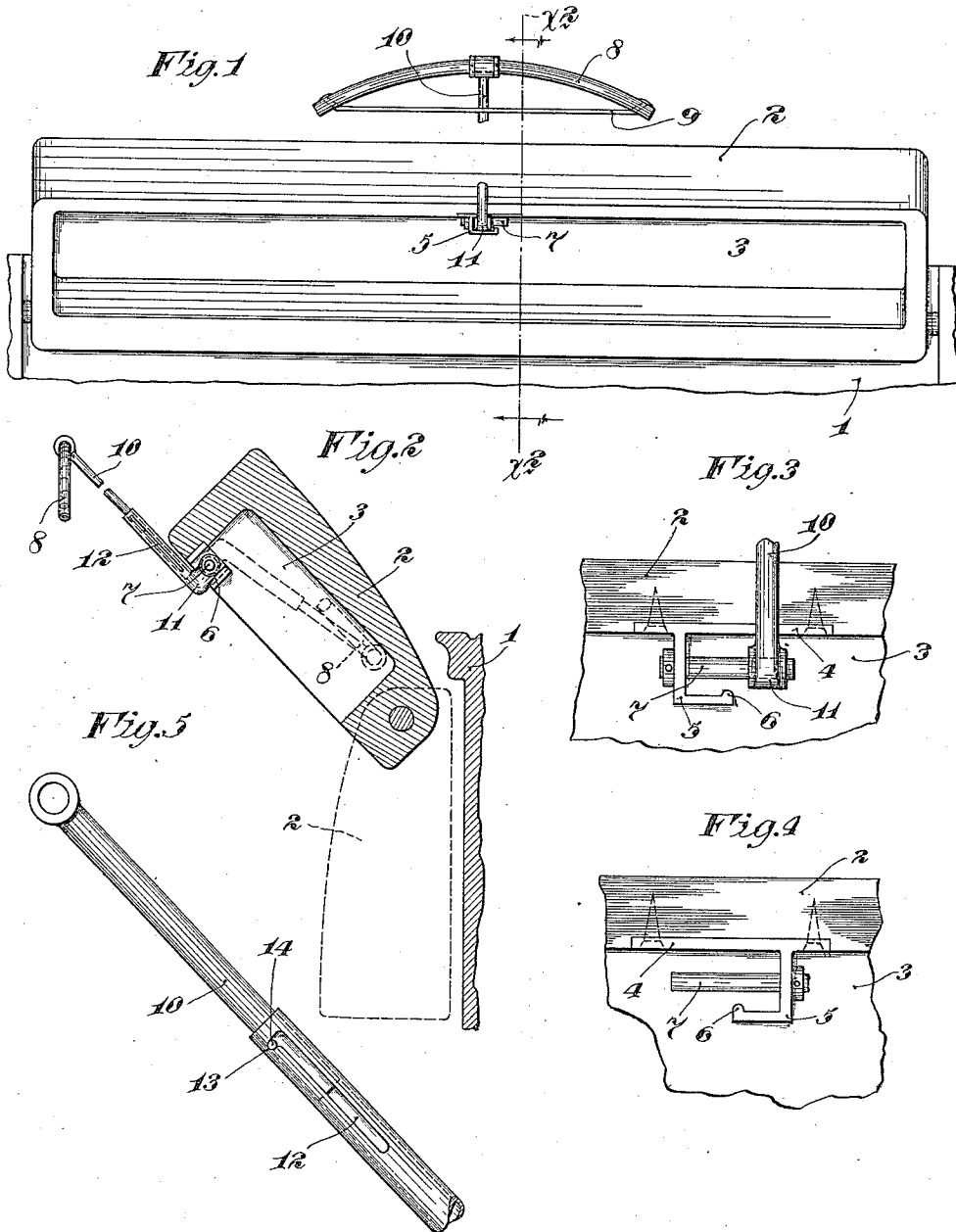


E. T. McCORD.
GARMENT HANGER FOR SLEEPING CAR BERTHS.
APPLICATION FILED MAY 6, 1912.

1,059,891.

Patented Apr. 22, 1913.



Witnesses:

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UNITED STATES PATENT OFFICE.

EVA T. McCORD, OF CHICAGO, ILLINOIS.

GARMENT-HANGER FOR SLEEPING-CAR BERTHS.

1,059,891.

Specification of Letters Patent.

Patented Apr. 22, 1913.

Application filed May 6, 1912. Serial No. 695,367.

To all whom it may concern:

Be it known that I, EVA T. McCORD, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Garment-Hangers for Sleeping-Car Berths; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its particular object the provision of a simple and efficient coat, skirt, and trouser hanger, which, when applied to the head rest of the seat or other convenient part of a sleeping car berth, may be easily concealed, when out of use, and may be turned outward or projected for use when desired.

To the above ends, generally stated, the invention consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

In the accompanying drawings wherein like characters indicate like parts throughout the several views, the improved hanger is shown as applied to the head rest of the seat of a sleeping car berth.

