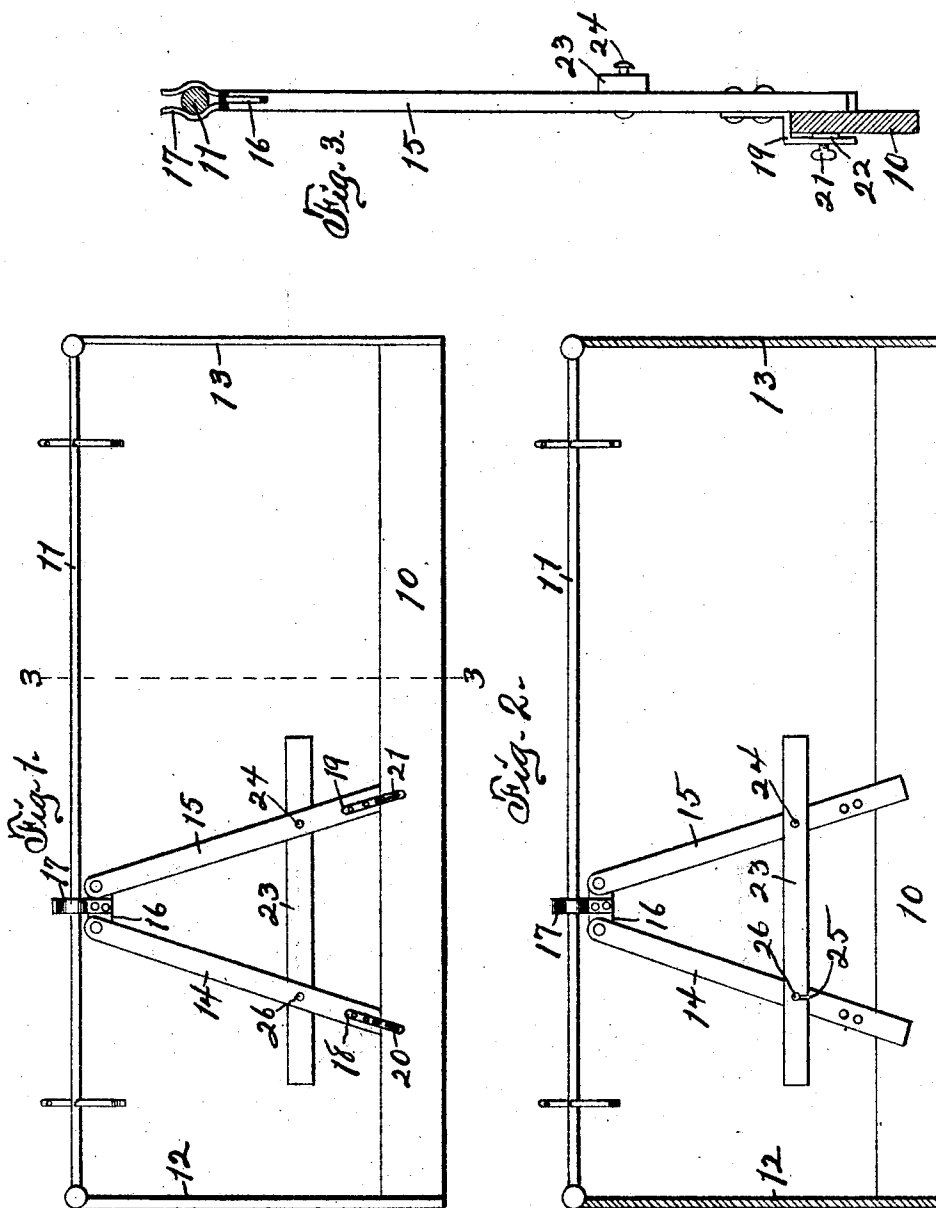


H. E. PERKINS.  
BED OR BERTH ATTACHMENT.  
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1,037,305.

Patented Sept. 3, 1912.



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By *Herbert* Att'y

# UNITED STATES PATENT OFFICE.

HERBERT E. PERKINS, OF DES MOINES, IOWA.

BED OR BERTH ATTACHMENT.

1,037,305.

Specification of Letters Patent.

Patented Sept. 3, 1912.

Application filed February 17, 1911. Serial No. 609,834.

*To all whom it may concern:*

Be it known that I, HERBERT E. PERKINS, a citizen of the United States of America, and resident of Des Moines, Polk county, Iowa, have invented a new and useful Bed or Berth Attachment, of which the following is a specification.

The object of this invention is to provide an improved detachable means for protecting the occupant against accidental falling or expulsion from a bed.

