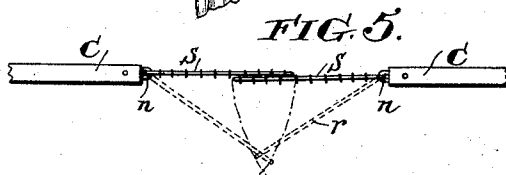
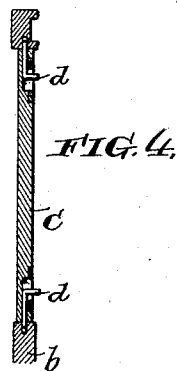
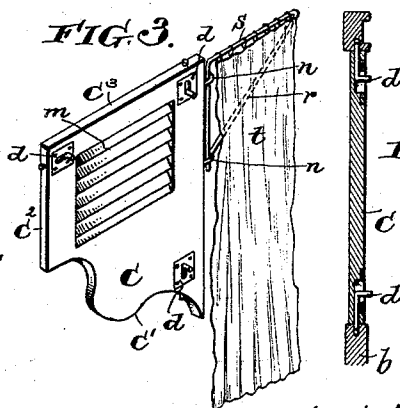
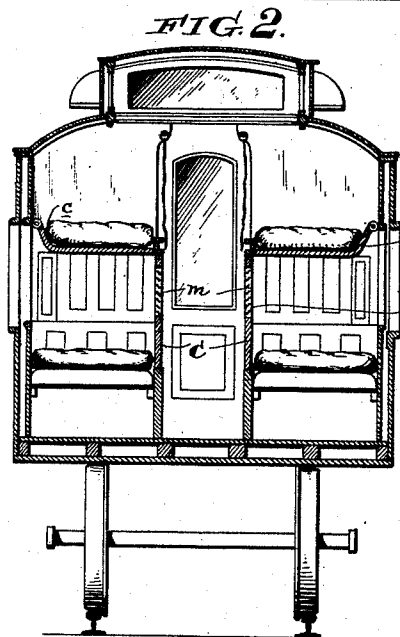
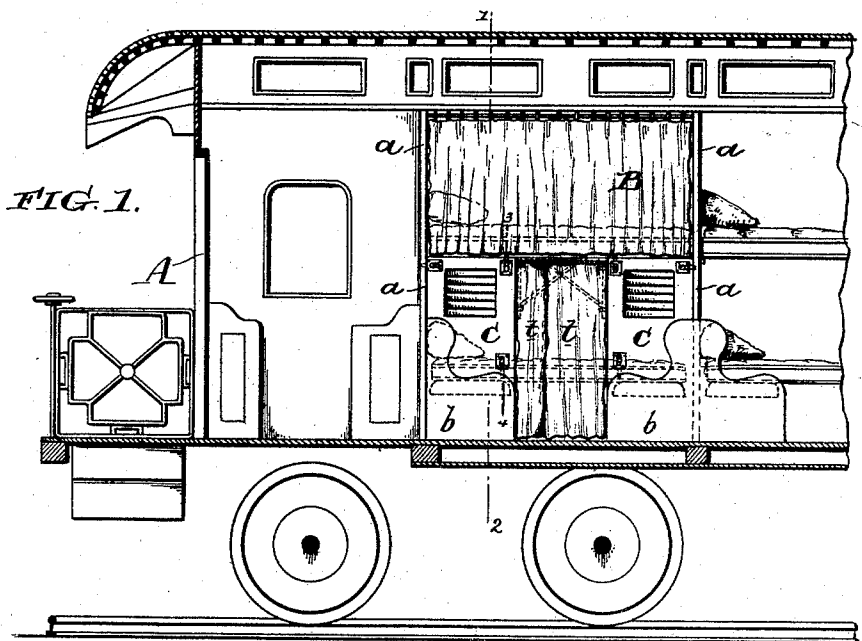


(No Model.)

J. H. MYERS.
SLEEPING CAR.

No. 476,022.

Patented May 31, 1892.



Witnesses:

Henry D. Myers

Sam. H. Beck

Inventor:

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By his atty. H. H. Hudson

UNITED STATES PATENT OFFICE.

JOHN H. MYERS, OF PHILADELPHIA, PENNSYLVANIA.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 476,022, dated May 31, 1892.

