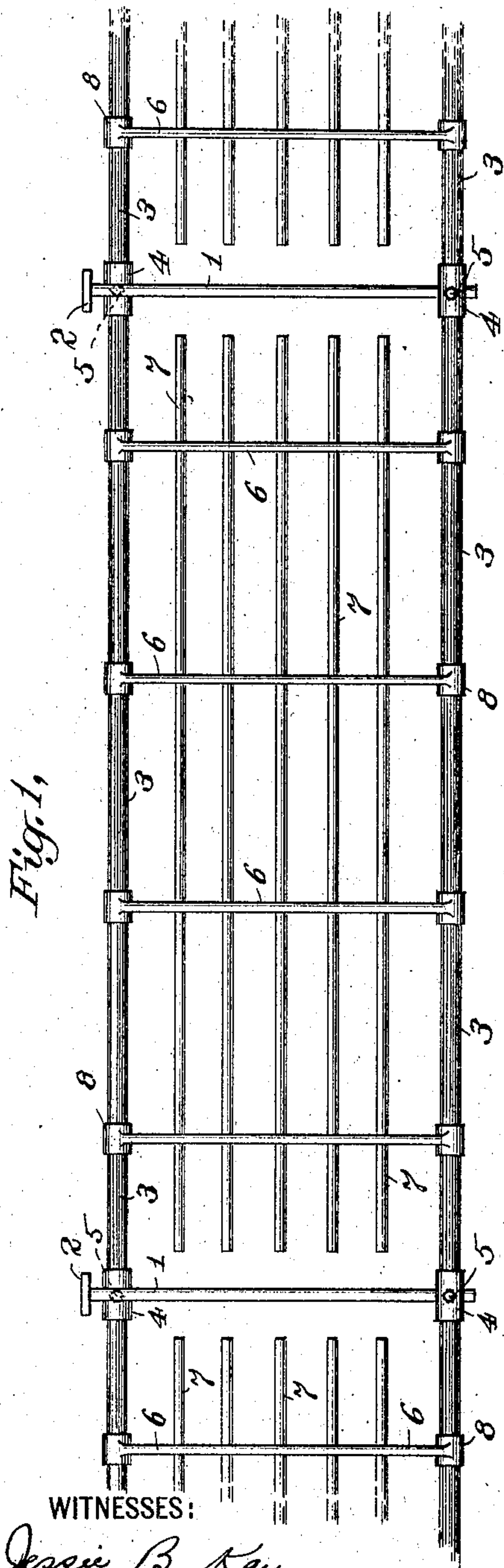


No. 815,352.

PATENTED MAR. 20, 1906.

