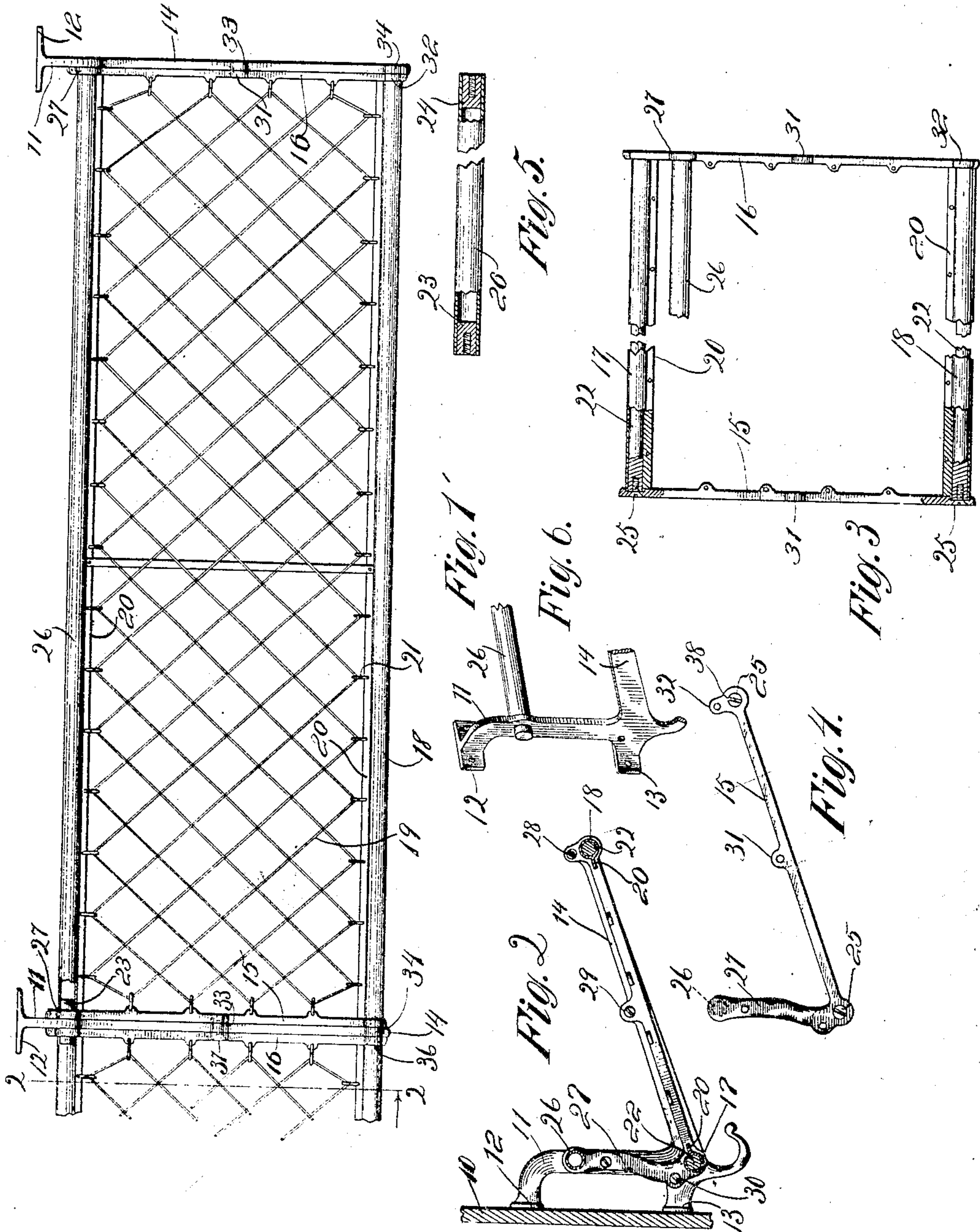


No. 829,793.

PATENTED AUG. 28, 1906.

T. A. LEGGE.
CAR BASKET RACK.

APPLICATION FILED JAN. 2, 1906.



