(No Model.)

E. A. McMANN.

GUARD FOR SLEEPING CAR BERTHS.

No. 304,217. Patented Aug. 26, 1884.

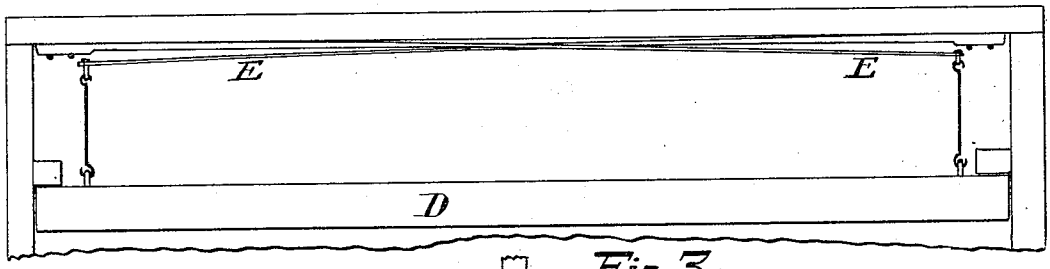


Fig. 3.

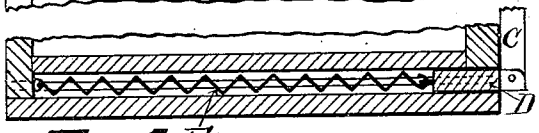


Fig. 4.

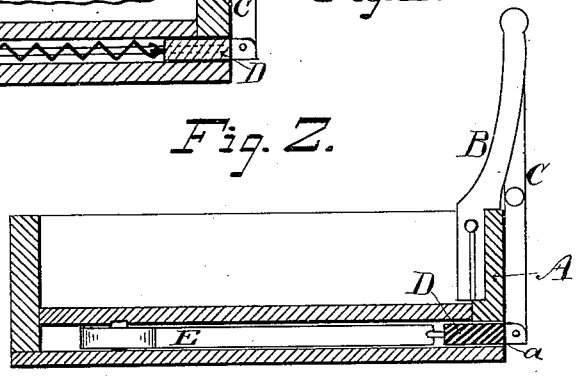


Fig. 2.

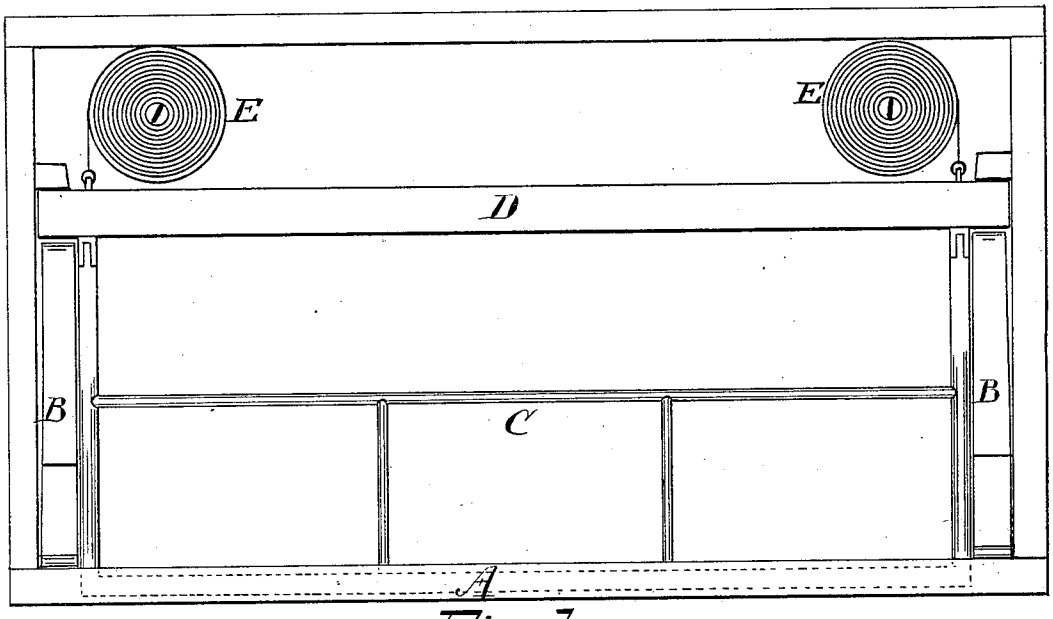


Fig. 1.

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UNITED STATES PATENT OFFICE.

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GUARD FOR SLEEPING-CAR BERTHS.

SPECIFICATION forming part of Letters Patent No. 304,217, dated August 26, 1884.

Application filed January 25, 1884. (No model.)

To all whom it may concern:

Be it known that I, ELEANOR A. McMANN, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Safeguards for Sleeping-Berths, of which the following is a specification.

These improvements relate to safeguards for sleeping-berths of railway-cars and steamboats; and they consist of additional improvements on my patent of July 13, 1880, No. 229,833, and have for their object to provide a means of drawing the guard into the pocket automatically, when it is turned down into a horizontal position, without the necessity of its being pushed in by the occupant. The reason for providing this is that if the guard should be allowed to project or stand out from the pocket or berth it would be in the way in the aisle, and there would be liability of persons running against it and possibly injuring themselves. The guard is liable, through carelessness or neglect, to be left projecting outward or hanging down, and would be subject to damage or breakage. To effectually obviate these objections is the principal object of this improvement. To accomplish these results I combine with the guard suitable springs, the tension of which is employed to draw the guard into the pocket whenever the guard is turned down into a horizontal position.

In the accompanying drawings, Figure 1 is a top or plan view with second bottom removed, showing location and relation of the springs to the guard. Fig. 2 is a cross-section showing the guard in an upright position. Fig. 3 shows straight springs, and Fig. 4 shows spiral springs, three forms or kinds of springs being shown.

A is the front board of the berth, and has a narrow opening, *a*, through which the guard is made to slide into a pocket formed in the frame-work by two bottoms.

B B are two adjustable posts arranged in the front corners of the frame-work. They are made to be raised or lowered, as described in my said patent of July 13, 1880.

The guard consists of a suitable frame made of metal tubing, the end posts of which are hinged to a sliding block or strip, D, which moves with the guard to the front of the pocket-opening.

E E are two springs in Fig. 1. They are helical in form. They are secured to the rear part of the bottom of the berth at their centers. Their outer ends are connected to the sliding strip D.

In Fig. 3 straight spring-bars are shown instead of the helix, one end fast to the back of the frame and their other ends connected to the sliding bar D by links.

In Fig. 4 spiral springs are shown playing on a rod, one end of the spiral fast to the back of the frame and the other to the sliding block or bar D. In drawing out the guard the springs will be distended, so that their tension will draw the guard back into the pocket whenever the guard is turned down in a horizontal position, thus insuring the depositing of the guard in the pocket against the neglect of the porter or operator.

I do not wish to be confined to any particular form of spring, therefore I show three forms.

Having described my improvement, I claim—

The combination, with the guard C, having sliding block D, of springs E E, substantially as and for the purpose specified.

ELEANOR A. McMANN.

Witnesses:
GEO. W. TIBBITTS,
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