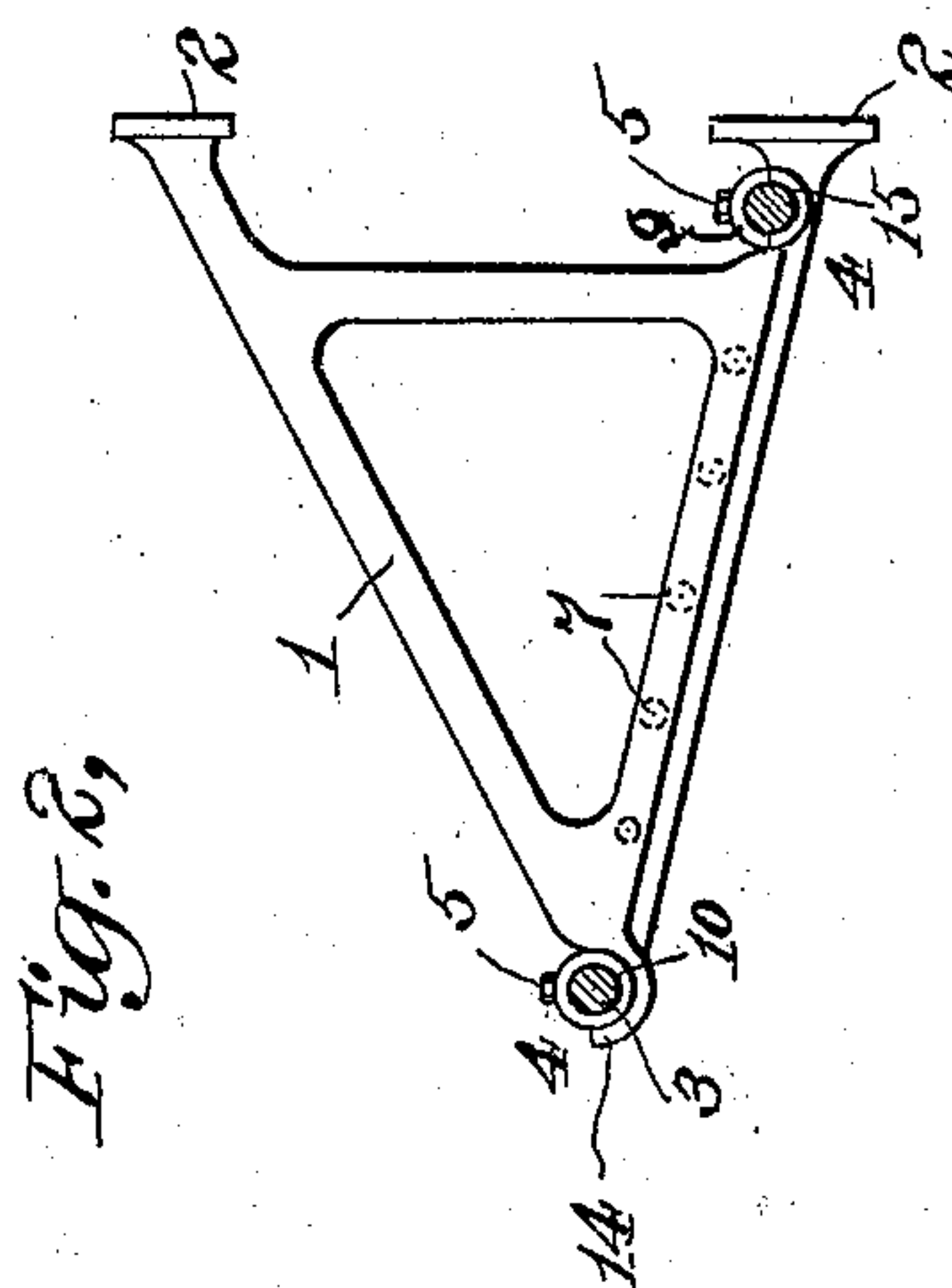
