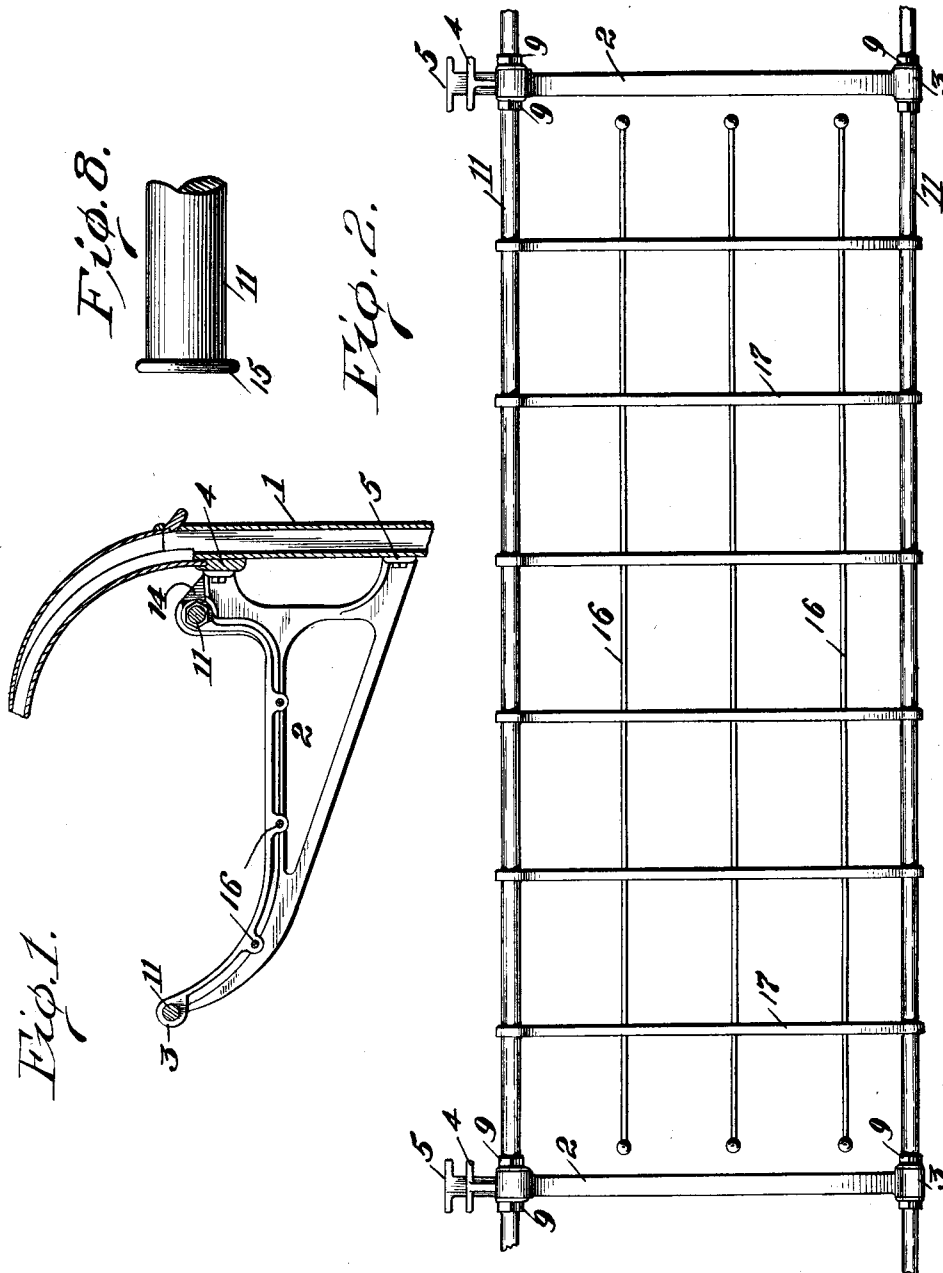


W. H. MUSSEY.
BASKET RACK.
APPLICATION FILED FEB. 21, 1912.

1,029,621.

Patented June 18, 1912.

