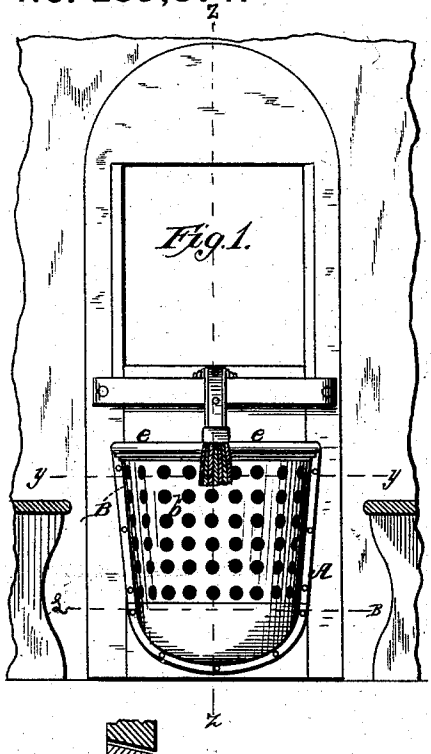
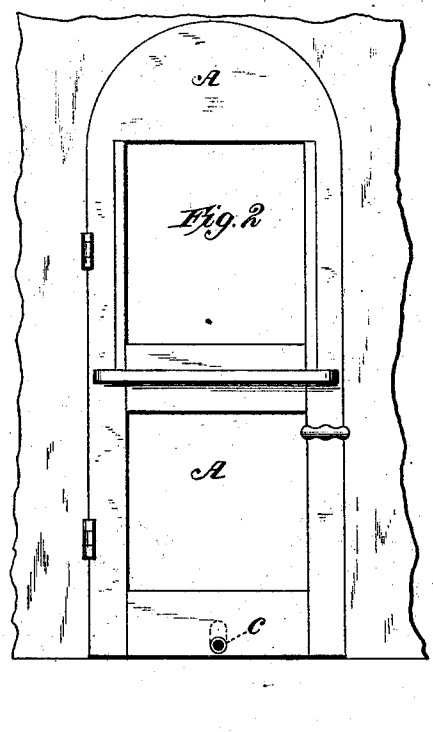
(No Model.)

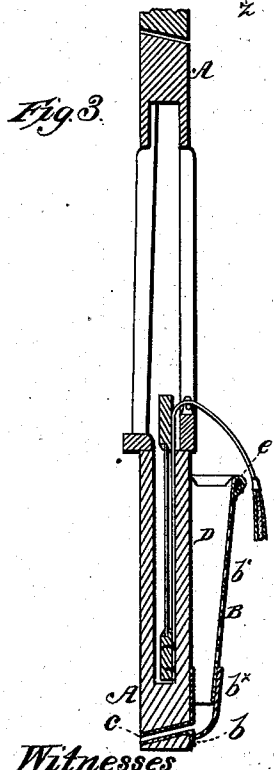
J. H. SOUTHWOOD.

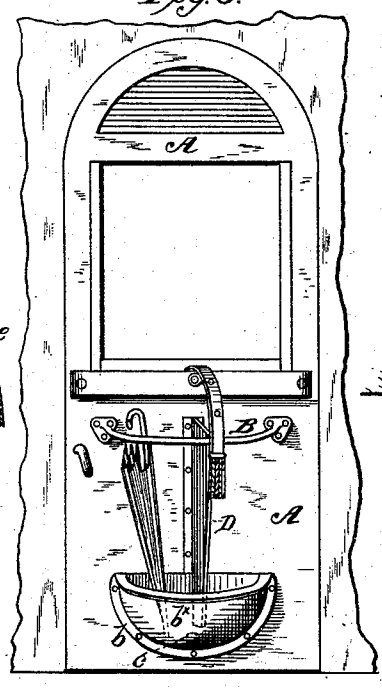
Umbrella Rack for Doors.

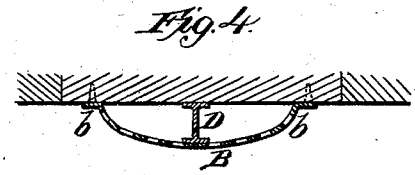
No. 239,874. **Patented April 5, 1881.**

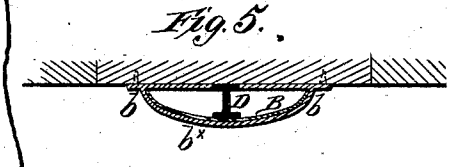












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UNITED STATES PATENT OFFICE.

JOHN H. SOUTHWOOD, OF LONDON, COUNTY OF MIDDLESEX, ENGLAND.

UMBRELLA-RACK FOR DOORS.

SPECIFICATION forming part of Letters Patent No. 239,874, dated April 5, 1881.

Application filed November 24, 1880. (No model.) Patented in England September 10, 1880.