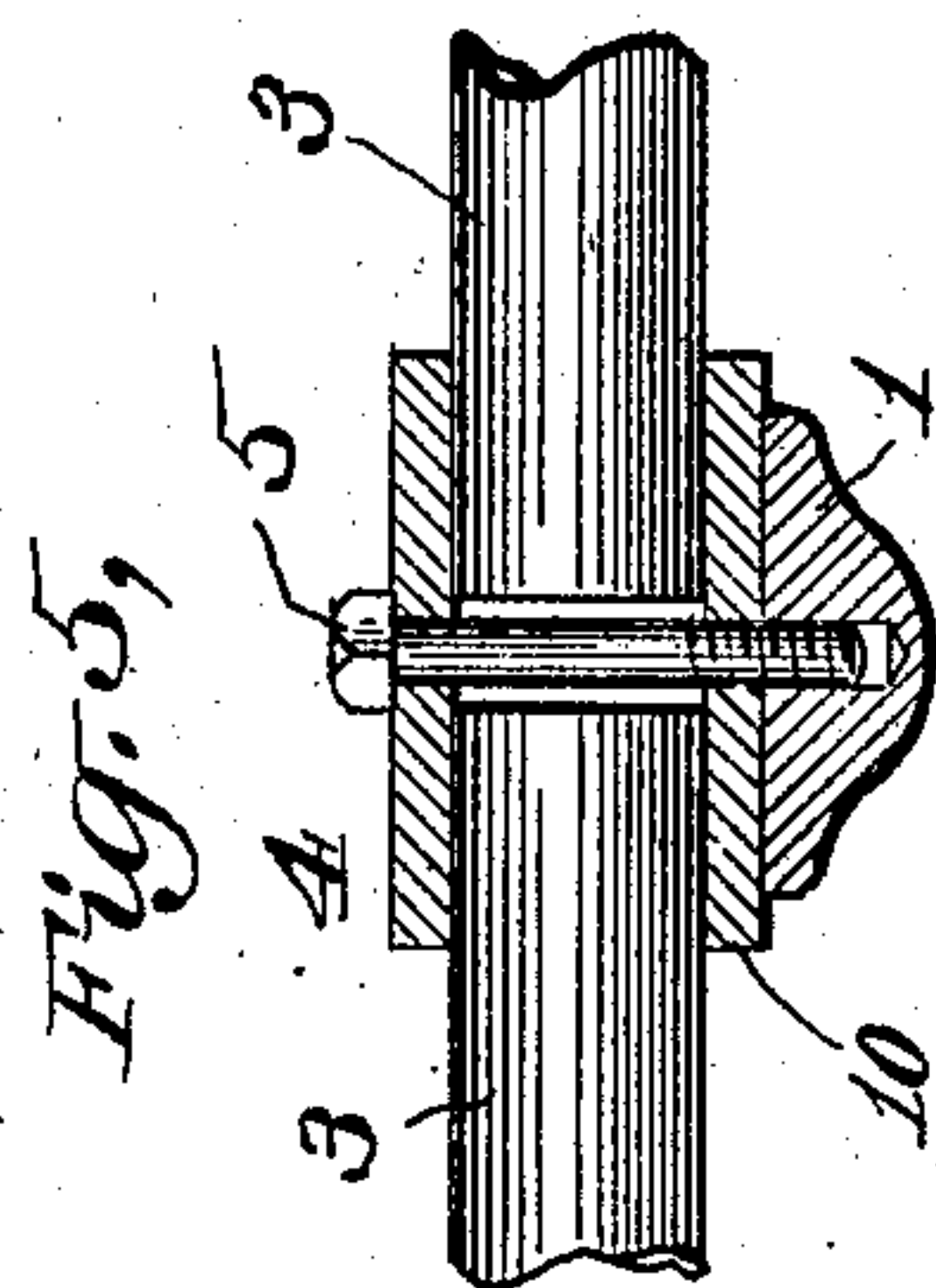
