W. S. HAMM.

BAGGAGE RACK.

APPLICATION FILED FEB. 24, 1909.

927,235. Patented July 6, 1909.

Fig. 1.

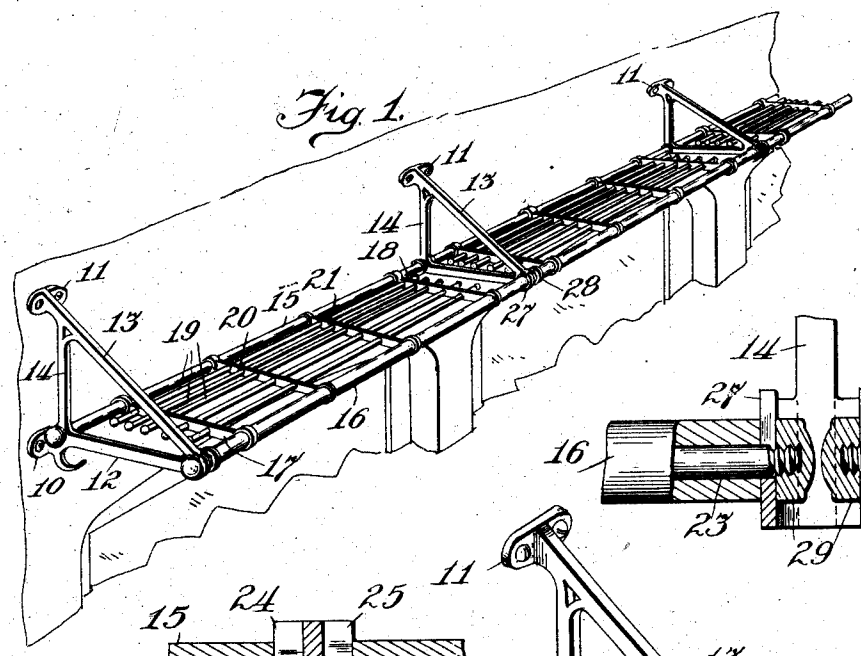


Fig. 5.

Fig. 4.

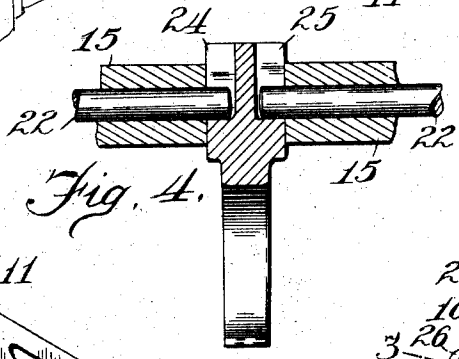


Fig. 2.

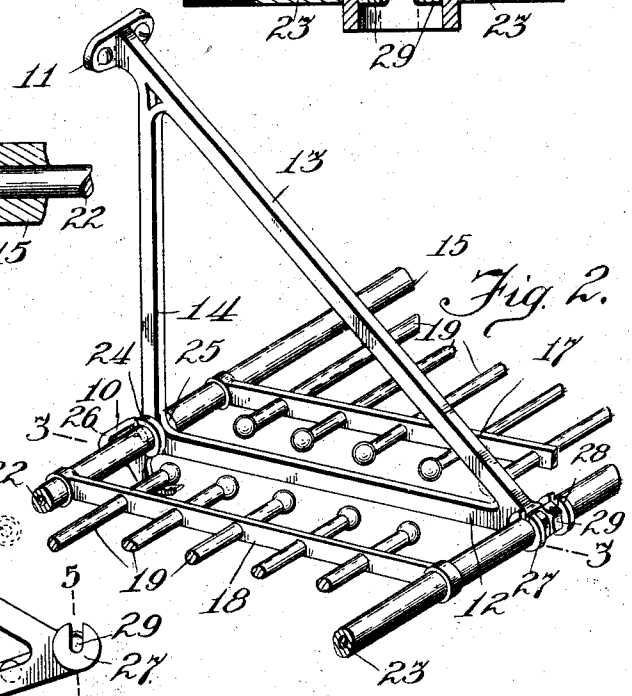
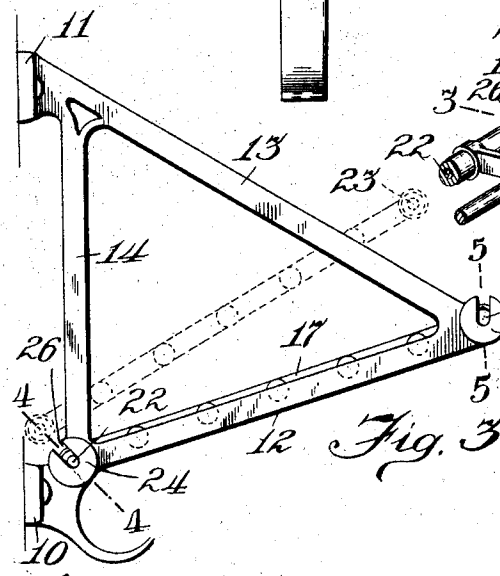


Fig. 3.