To all whom it may concern:

Be it known that I, JOHN HENRY SOUTHWOOD, of the city of London, in the county of Middlesex, England, have invented a new and useful Improvement in and Addition to the Doors of Railway-Carriages and other Carriages or Vehicles, which improvement is fully set forth in the following specification and accompanying drawings.

My invention, which relates to an improvement in and addition to the doors of railway and other carriages or vehicles, has for its object to provide means for the reception of wet umbrellas in railway and other carriages or vehicles, whereby these articles, instead of being carried, as now, in the hand of the user, may be deposited, thus releasing the user from an objectionable incumbrance, and at the same time saving the upholstery of the vehicle from damage. The means I employ for the purpose consist of a rack or receptacle specially devised for the same and fitted to the door or doors. It is constructed of a sheet of metal of curved or other suitable shape, and provided at bottom with a trough or chamber. A pipe or pipes lead from this trough or chamber, so that the water, as it runs or drips from the wet umbrella, is discharged outside the carriage or vehicle instead of remaining in the trough or chamber. The rack or receptacle is preferably divided into two compartments, and is affixed to the inside panel of the door or doors of the vehicle by suitable means, and the discharge pipe or pipes pass through the panel or bottom rail of the door.

In order that my invention may be more fully understood, I proceed to describe the same, aided by the accompanying drawings, which show, by way of example, my invention applied to a railway-carriage door.

Figure 1 is an interior elevation of a railway-carriage door, and Fig. 2 an exterior elevation of same, to which my umbrella-rack is fitted. Fig. 3 is a vertical section taken on the line *z z* of Fig. 1; and Figs. 4 and 5 are horizontal sections of the rack, Fig. 4 being taken on the line *x y*, and Fig. 5 on the line L B of Fig. 1.

A is the door of the railway-carriage, and B the umbrella-rack. This rack is provided with a flange, *b*, by which it is secured to the panel of the door by screws, or other suitable contrivances. It is furnished at bottom with a trough or chamber, $b^{\times}$, for receiving the water as it drips or runs from the wet umbrella. This trough or chamber is provided with a discharge-pipe, *c*, which passes through the panel or bottom rail of the door. It is slightly inclined in a downward direction, so as to facilitate the running off of the water, and also the entire draining of the trough or chamber, the bottom of which is, for this purpose, of rounded form. The rack is slightly tapered from top to bottom, as seen in the vertical section, Fig. 3, so as to allow ample space at top for the spread of the unrolled umbrellas without encroaching upon the foot-room at bottom. I prefer to construct that portion b' of the rack extending between the trough and the bead *e* of perforated sheet metal, in order that the air may circulate freely therein, and thus assist and quicken the evaporation of the moisture contained in the wet umbrellas.

D is a rib, which divides the rack into two compartments, thereby preventing the umbrella-handles tilting in the way of the open door, and at the same time serves to strengthen the whole rack. By dividing the rack into two compartments, one such compartment will suffice for the reception of a certain number of umbrellas belonging to persons on one side of the carriage, while the other compartment will suffice for the umbrellas of those on the other side, and at the same it will prevent injury to the umbrellas by limiting the number of same to be received in each compartment.

Each door of the vehicle is fitted with a rack, and these racks advantageously replace the padding now so often used and covering the panels, and at the same time they do not take up any more space in the carriages, while they offer to the public a desideratum long wished for, and to the railway-companies a saving in upholstery.

By giving to the racks the convex or bellied form seen in Figs. 4 and 5, all sharp or pointed corners or angles are obviated, thus preventing injury to persons entering or quitting the carriage, or to those sitting in the corner-seats of the same.

In some instances the perforated metal portion may be dispensed with, thus economizing cost, and the trough $b^{\times}$ is then connected to a

rail or bar, *e*, by means of the rib D, as shown in Fig. 6.

Although my invention is specially destined as a rack for wet umbrellas, it can also serve as a rack for dry umbrellas, or as a stand for walking-sticks and parasols, and although I have described and shown the same as applied to the door of a railway-carriage, I wish it to be understood that it can be applied in a precisely similar manner to the doors of cabs, omnibuses, and other carriages.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The door of a railway-carriage or other vehicle, provided with the attached rack B, the vertical rib D, and the trough $b^{\times}$, for receiving and supporting umbrellas, said trough having a discharge passage or pipe communicating with the exterior of the vehicle, substantially as shown.

2. The umbrella-holder described, consisting of a tapering rack, B, curved or convex in cross-section, and constructed with a flange, *b*, for attaching it to a vertical door, and a trough, $b^{\times}$, having a discharge passage or pipe for communicating with the exterior of the vehicle, substantially as and for the purpose described.

3. An umbrella-holder consisting of the flanged and tapering perforated rack B, divided into two compartments by the vertical rib D, and the trough $b^{\times}$, arranged below the rack, and having a discharge passage or pipe, *c*, substantially as and for the purpose described.

In witness whereof I have hereunto signed my name in presence of two subscribing witnesses.

JOHN H. SOUTHWOOD.

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