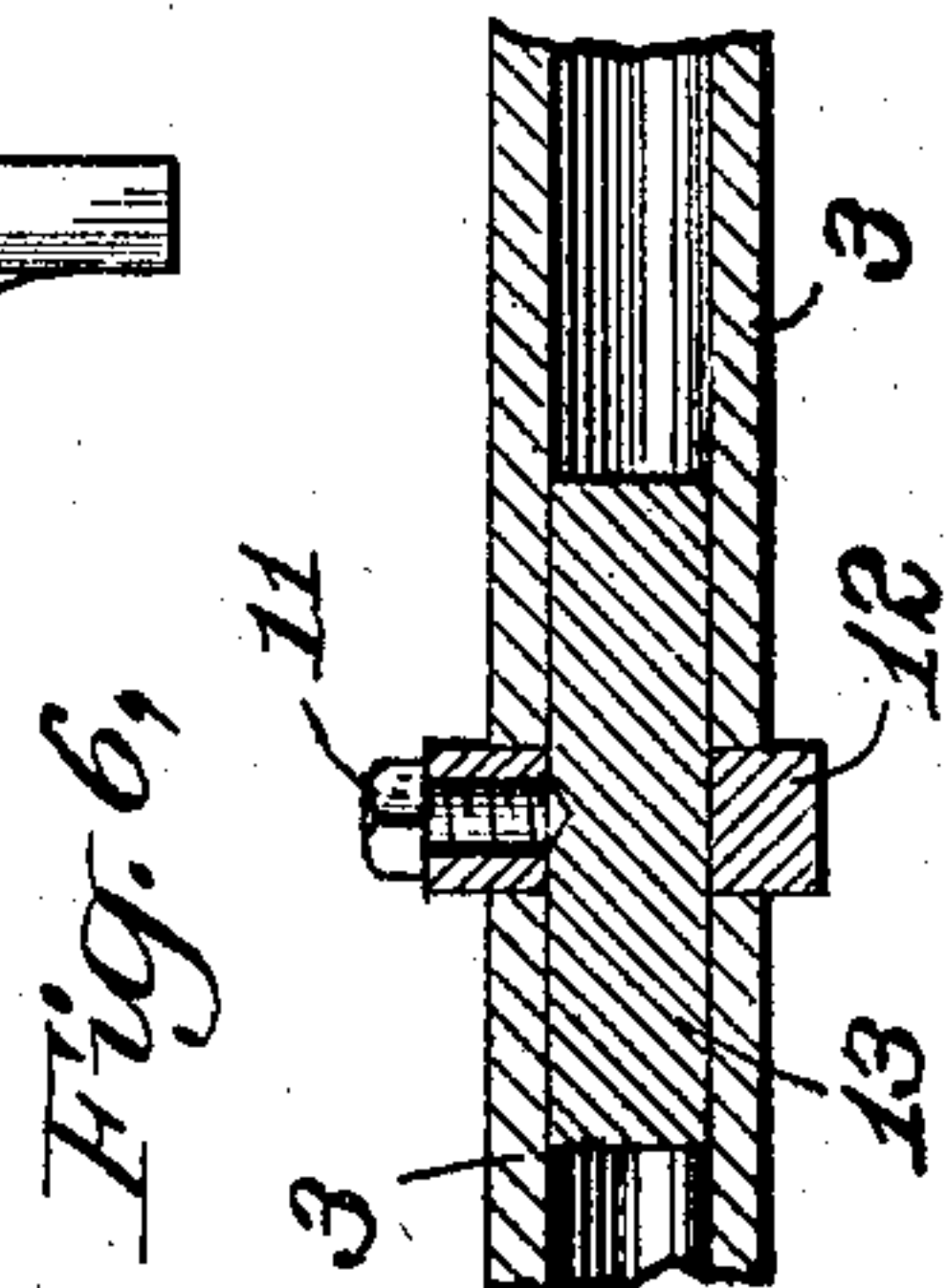
