W. S. HAMM.

BAGGAGE RACK.

APPLICATION FILED FEB. 24, 1909.

932,121. **Patented Aug. 24, 1909.**

Fig. 1.

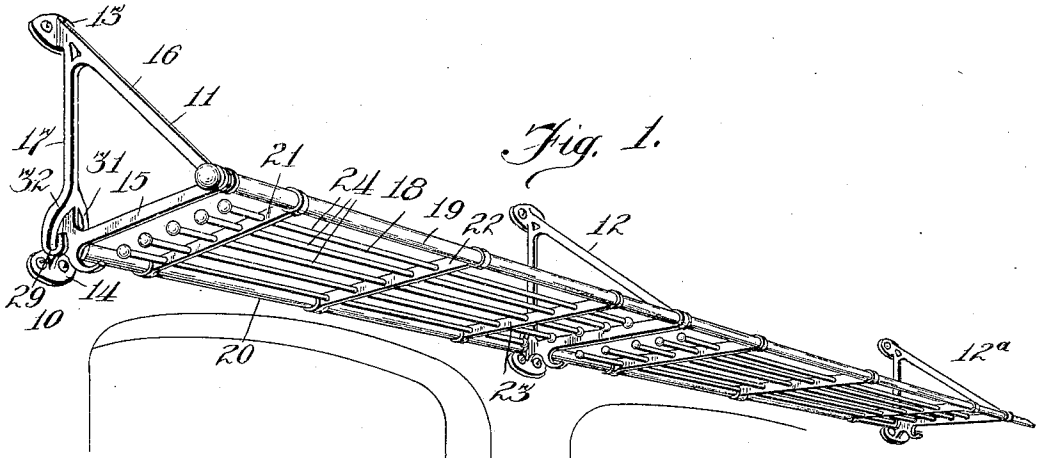


Fig. 2.

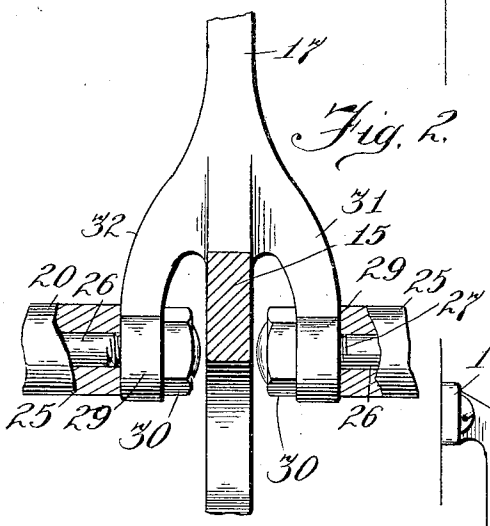


Fig. 4.

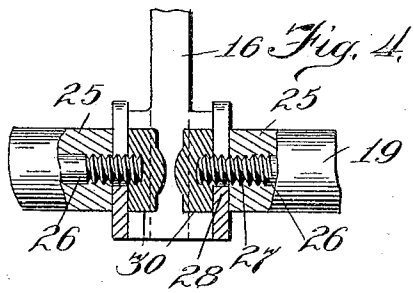
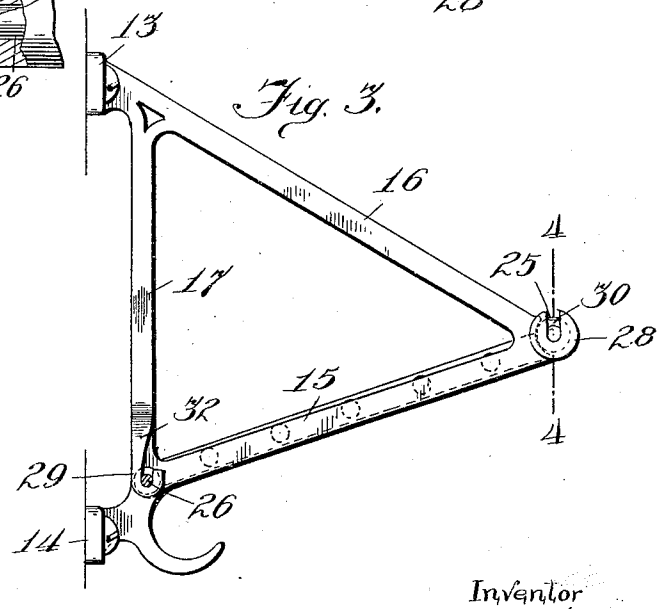


Fig. 3.



