

A. K. FULTON.
Railway-Car Baskets.

No. 156,021.

Patented Oct. 20, 1874.

FIG. I.

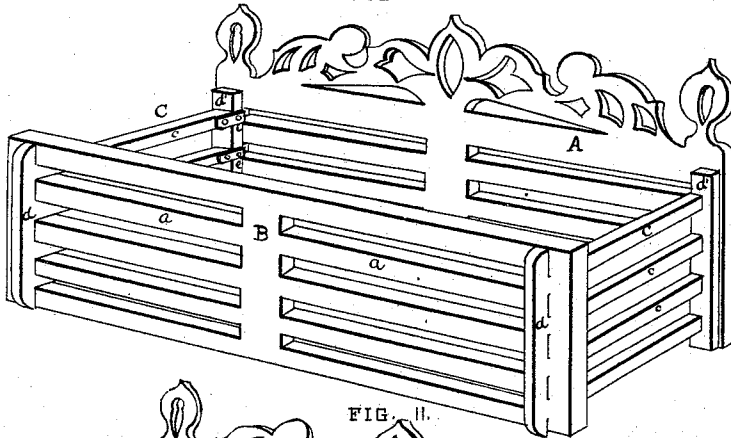


FIG. II.

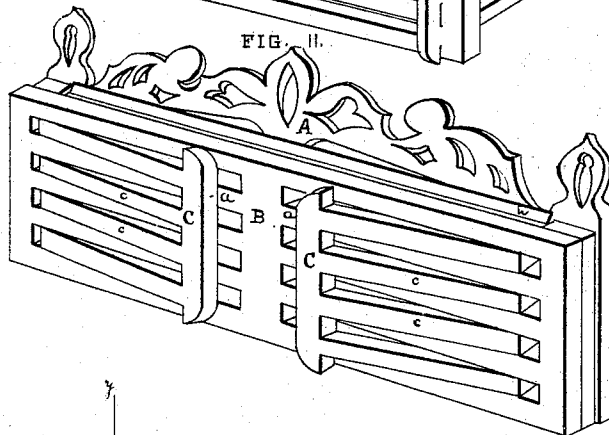


FIG. III.

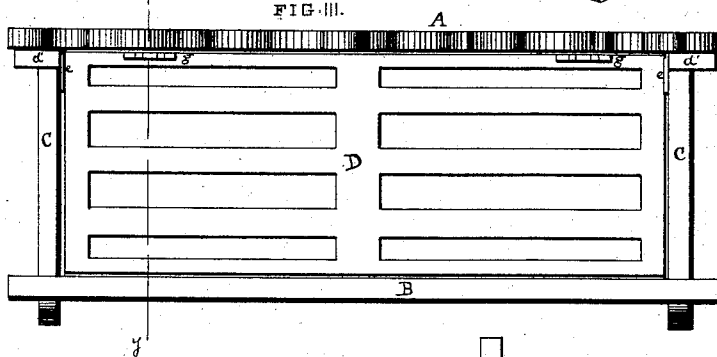
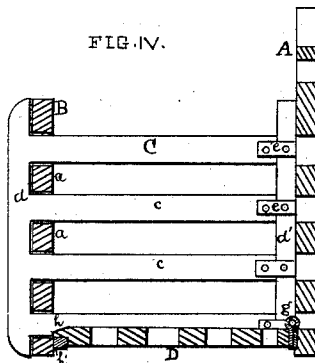


FIG. IV.



WITNESSES.

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UNITED STATES PATENT OFFICE.

ALBERT K. FULTON, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN RAILWAY-CAR BASKETS.

Specification forming part of Letters Patent No. **156,021**, dated October 20, 1874; application filed September 19, 1874.

To all whom it may concern:

Be it known that I, ALBERT K. FULTON, of Baltimore, Maryland, have invented a new and useful Attachment for Sleeping-Cars, of which the following is a clear, full, and exact description, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of my invention. Fig. 2 is a perspective view of the same folded. Fig. 3 is a top view of the invention opened. Fig. 4 represents a section through the lines *x x*.

The object of my invention is to supply a cheap and convenient clothes-rack for sleeping-cars, and one which can be readily folded up when not in use; and it consists in the construction and combination of the several parts, as hereinafter described.

To enable others skilled in the art to make and use my invention, I will proceed to describe the exact manner in which I have carried it out.

In the drawings, A represents the back of my clothes-rack; B, the front; and C C the ends of the same. The part A may be slatted or solid, as desired, while the front B is composed of the slats *a a*; and the ends C C are formed of the slats *c c*, secured to the standards *d d* at one end, and hinged at the other, by the hinges *e e*, to the posts *d' d'*. The posts *d' d'* are rigidly secured to the back A. The slats of the front B are made to slide freely between the slats *c c* of the ends, and within the line of the posts *d d*. The slats *a a* are secured at the ends to the posts *d' d'* outside of the ends, as shown in Fig. 1. From this description it is evident that, when the front B is moved up to the back A, the ends,

swinging on their hinges *e e*, can be folded inward, so as to lie closely against the front B. The bottom D may be made slatted or solid, as desired, and is hinged at *g*, so as to be raised when the rack is to be folded up. When raised, it fits snugly between the posts *d' d'*, and lies folded between the front and the back of the rack. On the front edge of the bottom is formed a shoulder, *h*, which rests on the strip *h'* when the bottom is down in position. The strip *h'* is rigidly secured to the inner lower portion of the front B.

The operation of my device is as follows: When wanted for use, the ends C C are brought to a position at right angles to the back A. The front B is then drawn forward against the standards *d d*, when the bottom D, working on its hinges at *g*, falls to its position and rests on the strips *h'*. The rack is then ready for the reception of clothes or such articles as the passenger may desire to deposit therein. When not in use, the bottom D is first thrown up between the posts *d' d'*. The front B is then moved back against the folded bottom, after which the ends fold together, thus forming a clothes-rack particularly adapted to sleeping-cars.

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

An attachment for sleeping-cars, composed of the back A, front B, ends C C, and bottom D, combined to operate substantially as and for the purpose set forth.

ALBERT K. FULTON.

Witnesses:

FELIX AGNEW,
G. L. I. KIMBERLY.