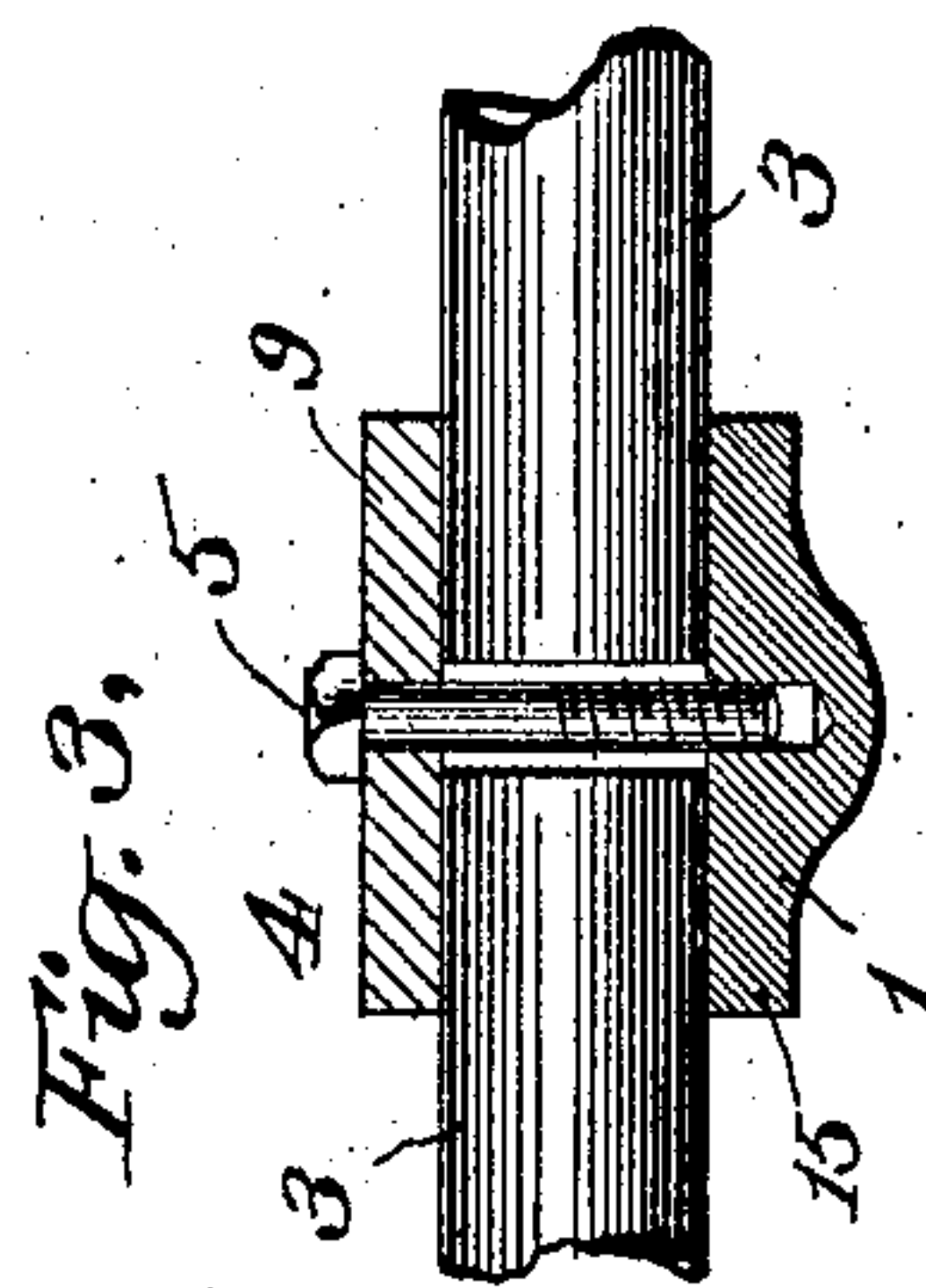
