No. 690,699. Patented Jan. 7, 1902.

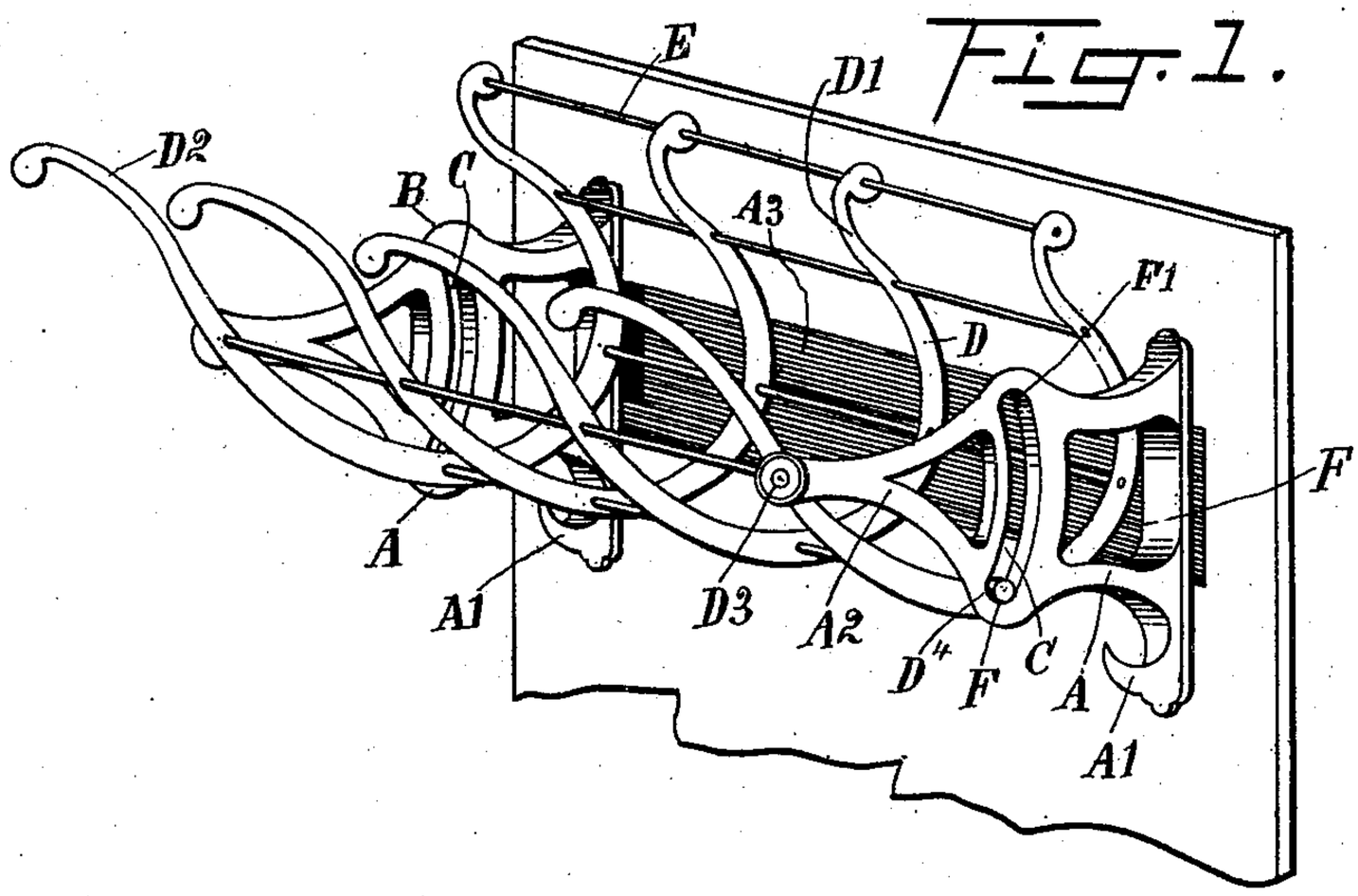
H. CLARK.

LUGGAGE RACK.

(Application filed May 29, 1901.)

(No Model.)

Fig. 1.



