

C. H. CARROLL.
CLOSED POCKET FOR PANELS AND METHOD OF FORMING SAME.
APPLICATION FILED JUNE 13, 1921.

1,419,490.

Patented June 13, 1922.

2 SHEETS—SHEET 1.

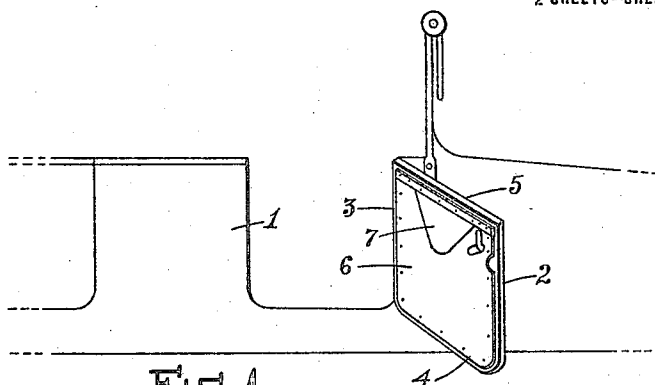


Fig. 1.

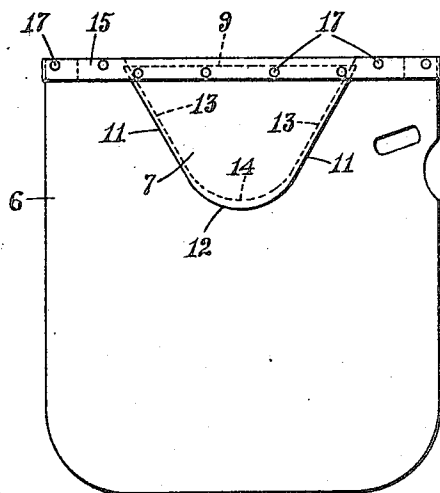


Fig. 2.

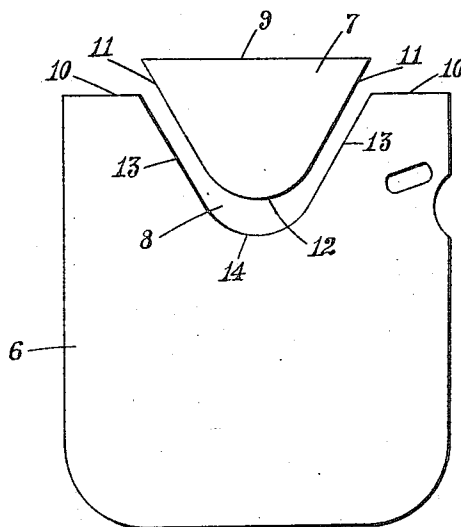


Fig. 3.

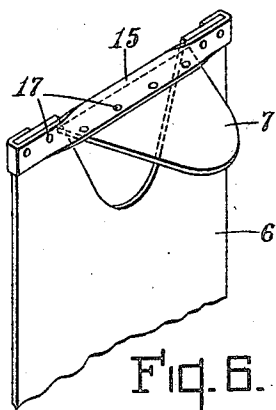


Fig. 4.

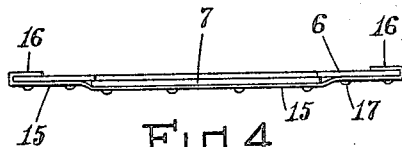


Fig. 5.

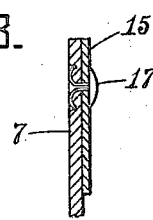


Fig. 6.

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Fig. 7.

