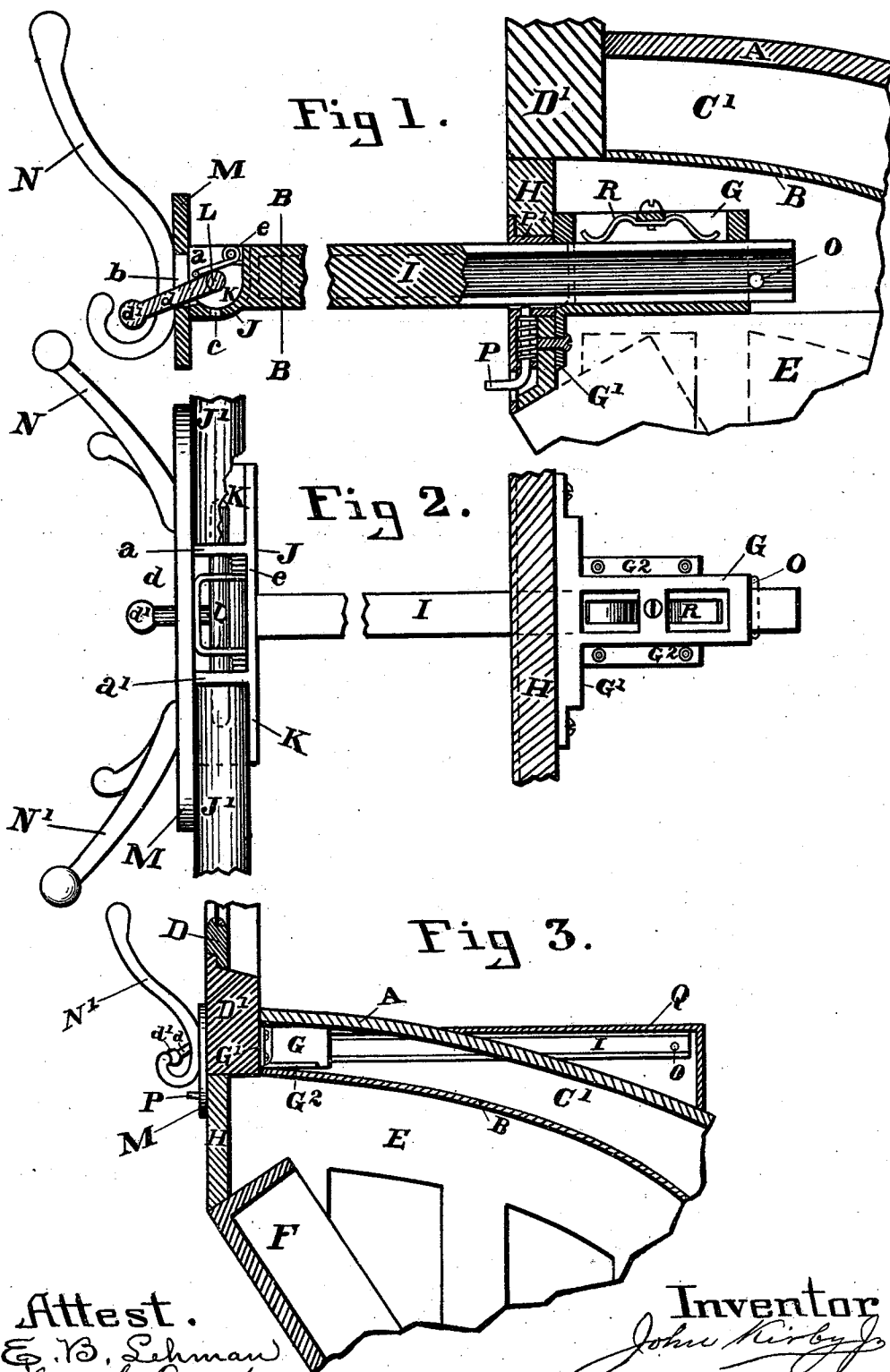


J. KIRBY, Jr.

CURTAIN ROD FIXTURE FOR SLEEPING CARS.

No. 518,958.

