates of which the ribs are formed are horizontally disposed, the rod apertures being provided by bowing each plate to form a half circle.

In the constructions illustrated in Figs. 8 and 9, the ribs are formed from single mem-

bers, as 31, 32. These members have their ends overturned to form the loops or eyes 24, the extreme end of the member being secured beneath lateral lugs 33, or flanges 34, 5 formed upon the body of the member and folded over upon the extreme end portions.

In the construction shown in Fig. 8, the transverse apertures 22, provided for receiving the intermediate rods, are formed by slitting the member 31 longitudinally at 10 intervals in such a way as to divide it into a plurality of leaves or strips 35, 36, 37, a part of which, as 35, 37, are bowed downwardly, and the remainder of which, as 36, 15 is bowed upwardly, thereby forming a complete ring or loop. Preferably the member 31 is longitudinally ribbed, as shown at 38, the rib being continued along the intermediate strip or leaf 36, forming the upper 20 wall of the eye or loop 22.

In Fig. 9 of the drawings, the transverse apertures 22 are formed in depending flanges, as 39, 40, which preferably extend 25 along each side of the member 32 for substantially its entire length.

I claim as my invention—

1. In a baggage rack, in combination, a pair of brackets, a pair of rods uniting the brackets, ribs uniting the rods and each 30 comprising a pair of horizontally-disposed plates bowed outwardly at intervals to form transverse apertures, and rods secured in the rib apertures.

2. In a baggage rack, in combination, a pair of brackets, a pair of rods uniting the brackets, ribs uniting the rods, each rib 35 comprising a horizontally-disposed plate having its ends folded around the rods, and a second plate secured to the first-named

plate, such ribs having transverse horizontal 40 apertures intermediate their ends, and rods secured in the rib apertures.

3. In a baggage rack, in combination, a pair of brackets, a pair of rods uniting the brackets, ribs uniting the rods and each comprising a plurality of plates having their 45 greater cross-sectional dimension horizontally disposed and being horizontally apertured intermediate of their ends, and rods secured in such rib apertures. 50

4. In a baggage rack, in combination, a pair of brackets, a pair of rods uniting the brackets, ribs uniting the rods and each comprising a pair of horizontally-disposed 55 plates one thereof having lateral lugs folded upon the other plate, said ribs being horizontally transversely apertured intermediate of their ends, and rods secured in such rib apertures.

5. In a baggage rack, in combination, a pair of brackets, a pair of rods uniting the brackets, ribs uniting the rods and each comprising a horizontally-disposed plate 60 having loops struck up from its face, and rods secured in such loops. 65

6. In a baggage rack, in combination, a pair of brackets, a pair of rods uniting the brackets, ribs uniting the rods and each comprising a sheet metal plate, horizontally 70 disposed and having its ends folded back to form loops encircling the rods, and being bent intermediate of its ends to form transverse loops, and rods secured in the last-named loops.

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