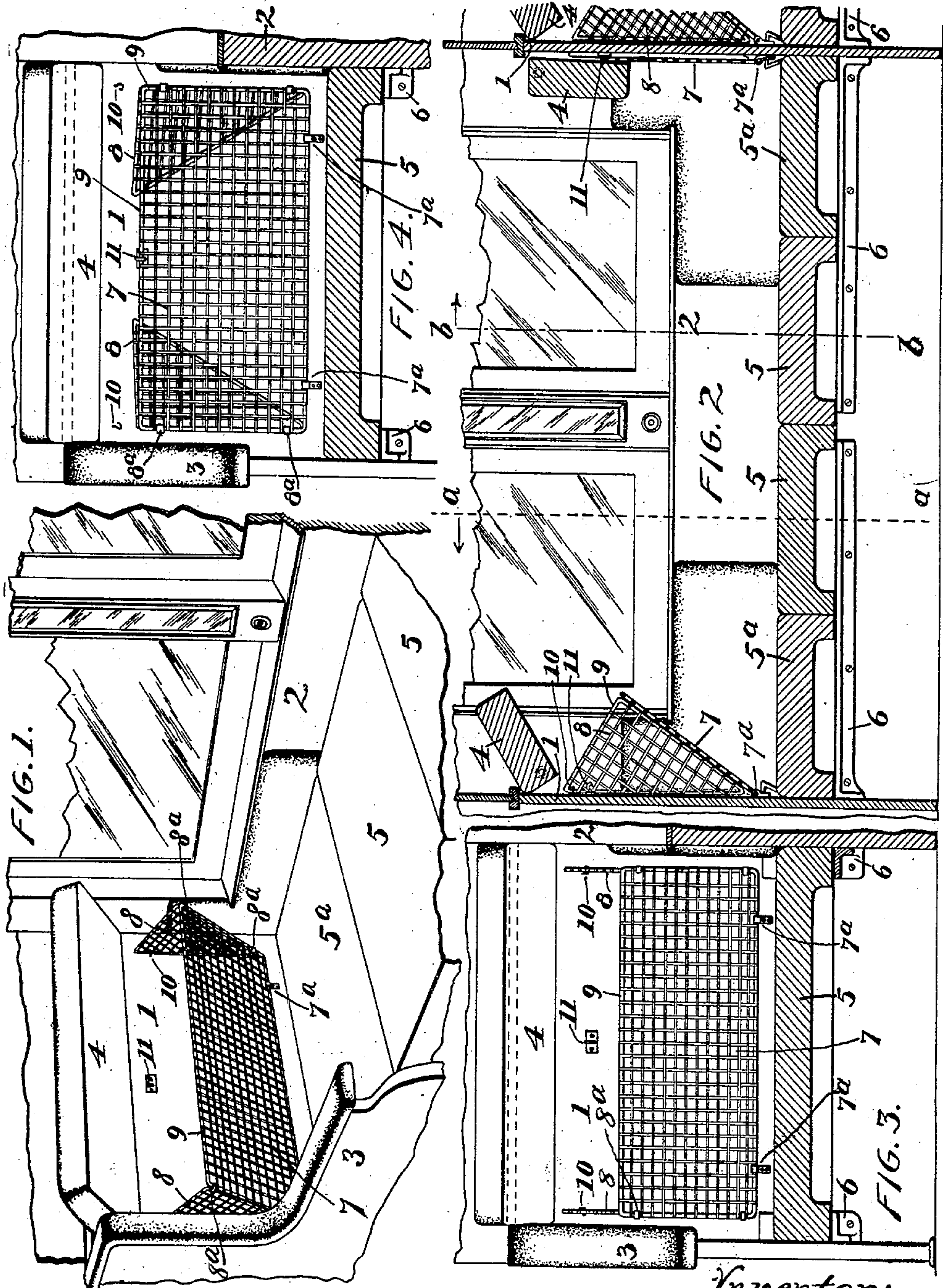


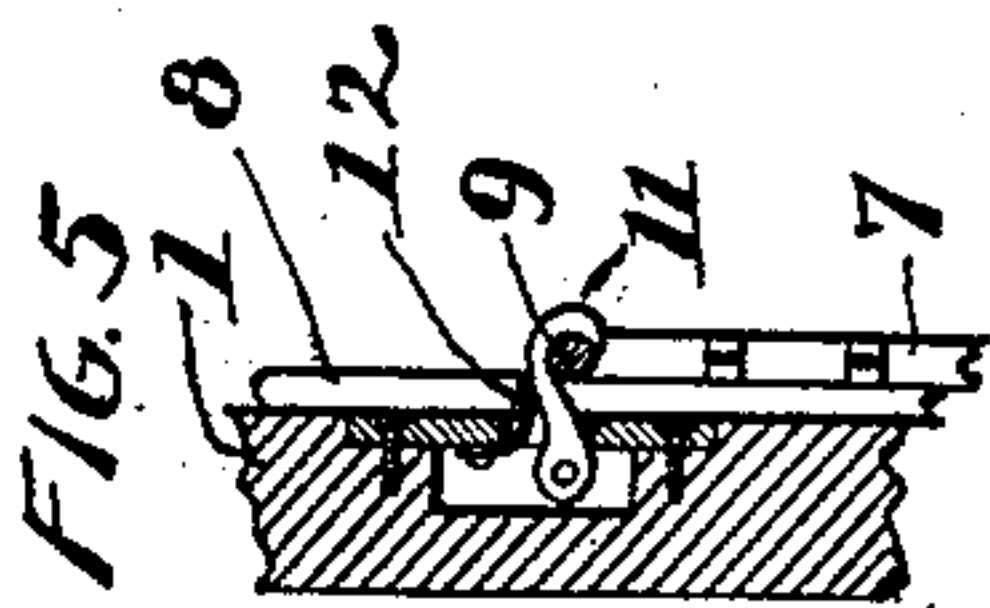
S. W. CLARK.
WALL POCKET FOR SLEEPING CAR BERTHS.
APPLICATION FILED AUG. 10, 1908.

914,701.

Patented Mar. 9, 1909.



Witnesses:
Herman Schuchardt
Norma Keiser.



Inventor:
Stewart W. Clark,
by John Elias Jones,
his attorney.

UNITED STATES PATENT OFFICE.

STEWART W. CLARK, OF CINCINNATI, OHIO.

WALL-POCKET FOR SLEEPING-CAR BERTHS.

No. 914,701.

Specification of Letters Patent.

Patented March 9, 1909.

Application filed August 10, 1908. Serial No. 447,878.

To all whom it may concern:

Be it known that I, STEWART W. CLARK, a citizen of the United States of America, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Wall-Pockets for Sleeping-Car Berths or the Like, of which the following is a specification.

This invention relates to wall pockets or receptacles for use in sleeping-car berths and the object thereof is to provide a garment-receiving pocket that can be folded compactly against the face of the partition-wall that is provided between berths and forms the uncushioned portion of seat-backs between the head-rest and the seat.

The invention consists of a wall-pocket comprising a rectangular front or body portion and a pair of triangular side or end portions, the latter being each pivotally-connected along one end thereof to the contiguous side edge of the said body portion, means for pivotally-connecting or hinging said body portion along its lower longitudinal edge to the lower portion of the seat-back partition, means for conveniently catching the inner edges of said triangular sides or end portions to the partition for sustaining the pocket in an open position for use and means for catching and holding the pocket when in-folded condition and out of use against the face of said partition between the head-rest and the seat.

The essential and incidental features of my invention herein are fully hereinafter described and particularly pointed out in the claims.

In the accompanying sheet of drawings, forming a part hereof, Figure 1 is a fragmentary perspective view showing a sleeping-car berth in made-up condition ready for use (excepting the bedding such as the mattress, pillows and covers) and showing my improved wall pocket or garment receptacle in open position attached to the face of the seat back or partition; Fig. 2, a longitudinal, sectional elevation of a sleeping-car berth, shown in the made-up condition for use, similar to Fig. 1, but with the wall-pocket at one end of the berth shown folded back out of use and the head-rest at that end of the berth also shown in the position it usually assumes when in regular use as a head-rest; Fig. 3, a transverse, sectional elevation of the berth taken on the vertical dotted-line *a, a*, of Fig. 2, looking toward the

open wall-pocket at the foot end of the berth; Fig. 4, a transverse, sectional elevation of the berth taken on the vertical dotted-line *b, b*, of Fig. 2, looking toward the head end of the berth but with the head-rest upturned for use as a wall-pocket; and Fig. 5, a detail, sectional elevation of the automatic form of hook used for catching and holding the wall-pocket in its vertical folded or closed position against the seat back or partition.