Patented May 1, 1894.



Attest.
E. B. Schman
Geo. E. Durb

Inventor
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(No Model.)

2 Sheets—Sheet 2.

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Fig 4.

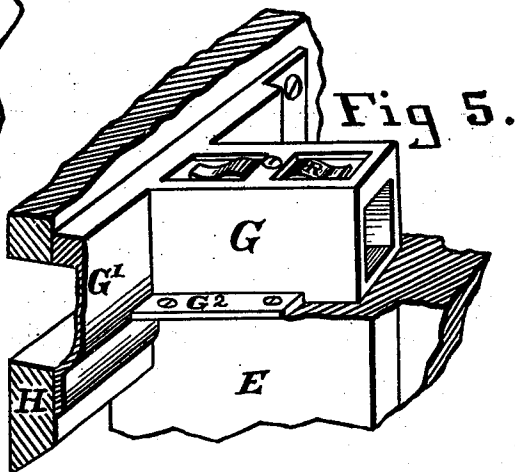
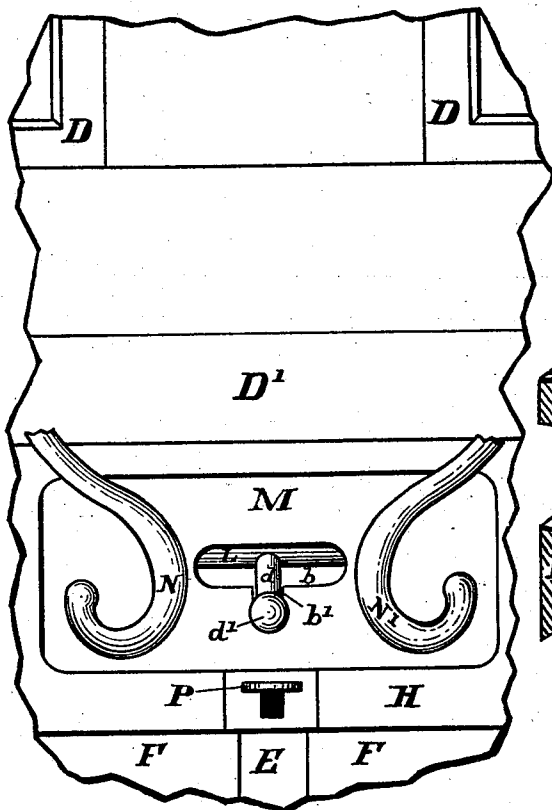


Fig 5.

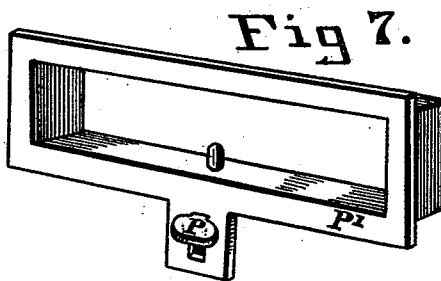


Fig 7.

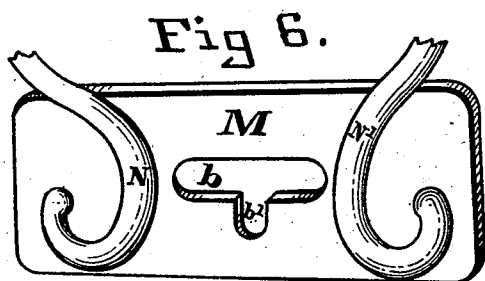


Fig 6.

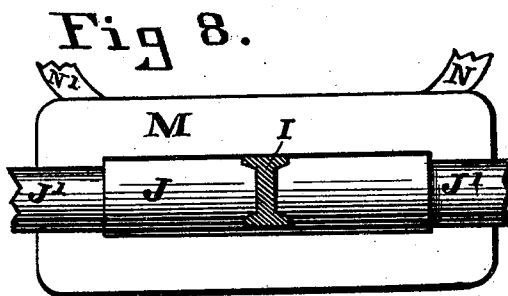


Fig 8.

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UNITED STATES PATENT OFFICE.