Referring to the drawings, Figure 1 is a view in front elevation showing the hanger applied to the pivoted head rest of a seat of the character indicated, and with said hanger projected or turned into an operative position, some parts being broken away; Fig. 2 is a section taken on the line $x^2 x^2$ on Fig. 1; Fig. 3 is a detail view in front elevation showing the connection between the hanger proper and the bracket to which it is detachably pivoted; Fig. 4 is a view similar to Fig. 3, but showing the hanger applied to a different seat; and Fig. 5 is a side elevation showing on an enlarged scale a portion of the detachable hanger supporting arm.

The numeral 1 indicates the back, and the numeral 2 the pivoted head rest of an ordinary sleeper berth seat. This so-called head rest 2, as is well known, is adapted to be turned downward, as indicated by dotted lines in Fig. 2, when the seat is to be used, and is adapted to be turned upward, as indicated by full lines in Fig. 2, when the sleeper berth is made up. In the back of the head rest 2 is a recess 3, into which the garment hanger is adapted to be folded when out of use. Rigidly secured by screws or

otherwise, to the head rest 3 and located in the outer portion of the recess 3 is a hanger supporting bracket made up of an anchor plate 4 and an L-shaped arm support 5, which latter, at its extremity, is preferably formed with a retaining rib 6. A hinge pin or stud 7 is rigidly secured at one end to the vertical portion of the arm rest or bracket extension 5, as best shown in Fig. 3. Fig. 3 illustrates the hanger supporting bracket applied to one seat of a sleeper berth, and Fig. 4 shows the same as applied to the other or opposite seat of the berth. The garment hanger is adapted to be applied to the supporting bracket of either seat, according to the direction in which the car is running, it of course being understood that when the berth is made up, and the garment hanger in use, the latter should be located at the foot of the berth where the garments will not interfere with the comfort of the user of the berth.

The rack upon which the garments are hung is preferably made up of a bowed tubular bar 8 and a transverse rod or supplemental bar 9 connecting the ends thereof, the bowed bar 8, at its intermediate portion being pivoted to the free end of a supporting arm 10, having at its other end a hub 11 adapted for pivotal and sliding engagement with the pivoted stud 7 of either of the two supporting brackets shown in Figs. 3 and 4. Said hub 11 is adapted to be slid laterally off from or onto either of the two studs 7. By reference to Fig. 2, it will be noted that the hub of the supporting arm 10 is laterally offset from the body thereof, so that when the arm is applied to the stud 7, and moved laterally to a point between the retaining ribs 6 of the vertical portion of the supporting bracket it will be supported in an elevated position shown by full lines in Fig. 2, and will be held against lateral displacement by said ribs. The hanger will then be supported so that a coat may be conveniently hung on the arched bar 8 and a pair of trousers or skirt may be hung over the cross bar 9.

By referring, particularly, to Fig. 3, it will be noted that the stud 7 projects far enough beyond the retaining flange 6, so that the arm 10, when moved laterally outward of said rib 6, may be moved pivotally, either upward or downward on the said stud.

When it is desirable that the supporting

arm 10 be made longer than the recess 3 in the head rest, it is made up of telescopic sections, as best shown in Fig. 5, the tubular section having a longitudinal slot 12 terminating in a lock notch 13, and the outer end section of said arm having a pin 14 which, when engaged with the lock notch 13, holds the said supporting arm in an extended position.

10 When the head rest 3 is to be turned down, the hanger is apt to be folded within the recess 3, as shown by dotted lines in Fig. 2, and the bracket projection 5 and its retaining ribs 6 then serve to hold the folded hanger, folded up and within the said recess.

As is evident, the garment hanger proper may be easily transferred from one head rest to the other of a berth, and applied to the supporting bracket which is at the rear of the foot of the berth when the train is made up to run in a certain direction.

The garment hanger described may be applied to the head rest of sleeping car berth seats at very small cost, and is ordinarily entirely out of the way, but is available for use at any time when the berth is made up. It may, however, also be applied to other parts of the berth. For instance, the hanger might be applied to the partition between seats or to the dividing wall between the berths.

What I claim is:

35 1. The combination with a head rest having a recess, of a garment hanger pivotally connected to said head rest, and normally contained within the recess thereof, but adapted to be moved outward for use.

2. The combination with recessed head rests, of hanger supporting brackets connected to said head rests, and a garment hanger detachably applicable, at will, to either of said hanger brackets and adapted when so connected to be foldable in the recess, substantially as and for the purposes set forth.

3. The combination with a supporting bracket having a projecting arm rest and a cooperating projecting stud, the latter extending beyond the former, of a garment hanger having an arm detachably and pivotally mounted on said stud and adapted to be seated on and supported by said arm rest when said garment hanger is in either of two positions, but adapted to move pivotally on said stud and moved laterally out of line with said arm rest, the said arm rest having a retaining rib which prevents accidental lateral movements of said arm, substantially as described.

4. The combination with a movable head rest provided with a recess therein, of a garment hanger pivotally connected to said head rest and foldable with respect thereto, said garment hanger adapted to be folded in said recess when not in use, and said head rest adapted in one position to permit said garment hanger to be unfolded from the recess and in another position to conceal the garment hanger folded in the recess.

In testimony whereof I affix my signature in presence of two witnesses.

EVA T. McCORD.

Witnesses:

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