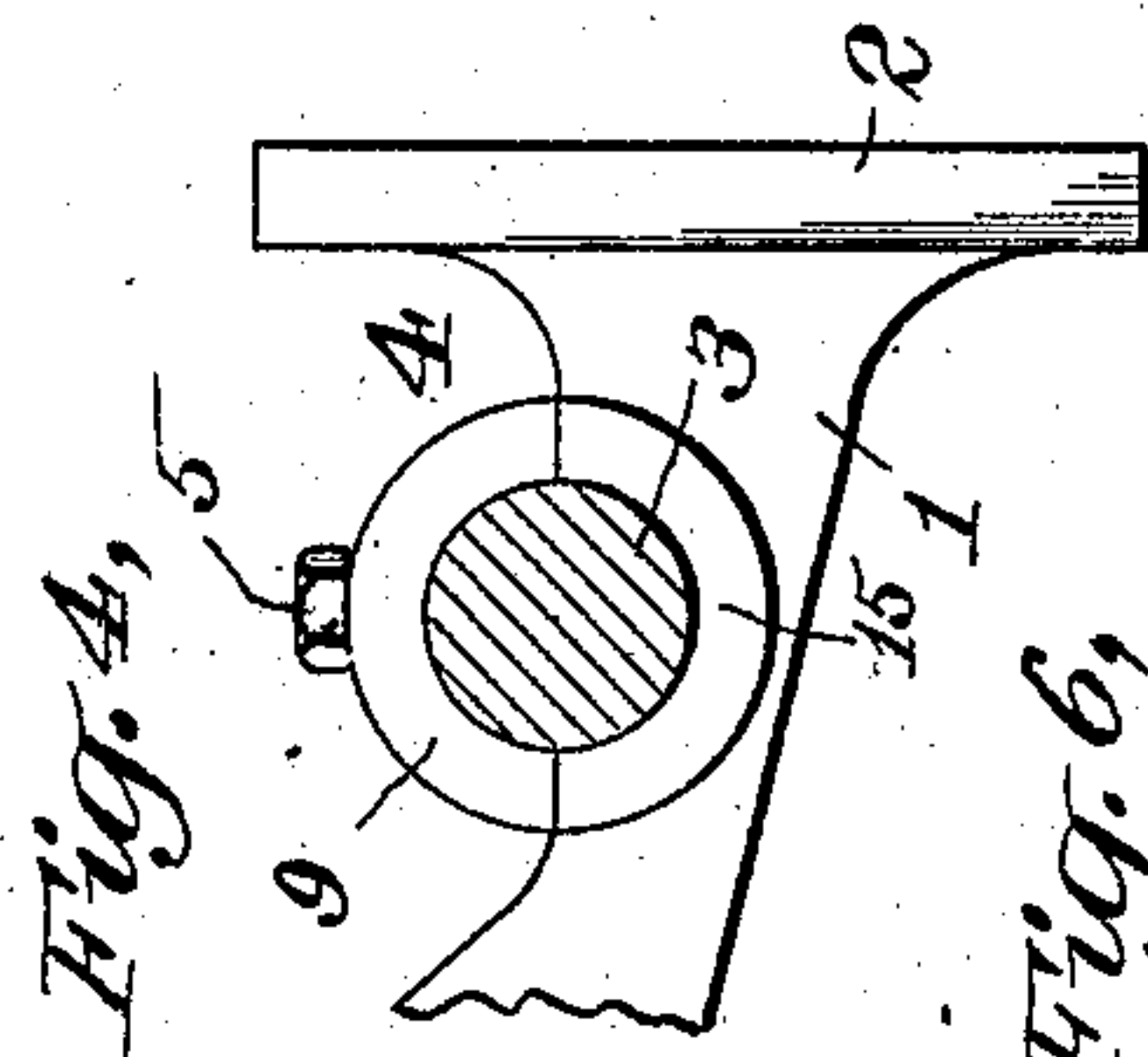
H. E. KEELER.
CAR RACK.