Application filed March 14, 1892. Serial No. 424,791. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. MYERS, a citizen of the United States, residing in the city of Philadelphia, State of Pennsylvania, have
5 invented certain new and useful Improvements in Sleeping-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

10 My invention relates to sleeping-cars, and has for its object the improvement of the sleeping-berths by providing a removable ventilating-screen adapted to the form of the sides of the seats and a curtain-fixture supported on said ventilating-screen.

15 In the accompanying drawings, illustrating my invention, Figure 1 is a vertical sectional view longitudinally through the center of the car, showing the screens and curtains in position. Fig. 2 is a vertical section laterally
20 through one of the berths and through one of the screens on the line 1 2 of Fig. 1. Fig. 3 is an elevation of one of the screens and supported curtains. Fig. 4 is a vertical section of the screen through the line 3 4 of Fig. 1,
25 and Fig. 5 is a top view of the pair of screens and curtains in position.

A denotes the ordinary sleeping-car body, and *a a* the berth-section, which is constructed
30 as usual, with the sides *b* of the seats facing each other and forming the front frame of the berth and the swinging frame *c*, forming the bottom support of the upper berth. As now constructed, a pair of portière-curtains are
35 hung from the top of the upper berth and hang down to the floor, the same curtains covering the front of both upper and lower berths. Usually the lower berth is less ventilated than the upper berth, and persons
40 getting in and out of either expose the occupants of the other berth. My invention remedies both of these objections.

45 A single curtain *B* is hung on rings on a pole from the top of the upper berth and terminates at the bottom support thereof, and, if desired, it may be provided at the bottom edge with an additional set of rings moving on an additional pole placed along
50 said bottom edge. My invention is not in this, however, but in the construction of the

ventilating-screens and supporting devices for the curtains of the lower berth. To that end I provide a removable wooden screen *C*, Fig. 3, of a shape at *C' C² C³* to adapt it to contact neatly with the frame of the seat *b* 55 and with the frame *b'* of the berth. This screen is held in place by spring-bolts *d* passing into recesses in the seat and side frame and swinging bottom support of the upper berth. A series of ventilating-slats *m*, set at
60 a proper angle, are provided to allow a circulation of air in and out of the berth. The curtains *t t* of the lower berth are of portière character—*i. e.*, double—and are hung on angle-rods *s*, which are removably supported on hooks *n n* on the inner edge of the
65 screen *C*. These curtains preferably overlap, as shown in Fig. 5. The angle-rods *s s* may have an extra cross-rod *r* to aid in keeping the curtain in place.

70 It will thus be seen that the occupant of either berth may enter and retire therefrom without disturbing the curtains of the other berth, and that the lower berth is thus provided with sufficient means for ventilation
75 and privacy, the device being easily removable from the permanent fixtures of the berth when it is desired to fold up the swinging bottom support *c* and convert the berths into
80 a pair of ordinary seats.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with the body and seat-frame of a sleeping-car, of a screen *C*, 85 adapted to fit the same, with locking devices *d d*, adapted to removably support the same in position thereon, substantially as described.

2. The combination, with the body and seat-frame of a sleeping-car, of a screen *C*, 90 adapted to fit the same, with locking devices *d d*, adapted to removably support the same in position thereon, with ventilating-slats *m* therein, substantially as described.

3. The combination, with the body and 95 seat-frame of a sleeping-car, of a pair of screens *C C*, adapted to fit the same, with locking devices *d d*, adapted to removably support the same in position thereon, and a pair of curtain-supports *s s*, removably maintained in 100

position by hook devices on the inner edges of said ventilating-screens C, substantially as described.

4. The combination, with the body and
5 seat-frame of a sleeping-car having a swinging bottom *c* above the seats, of a pair of screens C C, adapted to fit the same, with locking devices *d d*, adapted to removably support the same in position thereon, and a pair of
10 curtain-supports *s s*, removably maintained

in position by hook devices on the inner edges of said ventilating-screens C, substantially as described.

In testimony whereof I have hereunto affixed my signature this 9th day of March, A. 15
D. 1892.

JOHN H. MYERS.

Witnesses:

JOHN R. NOLAN,
H. T. FENTON.