Witnesses:

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THOMAS A. LEGGE, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE ADAMS & WESTLAKE COMPANY, A CORPORATION OF ILLINOIS.

CAR BASKET-RACK.

No. 829,793.

Specification of Letters Patent.

Patented Aug. 28, 1906.

Application filed January 2, 1906. Serial No. 294,325.

To all whom it may concern:

Be it known that I, THOMAS A. LEGGE, a citizen of the United States, and a resident of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Car Basket-Racks, of which the following is a specification and which are illustrated in the accompanying drawings, forming a part thereof.

This invention relates to overhead racks attached to the side walls of railway-cars for carrying hand-baggage, and particularly to that style of rack in which a removable bottom is employed in connection with a wall-bracket intended to remain permanently in place, thereby facilitating cleaning and repairing operations.

The object of the invention is to simplify the construction and operation of devices of this character; and it consists in the device hereinafter described, and which is illustrated in the accompanying drawings, in which—

Figure 1 is a detail plan view of the basket-rack. Fig. 2 is a sectional detail on the line 2 2 of Fig. 1. Fig. 3 is a detail plan view, partly in section, of the frame of the rack-bottom. Fig. 4 is a detail of the end of the basket-bottom, showing a modified form of construction; and Fig. 5 is a detail of a modified form of one of the longitudinal rods of the bottom.

A section of the wall of a car is indicated at 10, and the attaching-bracket for the basket is represented at 11 and is provided with wall-plates 12 13, through which screws may be passed for securing it in place, and with an outwardly-projecting arm 14, to which the bottom is secured. The bottom consists of a rectangular frame comprising the end bars 15 16 and the longitudinal tie-rods 17 18, together with a suitable supporting-floor carried by this frame and upon which the baggage is to be rested. As shown, this floor is composed of wire-netting 19, though it may take any of the usual forms.

The tie-rods 17 18 are preferably tubular, and when the netting form of floor is used, as illustrated, each of these tubular rods is provided with an instanding longitudinal flange 20 for carrying the hooks 21, through which the strands of the wire are drawn. These tubular rods are filled either by means of a continuous rod 22 or at their ends by means of the plugs 23 24. The rod 22 or the plugs

23 24 are provided with threaded end sockets, and the side and end bars of the frame are secured together by means of screws 25, set through the end bars and into the end sockets of the side members. When a wall-protecting rod 26 is used, it may be secured either in the brackets 11, or the frame of the bottom may be provided with an upstanding arm 27 for carrying it, and in that case such arm preferably conforms to the design of the bracket and fits snugly against it.

The bottoms are secured to the brackets by means of screws, as 28 29 30, the end bars 15 and 16 of the bottom frame preferably being provided with upstanding apertured lugs 31 32, which register with corresponding lugs 33 34, formed on the bracket.

When a continuous rack is employed consisting of a plurality of sections, (represented in Fig. 1,) adjacent sections may be secured to the bracket by screws 36 37, engaging the lugs of both. When each section is isolated and at the ends of the continuous racks, a shorter screw may be used.

For the purpose of preventing the screws from working loose by the jarring of the car, the metal of the bracket or end bar of the bottom frame may be set into the screw-slot by means of a punch, as indicated at 38, thus securely holding the screw, though not with sufficient firmness to prevent it from being turned back by the use of a screw-driver.

I claim as my invention—

1. In a car basket-rack, in combination, a pair of brackets having screw-apertures, a bottom having end bars adapted to fit against the bracket and being provided with upstanding apertured lugs, and screws passing through such lugs and bracket-apertures.

2. In a car basket-rack, in combination, wall-brackets, and a bottom detachably secured to the brackets and having a frame consisting of longitudinal rods and end bars, and screws passing through the end bars and entering the ends of the longitudinal rods.

3. In a car basket-rack, in combination, a pair of wall-brackets, and a bottom removably attached to such brackets and comprising end bars provided with upstanding arms and a back rod secured in such arms.

THOMAS A. LEGGE.

Witnesses:

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