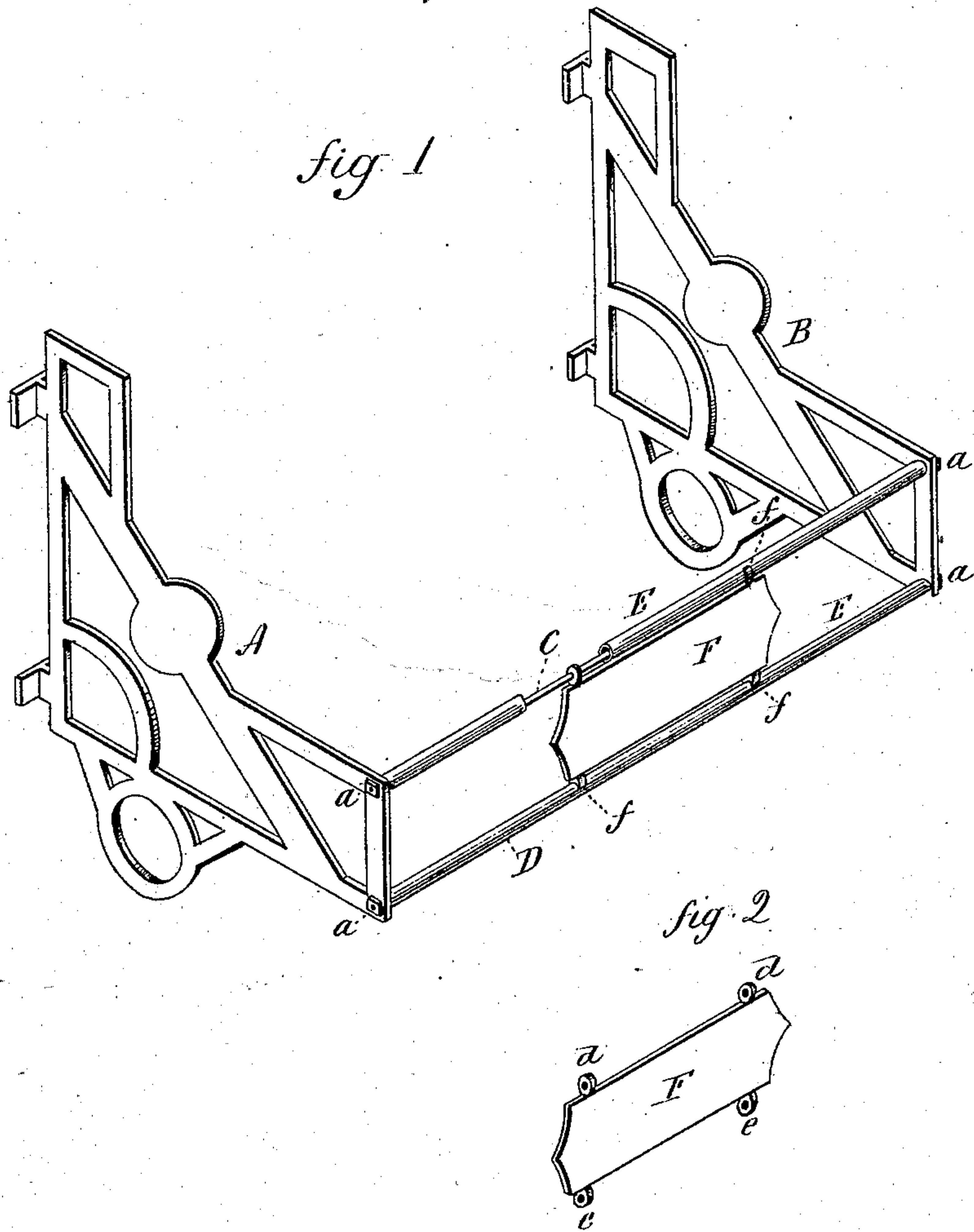


(No Model.)

R. E. GOODRICH.
Car Basket Rack.

No. 238,886.

Patented March 15, 1881.



Witnesses
J. A. Murray
L. S. Rogers

R. Elmer Goodrich
Inventor
By atty.
Wm. Earl

UNITED STATES PATENT OFFICE.

R. ELMER GOODRICH, OF NEW HAVEN, CONNECTICUT, ASSIGNOR TO THE
NEW HAVEN CAR TRIMMING COMPANY, OF SAME PLACE.

CAR BASKET-RACK.

SPECIFICATION forming part of Letters Patent No. 238,886, dated March 15, 1881.

Application filed February 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, R. ELMER GOODRICH, of New Haven, in the county of New Haven and State of Connecticut, have invented a new
5 Improvement in Railroad-Car Basket-Racks; and I do hereby declare the following, when taken in connection with the accompanying drawings, and the letters of reference marked thereon, to be a full, clear, and exact descrip-
10 tion of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a perspective view, a portion of the top rail broken away to illustrate the construction; Fig. 2, a perspective view of the connecting-panel detached.

This invention relates to an improvement in the construction of the baskets or brackets arranged in railroad-cars overhead for the convenience of passengers, the object being to
20 make the basket light and strong, and with greater capacity than those usually found in railroad-cars; and the invention consists in the construction, as hereinafter described, and particularly recited in the claim.

A represents one end or bracket, and B the other, the two being alike, and preferably so formed as to present a right-angular shape—that is, so as to give a flat bottom. At the
30 front a rod, C, extends from one bracket to the other at the top, and another, D, at the bottom, connecting the two brackets; and around these rods, between the brackets, is a tube, E, cut to a length equal to the distance from one bracket
35 to the other, and so that when the rods C D are passed through the tubes and the nuts *a* at the ends screwed hard up against the bracket upon the outside the brackets are brought to a firm bearing against the ends of the tubes.
40 These rods and tubes, if made of sufficient strength to sustain the strain brought upon the upper rod in throwing packages or bag-

gage into the basket or otherwise, must be so large as to give a clumsy appearance. To overcome this difficulty and permit the use of small
45 rods or tubes, I construct a central panel, F, with ears *d* at the top and *e* at the bottom, projecting respectively upward and downward, and through these ear holes are bored parallel with the plane of the panel of a diameter to
50 fit the rod. The tubes E and D are each constructed with transverse slots *f*, corresponding to the ears on the panel, as seen in Fig. 1, and so that in putting the parts together the tubes are set onto the ears of the panel, and
55 when the rods are run through the tubes and ears the nuts screwed up bind all the parts together, and the panel makes a firm connection between the upper and lower rod. The slots *f* in the tubes are cut so as to fit closely
60 the ears and make a firm bearing thereon when the nuts are screwed up. The connecting of the upper and lower rods together through the panel forces the one to strengthen the other. This construction enables me to make the
65 basket extremely light in appearance and yet possessing great strength.

The floor of the basket is applied in the usual manner, not necessary to be shown or described.

I claim—

A railroad-car basket consisting in the combination of the two end brackets, A B, two front connecting-rods, C D, the tubes surrounding said rods taking a bearing upon each of the brackets on the inside, the central panel, F,
75 constructed with ears to engage the said two connecting-rods through corresponding transverse slots in the tubes, the whole bound together substantially as described.

R. ELMER GOODRICH.

Witnesses:

JOHN E. EARLE,
L. D. ROGERS.