2 SHEETS-SHEET 1.



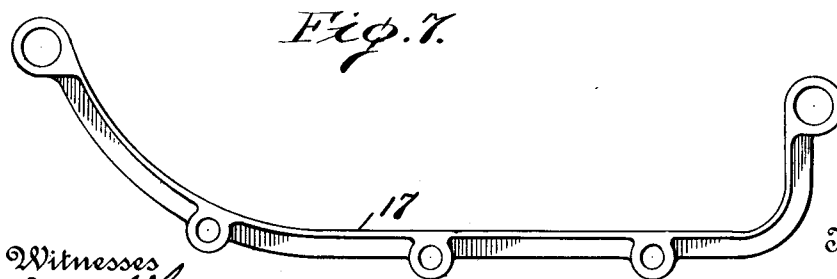
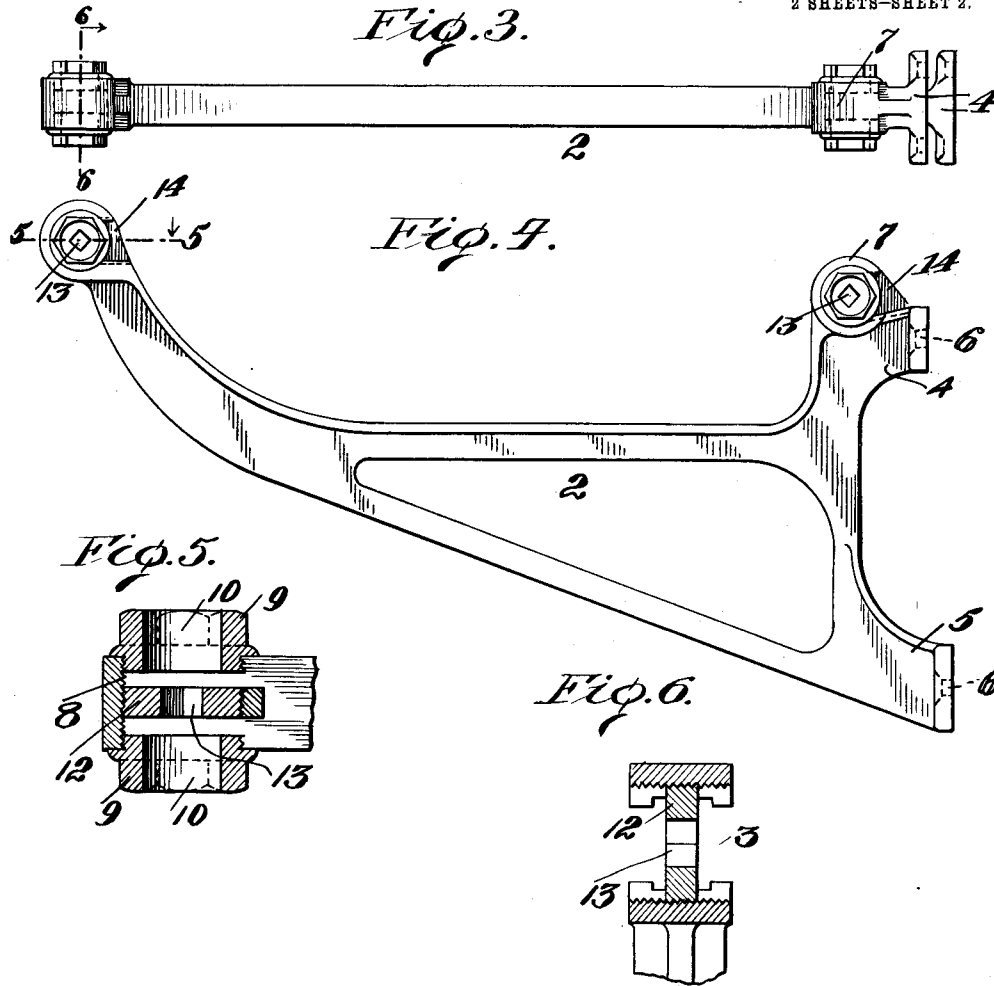
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UNITED STATES PATENT OFFICE.

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BASKET-RACK.

1,029,621.

Specification of Letters Patent.

Patented June 18, 1912.

Application filed February 21, 1912. Serial No. 679,184.

To all whom it may concern:

Be it known that I, WILLIAM H. MUSSEY, a citizen of the United States, residing at Richmond Hill, Long Island, in the county of Queens and State of New York, have invented certain new and useful Improvements in Basket-Racks, of which the following is a specification.

My invention relates to improvements in basket racks for passenger cars.

One of the objects of the invention is to provide a rack which is so arranged that the component parts thereof present a continuity of structure and arrangement.

Another object of the invention is to design a rack which is entirely free from obstructions of any kind so as to readily accommodate hand baggage, packages, and other similar luggage which is ordinarily carried by passengers, as well as to permit of maximum head room.

Still another object is to provide a device of the character described which can be expeditiously assembled and dismantled.

A further object of the invention is to devise a basket rack consisting of a minimum number of parts, of simple construction, and inexpensive to manufacture and install.

A still further object is to provide a novel shape of continuous rack.