A further object of this invention is to provide improved means for protecting the occupant of a berth, and especially an upper berth, of a sleeping car from accidental falling or expulsion from said berth.

My invention consists in the construction, arrangement and combination of elements hereinafter set forth, pointed out in my claims and illustrated by the accompanying drawing, in which—

Figure 1 is a front elevation illustrating my improved device in position for practical use. Fig. 2 is an elevation, partly in section, showing the opposite side of the devices illustrated in Fig. 1. Fig. 3 is a vertical section, on an enlarged scale, on the indicated line 3—3 of Fig. 1.

In the construction and application of the device as shown the numeral 10 designates a bed frame, or more particularly the front bar of the bed frame of an upper berth of a sleeping car. A curtain pole or rod 11 is arranged in a plane above and approximately parallel with the frame bar 10 and may be of any desired construction. Such rods usually are found in standard Pullman sleeping cars and are employed to support curtains adapted to depend in front of the berth and also are employed as hand rails. The numerals 12, 13 designate removable end boards or partitions usually found in standard Pullman sleeping cars, adapted to separate one berth from another. I do not show these various elements in detail as they form no part of my invention.

In the construction of my improvement the numerals 14, 15 designate standards, which are pivoted at their upper ends to end portions of a plate 16 and are adapted to be folded into parallel relations or arranged in diverging relations as shown. Means are provided for attaching the plate 16 removably to the pole or rod 11. Any desired means for this purpose may be em-

ployed but I prefer to use a spring fork 17 fixed to the plate 16 between the standards 14, 15 and adapted to embrace and yieldingly engage the pole or rod. Brackets 18, 19 are fixed to and offset from lower end portions of the standards 14, 15 and said brackets and lower end portions of the standards are adapted to embrace the front rail or bar 10 of the bed frame. Set screws 20, 21 are mounted in the lower end portions of the brackets 18, 19 and are provided with the usual wear plates 22 inside the brackets adapted to engage the outer face of the front bar or rail 10. It is the function of the set screws 20, 21 to press the wear plates 22 against the rail or bar 10 and thereby rigidly connect the brackets and standards to said bar. A lateral brace 23 is arranged transversely of the standards 14, 15. One end portion of the lateral brace 23 is pivoted to the standard 15 by a pin 24 and the opposite end portion of said lateral brace is formed with a notch 25 opening to its lower margin and adapted to engage a pin 26 extending inwardly from the standard 14. The lateral brace is preferably arranged parallel with and somewhat above the bar 10 and on the inner surfaces of the standards 14, 15 so as to provide a bar or fence of sufficient size and strength to prevent an occupant of the berth from rolling or being thrown out of the same in the movement of the car. The standards 14, 15 also serve a similar function and the entire device effectively prevents such accidents.

The device can be removed from the berth by loosening the set screws 20, 21 and turning the lateral brace 23 through an arc into parallel relations with the standard 15. Then the standards 14, 15 may be spread farther apart to release the brackets 18, 19 from the bar 10 and then may be folded into compact relations and be entirely removed by withdrawing the fork 17 from the pole or rod 11. This done the device may be packed with the bedding in the berth or otherwise disposed of conveniently when the berth is not in use.

I claim as my invention—

1. In combination with a sleeping berth having a rail and a supporting rod, a plate, a spring fork detachably connecting said plate to said supporting rod, standards pivoted at one end each to said plate, clamps on said standards adapted to engage said

rail, and a lateral brace pivotally secured to one standard and detachably engaging the other standard.

2. In combination with a sleeping berth  
5 having a rail and a supporting rod, a plate means secured to said plate for detachably connecting it to said supporting rod, standards independently pivoted to said plate  
10 and adapted to swing away from one another, said standards being provided with means to detachably engage said rail, a lateral brace pivotally secured to one standard and adapted to detachably engage the  
15 other standard, said standards and lateral brace when in engagement with one another constituting a rigid triangular frame.

3. In combination with a sleeping berth having a rail and a supporting rod, a guard comprising a plate, a spring fork secured

to said plate and adapted to detachably en- 20  
gage said rod, standards independently pivoted to said plate and adapted to swing  
away from one another, angular brackets  
secured to the free ends of said standards  
25 and adapted to engage the rail aforesaid, set screws engaging said brackets and adapted to frictionally engage the rail aforesaid,  
a lateral brace pivotally secured to one standard and having a lateral slot therein, a  
pin on the other standard and adapted to 30  
engage the slot in the lateral brace.

Signed by me at Des Moines, Iowa, this  
21st day of January, 1911.

HERBERT E. PERKINS.

Witnesses:

S. C. SWEET,  
EARL M. SINCLAIR.