In these views, 1 indicates the vertical seat back or partition wall, 2 the side of the car, 3 the outer arm-rest end of the seat, 4 the head-rest adjustably and detachably held in place, as customary, at the upper end of the partition 1, and 5, 5^a, the respective seat-cushions used in making up the lower berth of a sleeping-car, the intermediate cushions 5 being the ones that form the seat-cushions proper and the opposite end cushions 5^a being those that form the movable padded fronts of the partitions 1 or the backs proper of the seats and supported when in longitudinal array or horizontal series, (as seen in Fig. 2,) for reclining use, by means of the flanged bars or irons 6.

The wall pocket or receptacle for the garments of the berth user comprises a rectangular front or body portion 7 and two triangular end portions 8, 8, the latter being suitably hinged at 8^a, 8^a, along one edge of each to the contiguous edge or end of the body portion 7, and said body portion 7 being suitably hinged along its lower edge, at 7^a, 7^a, to the face of the partition 1 a suitable distance above the top face of the cushion 5^a free from ordinary contact of the berth user's feet. The members 7 and 8 of the wall-pocket are preferably made of open wirework or mesh, for both lightness and strength and a stiff wire border or binding 9 is used along the outer edges of each member for the desired hinge connections and, also, for the desired ready catching and holding of the device in either open or closed position. Ordinary hooks 10 project from the face of the partition 1 at either end thereof and open inwardly so that the inwardly-closing side-members 8 of the wall-pocket can be readily engaged therewith or disengaged therefrom in the operation of opening or closing the pocket, and such hooks form the means of holding the pocket in its open position for use.

11 indicates a horizontally-disposed hook pivotally-projecting from the central upper

portion of the partition 1 below the head-rest and opening downward so as to automatically catch and hold the wall-pocket in its folded or closed position, as best seen in
 5 Figs. 2, 4 and 5, especially in the last-named view wherein fragmentary portions of the partition and wall-pocket members are shown and said hook is in engagement with the upper wire border 9. A spring 12 is
 10 mounted on the partition 1 and engages the upper face of the hook 11 to hold the latter in place on the binding-edge 9 of the pocket and to prevent such pocket from becoming accidentally disengaged in the movements of
 15 the car or otherwise, and in imparting automatic action to the hook in its engagement with the said binding-wire 9.

In Fig. 2, I have shown the wall-pocket in its open position at the foot end of the berth
 20 and in its closed position at the head end of the berth, which are the positions assumed when the berth is in customary use, although it is obvious that both wall-pockets can be arranged in open position for use at both ends
 25 of the berth, but it would not be quite so desirable on account of the head of the user being liable to come into occasional accidental contact with the open pocket above.

It will be seen that my invention will not
 30 interfere in any manner with the ordinary use of the head-rest, either in its regular position for day use, or in the adjusted position for pocket or receptacle use seen in Figs. 1 and 2 of the drawings, nor will it interfere,
 35 when folded back in closed position, with the usual arrangement of the cushion-back 5^a when placed vertically for day or seat use. Ordinarily, the cushions 5^a are hollowed out in the back and thus due allowance is made
 40 for the presence of the folded or closed wall-pocket forming my invention herein and which is attached to the ordinary partition that is provided between seats and berths in the usual construction of sleeping-cars. No
 45 change is made in the partition nor in the seat, nor in any part thereof to accommodate

my folding wall-pocket and it is readily applied to any of the sleeping-cars now in use and readily arranged by the porter or the berth occupant for use.

The space occupied by the wall-pocket as herein shown and arranged, is such that there is no interference with the user of the berth and a greater amount of inclosure is provided for the apparel and other like accommodation of the occupant of the berth and without material additional expense in the manufacture of the car.

The wall-pocket constructed and arranged as herein shown and described readily and better takes the place of the swinging hammocks used in sleeping berths at the present time and swung lengthwise of the berth in the way of the occupant.

I claim:—

1. A wall pocket or receptacle for sleeping-car berths or the like, comprising a rectangular front or main member and a pair of triangular end members, the latter being suitably hinged to said main member at its respective opposite ends and the whole being adapted to be arranged and pivotally supported on the seat-back partition of a car and held in either open or closed position.

2. A wall-pocket for sleeping-car berths or the like, comprising a rectangular front or main member and a pair of triangular end members, the latter being suitably hinged to the respective opposite ends of said main member, a partition upon the face of which the pocket is pivotally supported between its upper and lower edges, hooks on said partition for catching-engagement of said triangular end members in the open position of the pocket and automatic hook-engaging means for contact with said main member in the closed position of the pocket against the face of said partition.

STEWART W. CLARK.

Witnesses:

JOHN ELIAS JONES,
 WILLIAM SCHUCHARDT.