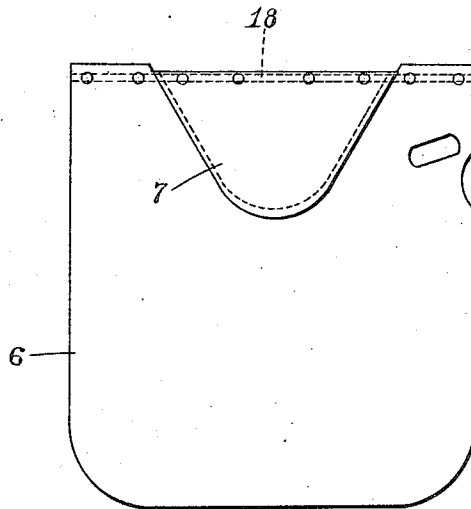


Fig. 8.

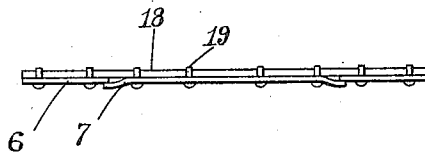
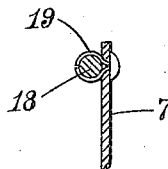


Fig. 9.



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CLOSED POCKET FOR PANELS AND METHOD OF FORMING SAME.

1,419,490.

Specification of Letters Patent. Patented June 13, 1922.

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To all whom it may concern:

Be it known that I, CARL H. CARROLL, a citizen of the United States, residing at Arlington, county of Middlesex, State of Massachusetts, have invented a certain new and useful Improvement in Closed Pockets for Panels and Methods of Forming Same, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to closed pockets for panels and method of forming the same. It is especially intended for application to doors of automobiles or other vehicles.

One object of the invention is to provide a pocket having a closing flap of simple form of construction and of neat appearance, and having a simple and strong hinge connection with the panel. Another object of the invention is to provide such a pocket and flap out of the same material as the panel with which it is connected by dying the blank for the flap out of the same sheet from which panel is constructed and thereby eliminating waste of material.

The invention will be fully understood from the following description when taken in connection with the accompanying drawings, and the novel features thereof will be pointed out and clearly defined in the claims at the close of this specification.

In the drawings, Fig. 1 is a perspective view of a portion of an automobile showing a door provided with a pocket constructed in accordance with the invention.

Fig. 2 is a side elevation of the panel and pocket constructed in accordance with the invention.

Fig. 3 is a view showing the blank out of which the panel and the flap are formed showing the flap after it is died out and separated from that portion of the blank which forms the panel.

Fig. 4 is a plan view of the device shown in Fig. 2.

Fig. 5 is a sectional view on an enlarged scale showing the manner of fastening the tape to the flap.

Fig. 6 is a side elevation, partly broken away, showing the flap turned back.

Fig. 7 is a view in elevation of a panel pocket having a modified form of hinge connection between the panel and the flap.

Fig. 8 is a plan view of Fig. 7.

Fig. 9 is a sectional view on an enlarged scale showing the hinge connection of the flap.

Referring now to the drawings, 1 represents an automobile body provided with a door at one side embodying the invention, the door being shown as swung open.

As illustrated in the drawing, the door frame comprises the two side upright portions 2, 3, bottom cross-connecting portion 4, top cross-connecting portion 5, forming a skeleton frame closed upon the outside by means of a metal panel in usual form, and having upon the inside a panel portion 6 of other material secured to the frame, said panel portion preferably being of fibre-board.

The flap portion 7 is also preferably made of fibre-board and is cut out of the same blank as the panel 6, that is there is a blank formed with a straight top edge and of the contour of that shown in Figure 3 before the flap portion 7 is cut out of it. The flap portion 7 is then died out of the blank, and when the flap portion is lifted from the panel portion 6, it will be as shown in Figure 3, there being no waste of material. That is, if the flap portion 7 were fitted down into the recess 8 as shown in Figure 3, it would just fill the recess so that the top edge 9 of the flap member 7 would be flush with the top edge 10 of the panel portion 6.