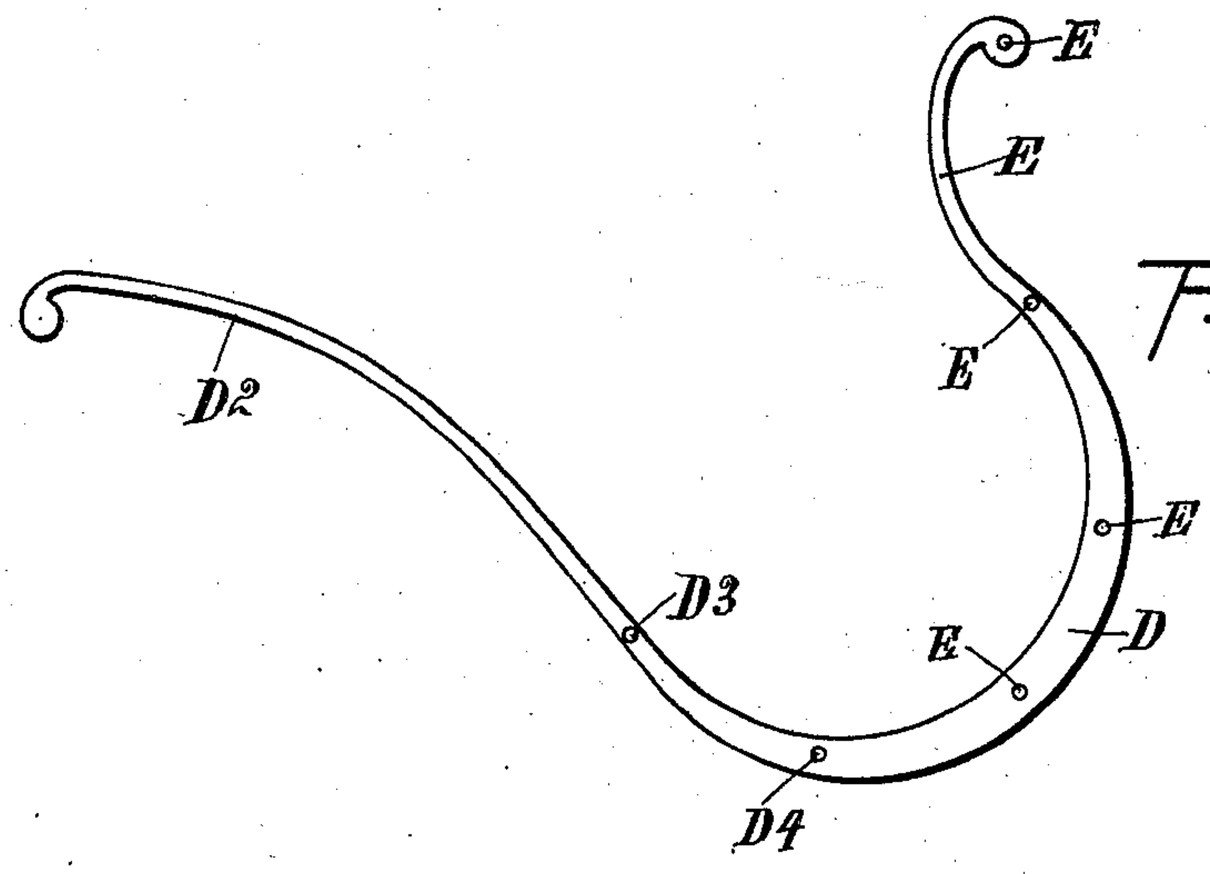


Fig. 2.

WITNESSES

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HOBART CLARK, OF WEST NEW BRIGHTON, NEW YORK.

LUGGAGE-RACK.

SPECIFICATION forming part of Letters Patent No. 690,699, dated January 7, 1902.

Application filed May 29, 1901. Serial No. 62,330. (No model.)

To all whom it may concern:

Be it known that I, HOBART CLARK, a citizen of the United States, residing at West New Brighton, in the county of Richmond and State of New York, have invented certain new and useful Improvements in Luggage-Racks, of which the following is a full and complete specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to that class of racks which are generally used in railway-cars, ferry-boats, or similar places, which customarily are hung above the head of the passenger and in which the luggage or bundles are temporarily placed and removed therefrom when he is ready to leave the vehicle or the like; and the object of my invention is to provide a simple, cheap, readily-constructed, efficient, and perfectly-operating rack of this character in which luggage may easily be placed and from which it may easily and quickly be removed.

My invention consists, broadly, of an automatic luggage-rack mounted in pivots, so that it may be swung forward to present its mouth downwardly toward the person placing or removing his luggage and which has a normal position wherein the mouth of the rack points upwardly; and it further consists of such a rack provided with means for limiting its forward and backward movement.

