F. E. POSSON.

LUGGAGE RACK FOR SLEEPING CARS.

APPLICATION FILED JUNE 22, 1917.

1,249,488. Patented Dec. 11, 1917.

FIG. 1

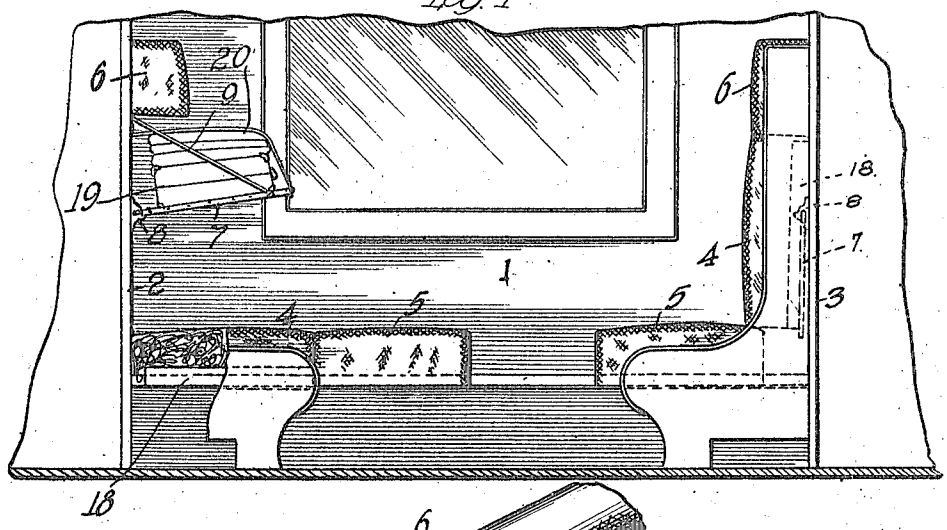


FIG. 2.

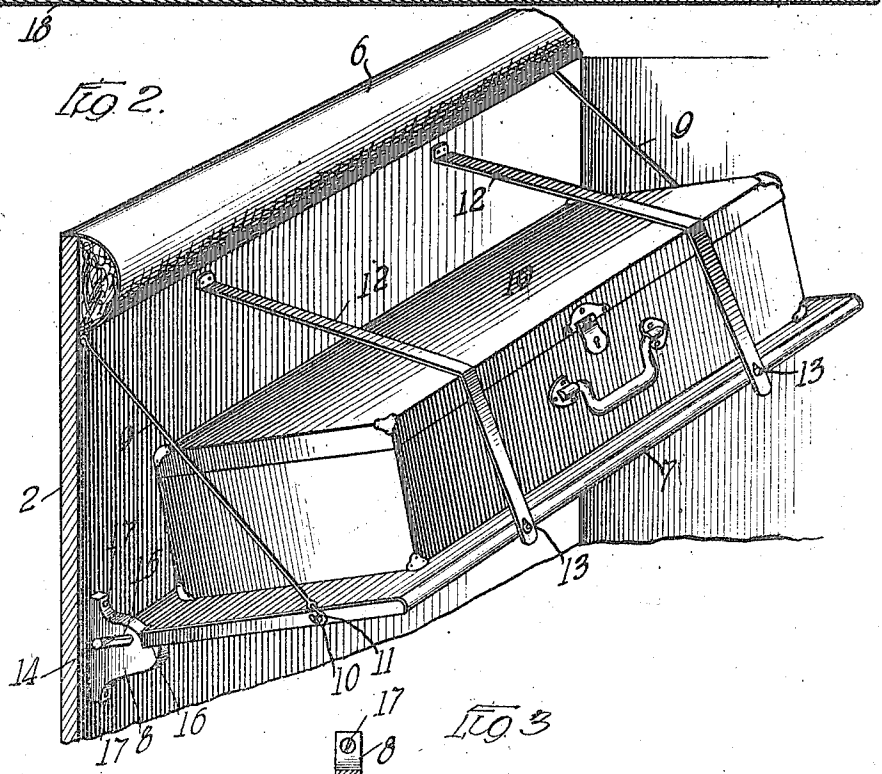
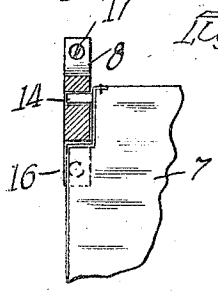


FIG. 3



WITNESSES:

Harry R. Lee Lute

W. P. Kilroy

INVENTOR

Fay E. Posson

BY

Barnes & Thurman

ATTORNEYS.

UNITED STATES PATENT OFFICE.

FAY EDWARD POSSON, OF PARK RIDGE, ILLINOIS, ASSIGNOR TO SAFETY FIRST MANUFACTURING CO., OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

LUGGAGE-RACK FOR SLEEPING-CARS.

1,249,488. Specification of Letters Patent. Patented Dec. 11, 1917.

Application filed June 22, 1917. Serial No. 176,416.

To all whom it may concern:

Be it known that I, FAY E. POSSON, a citizen of the United States, residing at Park Ridge, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Luggage-Racks for Sleeping-Cars, of which the following is a specification.