In the finished pocket it is necessary that the side edges 11—11 and the bottom edge 12 of the flap should lap over onto the side edges 13, 13, and the bottom edge 14 of the recess in the panel, so as to close the pocket. To this end I provide a hinge connection of the flap member 7 with the panel member 6 in such manner that the top edge 9 of the flap will be a little below the top edge of the panel, as shown in Figure 2. It will thus be seen that by reason of the converging side edges of the flap and the corresponding converging side edges of the panel, and the dropping of the flap slightly below the upper edge of the margin of the panel, the side and bottom edges of the flap will lap over onto the body of the panel at the sides of the slot in the panel, as shown in Figure 2, although before being dropped the flap exactly fitted in the recess. There is thus formed a complete closure of the pocket at

the sides and bottom by the flap member 7, except at the top portion where the flap is dropped down below the top edge of the panel.

5 The preferred form of hinge connection is as follows:—A band 15 of tape, or some other suitable flexible material, is fastened to the inner face of the panel 6 near its upper edge, and is also secured to the panel 6
10 near its upper edge. Preferably for strength the tape is of sufficient length so that at each end it is turned around the side edges of the panel forming an edge binding and a lap portion 16 around on the outer face of
15 the panel, so as to avoid a raw edge at the edge of the panel.

The line of the union between the tape 15 and the flap 7 is a little lower than the line of the union between the tape 16 and the
20 panel 6, as shown in Figure 2. The purpose of this is to allow the flap to be turned up to open the pocket, as will be allowed by the flexible character of the tape without tearing it. The preferred union connection referred to is a series of studs 17 which pass
25 through the tape and through the panel for connecting the tape and panel together, and which pass through the tape and flap for uniting the tape and flap together. The
30 studs adjacent the side edges of the flap and recess should be set back far enough from the edge to allow the flexing of the tape without tearing it.

35 If the panel and flap are made of fibre board, it is preferable to have the exposed face finished in imitation of leather, no canvas or other facing material being required as is usually necessary.

In the modified form shown in Figures 5,
40 6 and 7, the panel and flap are formed as already described, the only difference in the finished pocket being in the hinge connection between the flap and the panel. In this form of connection there is provided a
45 wire rod 18 which extends along the outer side of the panel between it and the metal outside portion of the door, just below the upper edge of the panel 6, said wire forming a hinge rod or pintle, and the flap 7 and
50 panel 6 are connected with the said hinge rod by a row of wire staples 19, which loop around the rod 18 sufficiently loosely so that the flap may turn on said hinge rod 18.

What I claim is:—

1. A pocket for a door comprising a panel 55 having a recess in its upper edge, a covering flap whose side and bottom edges lap over the side and bottom edges of said recess, and whose top edge is slightly below the upper margin of the recess and a hinged
60 connection between the upper edge of the flap and the upper marginal portion of the panel.

2. A pocket for a door comprising a panel having in its upper edge a recess with downwardly converging side edges, and a covering flap of the same size and contour as the recess, said flap having at its upper edge a hinge connection with the upper marginal
65 portion of the panel in such manner that the upper edge of the flap is dropped slightly below the upper marginal portion of the panel adjacent the recess, whereby the side and bottom edges of the flap overlap the side and bottom edges of the recess in the
75 panel.

3. The method of forming a pocket for vehicle doors, consisting of forming a panel member and a flap member out of a single blank by dying the flap member out of the
80 blank so as to form a panel member with a recess in its upper edge of the same size and shape as the flap member with downwardly converging side edges, then securing the flap member along its upper edge to the upper
85 marginal edges of the panel member by hinge connections.

4. The method of forming a pocket for vehicle doors, consisting of forming a panel member and a flap member out of a single
90 blank by dying the flap member out of the blank so as to form a panel member with a recess in its upper edge of the same size and shape as the flap member with downwardly converging side edges, then securing
95 the flap member along its upper edge to the upper marginal edges of the panel member by hinge connections, in such manner and position that the upper edge of the flap member is slightly below the level of the
100 upper marginal edge of the panel member, whereby the side and bottom edges of the flap member overlap the side and bottom edges of the recess in the panel member.

In testimony whereof I affix my signature. 105

CARL H. CARROLL.