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BAGGAGE-RACK.

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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 wall racks for passenger cars, its object being to provide an improved form of construction whereby the bottom of the rack may be removably secured to the supporting brackets, while the latter are attached to the wall of the car; and it consists of the mechanism hereinafter described, and which is illustrated in the accompanying drawing, in which—

Figure 1 is a detail perspective of the rack as applied to the wall of a car; Fig. 2 is a detail perspective of the rack drawn to a larger scale; Fig. 3 is a sectional view on the line 3—3 of Fig. 2; Fig. 4 is a sectional detail on the line 4—4 of Fig. 3; and Fig. 5 is a sectional detail on the line 5—5 of Fig. 3.

The wall brackets for carrying the baggage-carrying frames or rack bottoms, are shown as triangular frames comprising upper and lower plates 11, 10, which may be attached to the wall of the car by means of screws; outstanding arms 12 and 13 projecting, respectively, from the plates 10, 11, and being united at their outer ends; and an upright bar 14, tying the bars 12 and 13 together.

Each of the rack bottoms comprises a pair of bars 15, 16, forming, respectively, the inner and outer members of the frame of the bottom, and cross-bars 17, 18, tying the bars 15 and 16 together; and any suitable form of grid or lattice, as shown a grid formed of a plurality of rods 19, secured in the bars 17, 18, and intermediate cross-bars 20, 21. Thus constructed, the bottom is a rigid structure, and retains its form, though it may be bodily removed from the brackets. As usually constructed, the bars 15 and 16 are brass tubes, and within each there is a rod 22, 23, the ends of which project beyond the tube and engage suitable sockets in the wall brackets.

In the structure herein shown and described the wall brackets are provided with hubs 24, 25, at the inner ends of the arm 12, each of these hubs having an upwardly opening and rearwardly-inclined slot 26, within which the end of the rod 22 may be seated. At its front end the bracket is provided with a pair of hooks 27, 28, the throats of which are vertical and are adapted to receive the end of the rod 23. This rod is of such length that it extends beyond the inner face of the hook with which it engages, and is threaded to take a nut 29.

In applying the bottom of the rack to the brackets, the ends of the rod 22 are lodged in the recesses 26, and the ends of the rod 23 are engaged with the hooks 27, 28, firmly holding the rearward side of the bottom in engagement with the bracket by reason of the inclined form of the slots 26. The nuts 29 being now applied and turned up, the rack becomes a rigid structure.

As shown, a plurality of racks are united, each intermediate bracket coöperating with two bottoms. Should it be desired to use the racks separately, one of the slots 26 and one of the hooks 27 or 28 may, of course, be omitted from each bracket.

I claim as my invention—

1. In a baggage-rack, in combination, a pair of wall brackets each having at its outer end a hook and at its inner end an upwardly-opening and backwardly-inclined slot, and a bottom comprising front and rear bars having studs for entering the hooks and slots, the hook-engaging studs being threaded and provided with nuts.

2. In a baggage-rack, in combination, a pair of wall brackets each having at its outer end a hook and at its inner end an upwardly-opening and backwardly-inclined slot, and a bottom having studs for engaging the hooks and slots, and means for securing the studs to the hooks.

3. In a baggage-rack, in combination, a wall bracket having a pair of hooks at its outer end and a pair of slots in its side faces at its inner end, such slots opening upwardly and being inclined backwardly, a pair of brackets one at each side of the first-named bracket and each having a hook at its outer end and a slot in its inner face at its inner end and opening upward and being inclined backward, and a pair of bottom sections each having studs engaging the slots and hooks of the brackets.

4. In a baggage rack, in combination, a pair of wall brackets each having at its outer end a hook and at its inner end an upwardly-opening and backwardly-inclined slot, and a bottom comprising front and rear bars the ends of which are adapted to enter the hook

and the slot, and means for locking the front bar within the hooks.

5. In a baggage rack, in combination, a pair of wall brackets each having a hook at one end and a slot at its opposite end, such slot opening upwardly and being inclined away from the hook, a bottom comprising front and rear bars having studs for entering the hooks and slots, and means for securing the studs within the hooks.

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