Witnesses
Milton Genoir
E. M. Hatcher

Inventor
William S. Hamm
By Gleason & Gillson
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM S. HAMM, OF HUBBARD WOODS, ILLINOIS.

BAGGAGE-RACK.

932,121. Specification of Letters Patent. Patented Aug. 24, 1909.

Application filed February 24, 1909. Serial No. 479,821.

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 that class of baggage racks which is adapted to be secured to the side walls of passenger cars for receiving the hand-baggage of the passengers; and its object is to provide a simple and convenient form of construction, particularly with view to facilitating the assembling of the racks and the removal of the rack bottoms for cleaning and repairs without disturbing the wall brackets.

The invention consists in a structure such as that described in the following specification and as illustrated in the accompanying drawings, in which—

Figure 1 is a detail perspective of the rack as applied to the side wall of a car; Fig. 2 is a detail vertical section of the wall bracket adjacent its inner end, showing the manner of attaching the bottom thereto; Fig. 3 is a side view of one of the wall brackets as attached to the side of a car, the rear rail of the bottom being shown in section; and Fig. 4 is a detail sectional view on the line 4—4 of Fig. 3.

The side wall of a railway car is shown at 10, and to this side wall there is attached a plurality of brackets, three of which are shown at 11, 12 and 12ª. These brackets comprise wall plates 13, 14, an outstanding lower member 15, a brace 16 tying the outer end of the member 15 to the upper wall plate 13, and an upright 17 uniting the inner ends of the members 15 and 16. The bottom, designated generally as 18, is of any desired form, as shown comprising front and rear bars 19, 20, cross-bars 21, 22 and 23, and filling rods 24, of any desired number, carried by the cross-members and parallel with the front and rear bars. The front and rear bars comprise, as shown, tubes 25 sleeved upon rods 26, the ends of which are turned down and threaded, as shown at 27, and are received within hooks 28, 29, located, respectively, at the front and rear ends of the outstanding member 15 of the bracket. Nuts 30 are applied to the threaded ends 27 of the rods 26, and, bearing against the inner faces of the hooks 28, 29, bind the rods securely in place. The hooks 28, 29, have upwardly opening throats, and the bottom is inserted by having its corner studs, that is to say, the reduced ends 27 of the rods 26, dropped into these hooks, the nuts being then applied to prevent its accidental displacement.

The rack may comprise a single section consisting of a pair of brackets 11 and 12 and the bottom 18; or it may comprise a larger number of brackets with a bottom located between each pair of adjacent brackets, thus constituting what is known in the trade as a continuous rack which may extend the entire length of the car. When the latter form of rack is used, each bracket, except those at the end, will, of course, comprise two pairs of hooks, one at the outer and the other at the inner end, as shown, respectively, in Figs. 4 and 2 of the drawings. The hooks 29 at the inner end of the bracket are preferably formed in arms 31, 32, branching laterally and downwardly from the lower end of the upright member 17 of the bracket, thereby providing space between the hooks and the body of the bracket for the convenient application of the nuts 30.

While the preferred form of construction is shown, it will be understood that the invention is of sufficient scope to include any form of construction in which the brackets are provided with upwardly opening hooks or sockets, into which studs at the corners of the bottom may be dropped, with any preferred means for securing the studs within the sockets.

I claim as my invention—

1. In a baggage rack, in combination, a pair of wall brackets each having a pair of upwardly-opening sockets, a bottom having threaded studs at its ends for entering such sockets, and nuts applied to the ends of such studs and binding the studs in the sockets.

2. In a baggage rack, in combination, a pair of wall brackets each having depending hooks at its inner and outer end, a bottom having threaded studs at its corners adapted to fit within the hooks, and nuts applied to the ends of the studs and binding the studs in the hooks.

3. In a baggage rack, in combination, a pair of brackets having laterally-projecting arms with upwardly-opening sockets, the inner faces of the arms being spaced apart from the body of the brackets, a bottom having studs at its ends engaging the sockets,

and means for securing the studs in the sockets.

4. In a baggage rack, in combination, a pair of brackets having laterally projecting arms with upwardly-opening sockets, the inner faces of the arms being spaced apart from the body of the brackets, a bottom having threaded studs at its ends engaging the sockets and extending beyond the inner faces of the arms, and nuts applied to the studs.

5. In a baggage rack, in combination, a pair of brackets having laterally-projecting pendent arms with upwardly-opening sockets adjacent their ends, a bottom having studs at its ends engaging the sockets, and means applied to the ends of the studs and engaging the inner walls of the arms for securing the studs within the sockets.

WILLIAM S. HAMM.

Witnesses:
LOUIS K. GILLSON,
E. M. KLATCHER.