To the accomplishment of the recited objects, and others subordinate thereto, the preferred embodiment of the invention resides in that construction and arrangement of parts hereinafter described, illustrated in the accompanying drawings, and embraced in the scope of the appended claims.

In said drawings: Figure 1 is a transverse sectional elevation of the basket rack and the top wall of a car, showing the manner of applying the rack. Fig. 2 is a top plan view of the basket rack removed from the wall of the car. Fig. 3 is a top plan view of one of the wall-brackets, and Fig. 4 is a side elevation of the same. Fig. 5 is a horizontal sectional view taken along lines 5—5 of Fig. 4. Fig. 6 is a vertical sectional view taken along lines 6—6 of Fig. 3. Fig. 7 is a side elevation of one of the transverse bars, and Fig. 8 is an elevation of one of the longitudinal rods.

Similar reference characters designate corresponding parts throughout the several views.

Referring more particularly to the draw-

ings for a detail description of my invention, the numeral 1 designates the top wall portion of an ordinary passenger coach to which the basket rack is applied. In this instance, the rack comprises preferably a plurality of brackets, as 2, equidistantly spaced longitudinally of either side of the car. Each bracket consists of a substantially triangularly shaped device, the forward portion of which terminates in an eye 3, and the rear portion of which is bifurcated to present a pair of arms 4 and 5, which latter have suitable screw openings 6 to facilitate fastening the device to the car. Superposed with respect to the topmost arm 4, and formed integral with the latter is an eye 7, which is identical with the eye 3 on the opposite terminal of the bracket 2. Since the construction and utility of the eyes 3 and 7, and their associated parts are similar, a description of one will suffice for a full explanation of both.

The eye 3 is internally screw threaded, as at 8 to receive the lock nuts 9 on opposite sides thereof. These lock nuts are preferably bored, as at 10, so that they may be passed over the ends of the longitudinal rods 11. In the center of the eye 3 is an externally screw threaded spacer 12 which is provided with a square opening 13 to permit its initial adjustment, and its removal when desired. On diametrically opposite sides of the eye 3 is a slot 14 which is designed to receive the annular flanges 15 on the ends of said longitudinal rods 11.

In practical operation the brackets 2 are arranged at suitable intervals in the direction of the length of the car, and the bottom of the rack comprising the front and rear longitudinal rods 11, the intermediate longitudinal rods 16, and the transverse members 17 are adjusted as an entirety with respect to said brackets, that is to say the lock nuts 9 are placed over the terminals of the front and rear longitudinal rods, and preferably allowed to remain loose so that the flanges 15 on the ends of these rods may be readily passed into the slots 14 of the brackets 2. In this position the lock nuts are advanced outwardly along the extremities of the rods until the screw thread of the nuts are in engagement with the corresponding threads of the eyes of the bracket. The nuts are then screwed in so that the annular inner edges of the same engage the flanges 15 of the longitudinal rods 11 and

force said flanges against the spacers 12, thereby insuring a rigid and positive connection which preclude any possibility of the parts becoming accidentally disconnected.

By virtue of the configuration and construction of the racks, the brackets can be placed in such position above seat backs as not to interfere with passengers, and thereby provide for a maximum head room, as well as, insuring an increased clearance of the back proper.

What is claimed, is:

1. In a basket rack, the combination of a pair of wall brackets, each bracket having a pair of eyes, and each eye having a slot leading thereto, a unitary shelf-structure comprising rods provided at their ends with flanges which are adapted to enter said eyes through said slots, and lock-nuts carried by said rods for engaging the inner walls of said eyes and the flanges of said rods.

2. In a basket rack, the combination of a pair of wall brackets, each bracket having a pair of eyes, and each eye having a slot leading thereto, a unitary shelf-structure comprising rods provided at their ends with flanges, which are adapted to enter said eyes through said slots, and means encircling and movable longitudinally of said

rods for engaging the inner walls of said eyes and the flanges of said rods.

3. In a basket rack, the combination of a pair of wall brackets, each bracket having a pair of openings, a spacer adjustably positioned in each opening, a unitary shelf-structure comprising terminally flanged rods, said flanges being designed to enter said eyes, and means for locking the flanges against said spacer.

4. In a basket rack, a bracket provided with slots, terminal flanges carried by the main rails of the rack, said slots constituting a passage for said flanges, and fastening means for securing said flanges in the slots, said flanges being adapted to be inserted in said slots independently of the fastening means.

5. In a basket rack, a bracket provided with slots, flanges carried by the main rails of the rack adapted to enter said slots, and means designed to engage the outer walls of said flanges for securing the rails in said slots.

In testimony whereof I hereunto affix my signature in presence of two witnesses.

WILLIAM H. MUSSEY.

Witnesses:

WM. MORRISON,
R. H. ALLEN.