My invention relates to means for supporting parcels, luggage, or the like, within the berth of a sleeping car when the berth is made up, and the object of this invention is to provide a rack or shelf of simple, compact and inexpensive construction, which is hinged to the dividing panel between the berth and the next adjacent berth so that it can be extended to a substantially horizontal position when the berth is made up, and folded back against the panel so as to be covered by the back cushion of the seat during the day time.

Racks of this sort contemplated by my invention may be applied to the ordinary sleeping car with little trouble or expense, and add considerably to the comfort of the passengers by providing holding means for hand luggage within the berths where the luggage can be conveniently reached without being in the way. With a car so equipped, the attendant can insist on the regulation that luggage should not be left in the isles, as is frequently done at present.

The invention is illustrated in a preferred embodiment in the accompanying drawings, wherein—

Figure 1 is an elevation, partly in section, of a sleeping car berth showing my invention applied thereto.

Fig. 2 is an enlarged perspective of my rack.

Fig. 3 is a detail, partly in vertical section, of the hinge element.

Like characters of reference designate like parts in the several figures of the drawing.

In the drawings, 1 designates a berth space provided at opposite ends with dividing panels 2 and 3. At the left side of Fig. 1 the cushions 4 and 5 are shown in the position they occupy when the berth is made up, and at the right-hand side the corresponding cushions 4 and 5 are arranged in their day time position, one forming the back and the other the bottom of the seat. Above the cushion 4 is the usual head-rest 6. Hinged to the dividing panels 2 and 3, at a distance above the level of the cushions, is a rack or shelf 7. The rack is hinged to the dividing panels by a hinge element 8, and further supported in position by a cord 9 secured to the shelf 7 by a hook 10 engaging a pin 11. The device is further provided with straps 12, preferably elastic, secured to the dividing panels and fastened to the shelf 7 at the point 13 by means of a button or other suitable fastening means. The elastic straps 12 are used for the purpose of retaining articles upon the shelf. By reason of the elasticity of the straps, articles, no matter what their size, will be firmly retained on the rack.

The rack is provided at each end with a pin or pivot 14 adapted to slide in a slot 15 in the hinge element 8. The rack is supported in its extended position by means of the coöperation of the pivot 14 in the slot and engagement of the rack with the stop 16 on the hinge element. The hinge element is secured to the end panel by suitable fastening means 17. When the rack is not in use the cord 9 may be unhooked from the pin 11 and the rack pulled forward sufficiently to clear the stop 16. It may then be lowered and will hang against the dividing panel. It is unnecessary to provide any fastening means for securing the shelf in a non-operative position; it merely hangs vertically and is concealed by the cushion 4 which is formed on its under or back side with a recess 18 for this purpose.

The berth is shown as provided with a rack, such as described, at each end; but ordinarily only the rack at the foot end of the berth will be used. The rack is of sufficient size to hold a suit case as shown at 19, and also articles of clothing 20, if desired. It is in a position accessible to the occupant of the berth without interfering with the proper use of the berth. The cords 9 may be dispensed with but are preferably used because they relieve the hinges of weight, help to keep the rack in place, and, more particularly, serve to retain the luggage in place against any tendency to slip endwise off the rack.

Having particularly described my construction, what I claim as my invention is:

1. In a sleeping car, the combination with an end panel, of a shelf hinged thereto at a

distance sufficiently above the cushions to be capable of hanging downwardly against the panel when not in use.

2. In a sleeping car, the combination with an end panel, of a rack or shelf hinged thereto and adapted to swing downwardly against the panel when not in use.

3. In a sleeping car berth, the combination with an end panel, of a shelf hinged thereto and adapted to swing downwardly to a position parallel to said panel, and to be concealed in the space behind the vertical cushion of the berth.

4. In a sleeping car, the combination with an end panel, of a shelf hinged thereto, and means comprising a stop on the hinge for holding said rack in extended position.

5. In a sleeping car, the combination with an end panel, of a rack hinged thereto, means for holding said rack in extended position, and means comprising supports for the outer edge of said rack for preventing accidental dislodgment of said rack from its extended position.

6. In a sleeping car berth, the combination with an end panel, of a shelf, and means for holding said shelf in extended position when in use and for permitting said shelf to swing downwardly against the panel when not in use.

7. In a sleeping car berth, the combination with an end panel, of a rack hinged thereto at a distance above the level of the cushions so as not to interfere with the use of the berth, and extending outwardly above said cushions, and means for retaining articles on said rack.

8. In a shelf adapted to be hinged to the end panel of a sleeping car berth, a hinge element having a slot therein, a pivot on said shelf adapted to slide in the slot, and a stop on said hinge element for supporting the shelf in operative position.

9. In combination a hinged shelf adapted to be hinged to the end panel of a sleeping car berth, a hinge element for said shelf having a pin and slot connection with said shelf, means on said hinge element for supporting said shelf in extended position, and means removably secured to said shelf for retaining it in extended position.

FAY EDWARD POSSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."