APPLICATION FILED SEPT. 18, 1905.



WITNESSES:

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CAR-RACK.

No. 815,352.

Specification of Letters Patent.

Patented March 20, 1906.

Application filed September 18, 1905. Serial No. 278,864.

To all whom it may concern:

Be it known that I, HERBERT E. KEELER, a citizen of the United States, and a resident of the city, county, and State of New York, have invented certain new and useful Improvements in Car-Racks, of which the following is a specification, taken in connection with the accompanying drawings.

This invention relates to car-racks, and relates especially to racks such as are used in railway-cars for holding bundles and the like.

In the accompanying drawings, showing illustrative embodiments of this invention, Figure 1 is a plan view; Fig. 2, a transverse sectional view. Fig. 3 is an enlarged longitudinal section, and Fig. 4 a corresponding transverse section, of a detail. Fig. 5 is a longitudinal section of another form of fastening, and Fig. 6 is a corresponding view of still another modification.

In the illustrative embodiments of this invention shown in the drawings the brackets 1 may be provided with the feet 2, by which they may be permanently fastened in position, for example, against the sides of the car. These brackets may be spaced apart at proper intervals and provided with fastenings, so as to support the body members and form a continuous baggage-rack, if desired. The body members may comprise the side bars 3, connected together by the braces 6, which may be spaced apart at the proper distances and formed with enlarged ends 8 to engage the bars. A number of rods 7 may also be used, if desired, and supported by the braces, the whole being preferably rigidly connected, so as to form an integral body or rack member. Suitable fastenings 4 are preferably provided on the brackets to engage the ends of the body members and simultaneously secure the cooperating ends of adjacent members to the bracket in a detachable manner, so as to allow these racks to be readily assembled and to be taken apart when desired without removing the brackets. The fastening means may take the form of a sleeve either split or integral, and in Figs. 2, 3, and 4 the half-sleeve 15 is indicated as integral with the bracket itself. The cooperating half-sleeve 9 fits over the aligned ends of the body members, and these parts may be securely held in position by any desired securing means, such as the bolt 5, which, as indicated, is located in line with the ends of the body members and can act to hold them in longitudinal alinement. An integral

sleeve 10 may, however, be used as the fastening, as indicated in Figs. 2 and 5, this sleeve being preferably accommodated in a suitable socket 14 in the bracket and receiving the ends of the adjacent body members. Suitable securing means, such as the bolt 5, may be used to hold all these parts in proper position upon the bracket. If desired, the fastening may take the form of the stud 13, which, as shown in Fig. 6, fits in a hole in the portion 12 of the bracket and also fits within holes in the ends of the bars 3, forming the ends of the body members, a set-screw 11 or other desired securing means holding the parts in position.

It is of course apparent that the body member shown on the left of Fig. 1 may be omitted and that the fastening means illustrated and described will effectually hold a body member to the bracket forming the end of the continuous car-rack. It is also apparent that by omitting the body member partially indicated at the right of Fig. 1 the two brackets, the intermediate body member, and the fastening means would form a single separate car-rack of desirable construction.

Having described this invention in connection with several illustrative embodiments thereof, to the details of which I do not desire to be limited, what I claim as new, and what I desire to secure by Letters Patent, is set forth in the appended claims:

1. In continuous car-racks, brackets, rack members and fastening-sleeves, each sleeve engaging the ends of a plurality of said members and securing means to simultaneously secure said members to the corresponding bracket.

2. In continuous car-racks, brackets, integral body members and split fastening-sleeves, each engaging the adjacent ends of a plurality of said body members to simultaneously and detachably secure said members to said brackets.

3. In car-racks, brackets, a rack member, split sleeves engaging the ends of said member and securing means engaging said sleeves to detachably secure said sleeves and rack member to said brackets.

4. In car-racks, brackets, a rack member, split sleeves engaging the ends of said member and securing-bolts in line with the ends of said member to detachably secure said member to said brackets.

5. In continuous car-racks, brackets, rack members, and sleeves, each sleeve engaging

the adjacent ends of a plurality of said members and securing means in line with said ends to detachably secure said members to said brackets.

5 6. In continuous car-racks, brackets, rack members, split fastening-sleeves, each engaging the adjacent ends of a plurality of said members, and securing means passing transversely through said sleeves in line with said
10 ends to simultaneously and detachably secure said members to said brackets.

7. In continuous car-racks, brackets, rack members, fastening members engaging the adjacent ends of a plurality of said rack mem-
15 bers and securing means passing transversely through said fastening members in line with said ends to simultaneously and detachably secure said rack members to said brackets.

8. In continuous car-racks, brackets, rack
20 members and fastening members, each engaging the adjacent ends of a plurality of said rack members to simultaneously and detach-

ably secure said rack members to said brackets.

9. In car-racks, brackets, rack members, 25 fastening-sleeves engaging the ends of said members and securing means passing transversely through said sleeves in line with said ends to detachably secure said members to said brackets. 30

10. In car-racks, brackets, a rack member, split sleeves engaging the ends of said member and transverse securing-bolts in line with the ends of said member to detachably secure said sleeves and member to said 35 brackets.

11. In car-racks, brackets, a rack member and split sleeves upon said brackets and engaging the ends of said member to detachably secure the said member to said brackets. 40

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Witnesses:

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