In the accompanying drawings, forming part of this specification, in which like letters of reference designate corresponding parts in each of the views, Figure 1 is a perspective view of a rack embodying my invention shown mounted upon a vertical support which may of course be the wall of any vehicle or apartment. Fig. 2 is a side elevation of the rack-body removed from its support.

In the practice of my invention I construct two side frames or brackets A, adapted to be secured against a vertical support and formed with a hook A′ upon the lower end thereof and connected by a plate A^3. In each frame or bracket A is formed a vertically-disposed segmental guide B, provided with a correspondingly-arranged slot C. In the forward end A^2 of the bracket A is journaled a rack comprising four or other number of parallel and corresponding yokes D, which are connected by a plurality of longitudinal cross-bars E to form a rack-body, the cross-bar being omitted at front to permit entrance of the hand between the yokes. Each of the yokes D is provided with outwardly-curved ends D′ and D^2. They are journaled by means of pivots or trunnions D^3, mounted upon the outer ends D^2 of the outermost or end yokes D, whereby the normal tendency of the main portion of the yokes D and of the rack-body is downward and of its mouth upward, and at an appreciable distance below the trunnions D^3 there are secured upon the outer yokes D studs or projections D^4, which operate in the slots C to limit the tilting movement of the rack in either direction.

Upon the plate A^2 within the edge of each bracket is a rubber strip or cushion F, and in each end of the slot C is a rubber facing or cushion F′.

The outer or forward portions D^2 of the yokes are longer than the upper or rear portions thereof, and when the rack-body is tilted in its supports by pulling downwardly upon the front of the rack-body these ends D^2 and the cross-bars E, connecting them, form a tray to receive the luggage or contents of the rack-body from and to direct them into the hands of the operator or recipient of the luggage. The luggage is placed in the rack by first drawing down the forward portion thereof, placing the luggage or bundles upon the front of the rack-body, and then pushing said luggage inward and releasing the rack, whereupon the main body thereof will descend, throwing the mouth of the rack upwardly and holding the luggage securely within the rack-body until on again operating the rack to bring the mouth forward and downward the luggage may be removed by simply inserting the hand between the yokes of the rack-body, grasping the luggage, and without touching the rack itself its contents are released and automatically discharged, the rack-body when emptied of its contents immediately falling back into its normal place.

The operation of the device will be readily understood from the foregoing description, taken in connection with the accompanying

drawings, and the advantages resultant from the use thereof will be manifest to all who are conversant with devices of this character.

I do not desire to confine myself to the exact formation of parts and construction of details herein described, as I conceive my invention to be novel in its plan and broad in its scope.

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

1. A luggage-rack comprising a body or basket generally yoke-shaped in cross-section and pivoted at either end thereof in such a manner to be normally held or supported by gravity, with its main portion downwardly and its mouth upwardly directed, and adapted to be drawn into receiving or discharging position and to return to its normal position with its mouth upwardly directed when released.

2. A luggage-rack comprising a body adapted to receive the goods and pivotally supported forwardly of its center of gravity, whereby its mouth is normally directed upwardly and may be drawn forwardly and downwardly to receive or discharge the contents therefrom.

3. A luggage-rack comprising a body adapted to receive the goods and pivotally supported forwardly of its center of gravity, whereby its mouth is normally directed upwardly and may be drawn forwardly and downwardly to receive or discharge the contents therefrom, and means for limiting the upward and downward movement of the said body.

4. A luggage-rack comprising brackets, a rack-body generally yoke-shaped and pivoted through its forward portion to said brackets and normally retracted by its weight and the weight of the luggage, and adapted to be drawn into receiving or discharging position.

5. A luggage-rack comprising brackets, a rack-body generally yoke-shaped and pivoted through its forward portion in said brackets and normally retracted by its weight and the weight of the luggage, and adapted to be drawn into receiving or discharging position, the said brackets being provided with vertically-arranged segmental guides formed with corresponding slots, and the rack-body being provided with studs working in the said slots whereby to limit the forward tilting and the normal downward movement of the rack-body.

6. A luggage-rack comprising end brackets or supports, a plurality of yokes formed with forwardly-extended ends, cross-bars connecting the yokes to form an open rack-body, trunnions secured to the outside yokes in the forward ends thereof and pivoted in the forward ends of the brackets, vertically-arranged segmental guides formed upon the said brackets and provided with slots therein, and studs mounted upon the outside yokes of the rack-body rearwardly of the trunnions and working in the said slots to limit the forward tilting and the normal downward motion of the said rack-body.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 28th day of May, 1901.

HOBART CLARK.

Witnesses:
F. A. STEWART,
F. F. TELLER.