JOHN KIRBY, JR., OF DAYTON, OHIO, ASSIGNOR TO THE DAYTON MANUFACTURING COMPANY, OF SAME PLACE.

CURTAIN-ROD FIXTURE FOR SLEEPING-CARS.

SPECIFICATION forming part of Letters Patent No. 518,958, dated May 1, 1894.

Application filed February 13, 1893. Serial No. 462 160. (No model.)

To all whom it may concern:

Be it known that I, JOHN KIRBY, Jr., a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Curtain - Rod Fixtures, of which the following is a specification.

My invention relates to curtain rod fixtures and clothing hooks for sleeping cars and other conveyances, and has for its objects, first, a simple and efficient means whereby the rods and brackets may be concealed from view during the day time when the berths are not in use, and readily arranged in position to receive the curtains when the berths are made up at night, and second, a convenient means of changing the location of the coat and hat hooks usually used in connection with or adapted to such fixtures, by which means the hooks are so located when the berths are made up at night, that the hats or clothing hung on them will be out of the way and not interfere with the comfort of the passenger occupying the upper berth, while in the day time or when the berths are not in use, the upper deck space will be unobstructed by the curtain rods and their appurtenances.

The manner of carrying out my invention will be fully set forth in the accompanying drawings and specification, in which drawings—

Figure 1, represents a cross section of a portion of the upper part of an ordinary sleeping car with my improved curtain rod bracket attached and arranged below the ceiling it being shown as drawn out to receive the rods when a berth is to be made up at night. Fig. 2, is a top view of the invention. Fig. 3, is a cross section through the center of one of the upper berths and car roof showing the fixture as arranged to slide between the ceiling and roof of the car and in the position it occupies during the day time or when the rods are detached. Fig. 4 is a front view of the fixture as it appears when the berths are not in use and the rods removed. Fig. 5, is a perspective view of a hollow sleeve in which the brackets slide. Fig. 6, is a perspective view of the coat and hat hooks and plate to which they are attached. Fig. 7, is a perspective

view of the casing or bushing designed to receive the rod bearings and Fig. 8 is a cross section of the bracket through line B B of Fig. 1.

Similar letters of reference indicate like parts in all the figures.

A is the car roof, B the ceiling, D the monitor or upper deck sash, E partition between berths, and F the upper berth (shown closed).

G is a hollow sleeve provided with a transverse front piece G' and flanges G², by which it is secured to the apron H and berth partition, as shown in Figs. 1 and 5, or it may be secured to the deck rail D' within the space C'.

I is the bracket or arm, preferably made in the form of a double channel and provided at its outer end with a transverse arm J provided with bearings K, to receive and support the rods J' the ends of which are hollow to receive a bolt L to prevent the rods being accidentally displaced. This bolt is movable through partitions a a' formed in the transverse bearing arm J, a plate M to which coat and hat hooks N N' are attached forms the front of the bearing arm J also a finish for the fixture when not in use, and this plate is provided with a horizontal slot b and vertical slot b', the purpose of these slots will presently appear. The bracket I slides to and fro through the sleeve G, its outward movement being limited by a suitable stop such as O, while the bracket is fastened back in the position shown in Fig. 3, by means of a suitable catch such as P, preferably attached to a bushing P', recessed into the wood work to form a finish and to receive the bearing arm J. This catch in the present instance consists of a spring bolt which engages with a hole c in the bracket I. When the fixture is located below the car ceiling as shown in Fig. 1, partition E is cut away to receive sleeve G, and to allow bracket I to slide to and fro, an opening being cut in the ceiling to allow the end of the bracket to pass through it into space C'. It is however, obvious that it will not be necessary to cut the ceiling in cases where the form of the roof is such as to permit the complete stroke of the bracket without interfering with the ceiling nor in cases where the fixture is located far enough below

the ceiling to clear it. When the fixture is located as shown in Fig. 3, an opening is cut through the roof and covered by a housing or hood Q, although the bracket I may be curved and arranged to work within the space C' and the roof remain intact, preference being to a considerable extent dependent upon the construction of the car. A spring R is secured within the sleeve G, and arranged to press against one of the sides of the bracket I, by which a loose fit can be made and the spring will impart a steady movement to the bracket. The brackets are located at each partition between each berth, and in the day time when the berths are not in use, rods J' are removed and stored away, preferably in the upper berths and when a berth is to be made up two of the brackets are drawn out as shown in Figs. 1 and 2, after first releasing spring catches P, bolts L are then moved one to the right and one to the left, when the rod is placed in position in its bearings bolts L are moved back to the positions shown in Fig. 2, the movement of the bolts being accomplished by means of an arm d' provided with a knob d', this arm remains at rest in the slot b, and being attached to bolt L prevents the latter being moved until the arm is raised to engage the slot b' when it can be moved in either direction carrying with it bolt L as above described. A spring e is arranged to exert a pressure against arm d and thus prevent accidental displacement of bolt L.

The fixtures now in common use for supporting the berth curtain rods in sleeping cars, consist of brackets rigidly secured to the car structure and project out into the deck space of the car, the rods and brackets being exposed to view at all times, and giving the upper portion of the car a crowded appearance, it is therefore desirable that they be removed from sight when the berths are not in use, and it is furthermore desirable that the hooks usually attached to the brackets, for hanging clothing on should be located at or near the outer end of the brackets, where coats or other clothing hung on them will not interfere with the comfort of the passengers occupying the upper berths and it will be observed that my improvement is especially novel and useful in this respect. It will also be observed that my improved bracket and hooks can be operated without lowering the upper berth, and furthermore, that one bracket serves to support one end of each of two rods.

The details of my invention may be modified in various ways, without departing from the spirit thereof, and I do not limit myself to the exact construction shown and described.

What I claim is—

1. A movable bracket or arm for supporting curtain rods, adapted to be drawn out into the deck space when it is desired to make up the berths for use, and to be moved back out of the deck space when the berths are not in use, said bracket being provided with bear-

ings whereby one bracket will support one end of each of two detachable rods.

2. A movable bracket or arm for supporting curtain rods adapted to be drawn out into the deck space when it is desired to make up a berth for use and to be moved back out of the deck space when the berth is not in use, said brackets being provided with bearings whereby one bracket will support one end of each of two rods, in combination with suitable means for locking the bracket in position.

3. A movable bracket or arm for supporting curtain rods, a sleeve in which the same is adapted to slide, whereby the bracket may be drawn out into the deck space when a berth is to be made up for use, and moved back out of the deck space when the berth is not in use, in combination with means for supporting a detachable rod upon which to hang curtains at the outer end of said bracket.

4. A curtain rod fixture consisting of a movable bracket or arm provided with one or more rod bearings at its outer end and adapted to be moved out into the deck space when a berth is to be made up for use, and to be moved back out of the deck space when the berth is not in use, a sleeve or other suitable guide in which said bracket is adapted to slide, and a plate as M constituting the front of the bearings and forming a finish for the fixture when not in use.

5. A curtain rod fixture consisting of a movable bracket or arm, provided with one or more rod bearings at its outer end, and adapted to be moved out into the deck space when a berth is to be made up for use, and to be moved back out of the deck space when the berth is not in use, a sleeve or other suitable guide in which said bracket is adapted to slide, a bushing or casing attached to the deck to receive said bearings and a plate constituting the front of the bearings and forming a finish for the fixture when not in use.

6. In a curtain rod fixture, the combination of movable bearings for supporting the rods and one or more hooks or equivalent means for supporting clothing adjacent thereto.

7. A movable bracket or arm for supporting curtain rods adapted to be concealed from view when not in use, in combination with one or more hooks, or their equivalent upon which to hang clothing by which means said hooks may be extended out into the berth space.

8. The combination of one or more hooks or their equivalent upon which to hang clothing, a movable bracket or arm to which said hook or hooks are attached, and a sleeve or other suitable guide in which said bracket or arm is adapted to slide, whereby said hook or hooks may be drawn out and withdrawn in substantially the manner shown and described.

JOHN KIRBY, JR.

Witnesses:

CHAS. V. HUNSAKER,
C. U. RAYMOND.