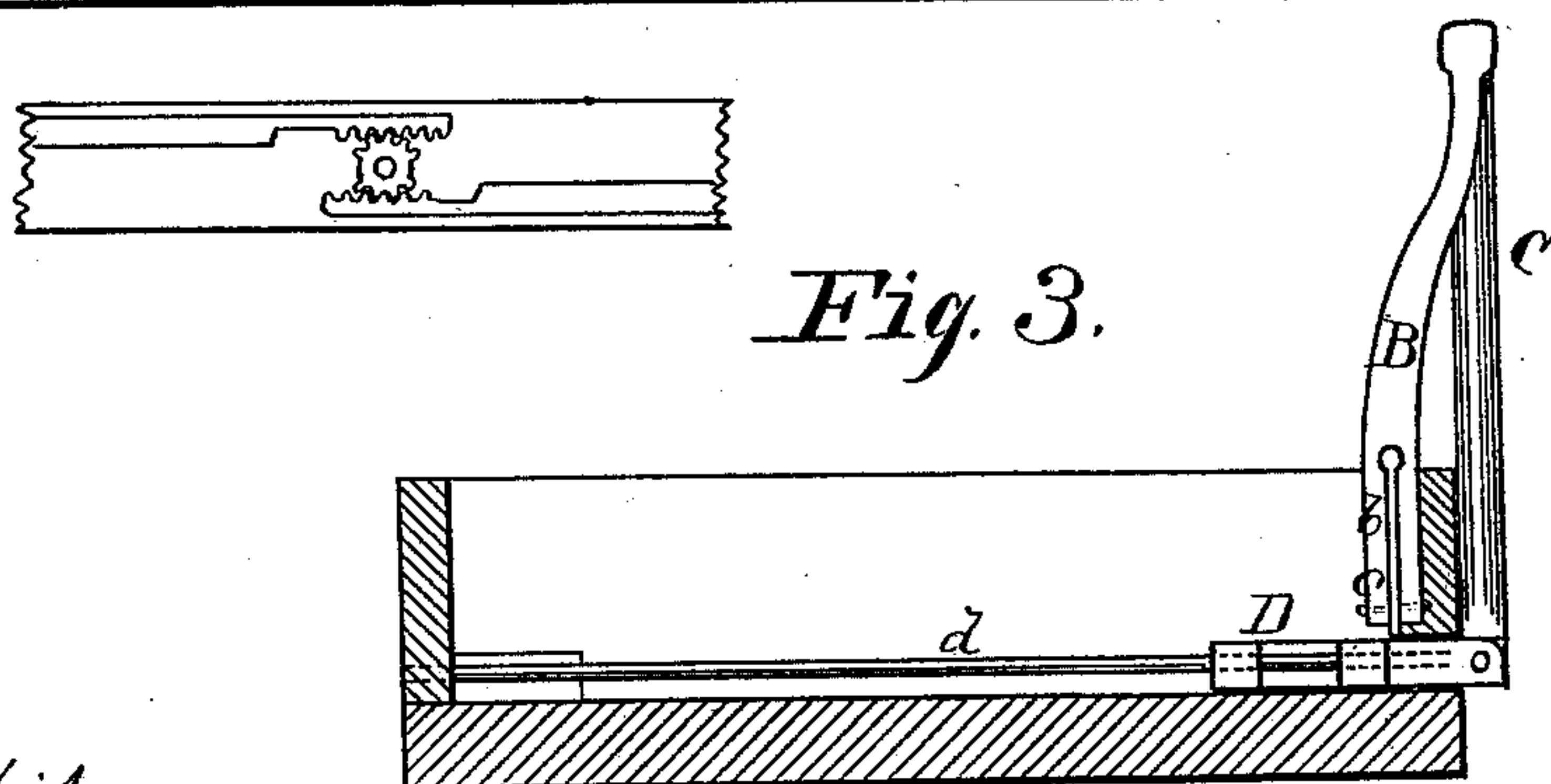
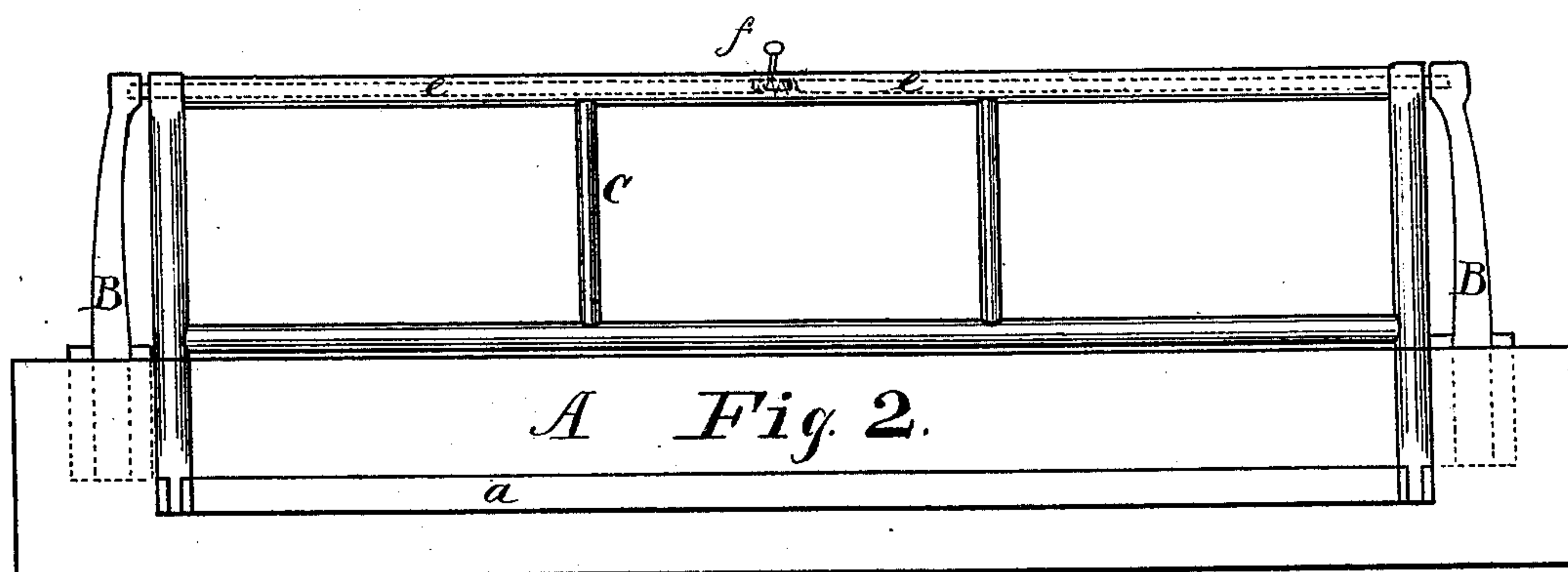
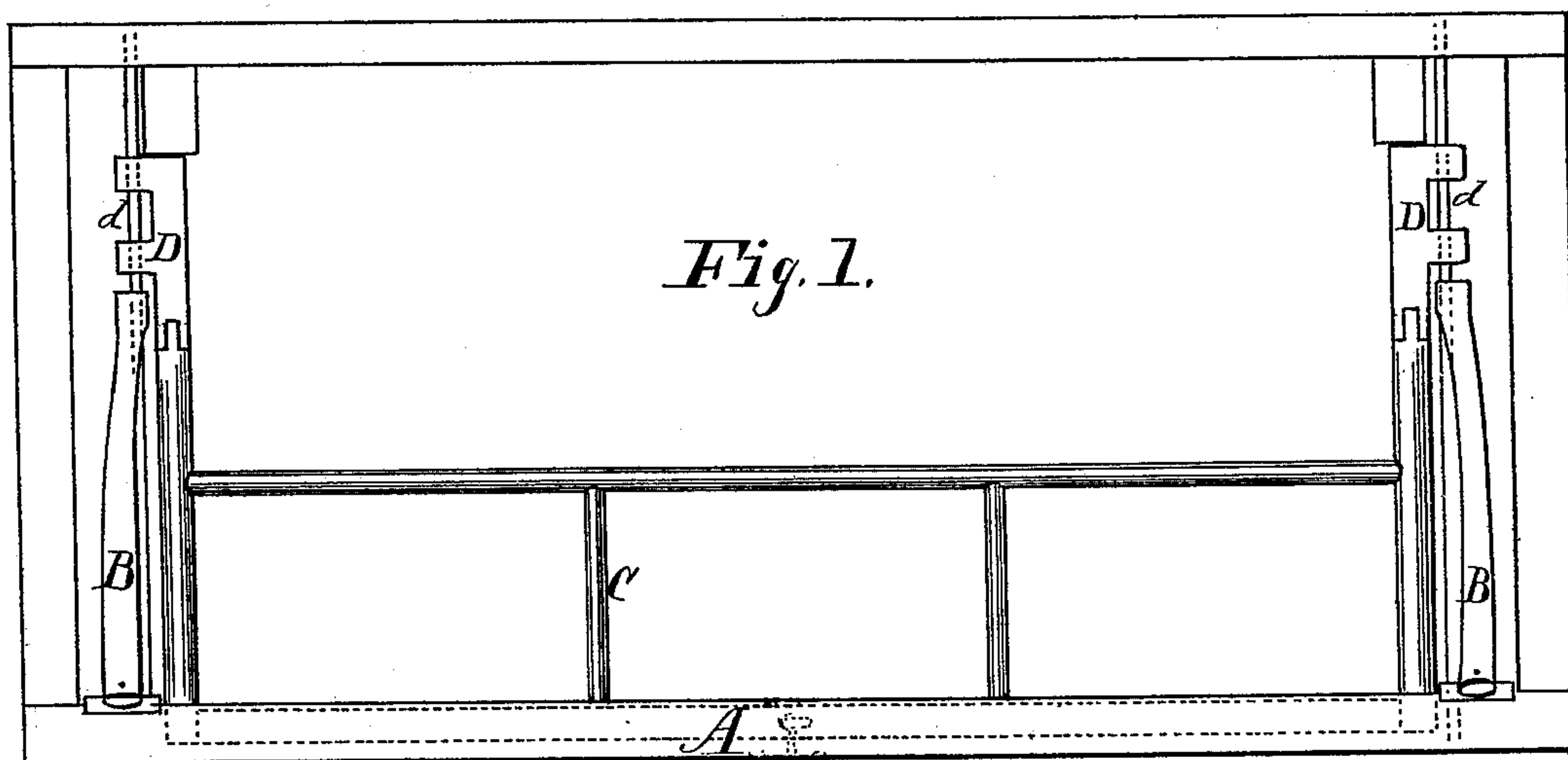


(No Model.)

E. A. McMANN.
Safeguard for Sleeping Berths.

No. 229,833.

Patented July 13, 1880.



Witness:

Geo. W. Tibbitts

H. Wilson.

Inventor:

Eleanor A. McMann

UNITED STATES PATENT OFFICE.

ELEANOR A. McMANN, OF CLEVELAND, OHIO.

SAFEGUARD FOR SLEEPING-BERTHS.

SPECIFICATION forming part of Letters Patent No. 229,833, dated July 13, 1880.

Application filed April 10, 1880. (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.

In the accompanying drawings, Figure 1 is a top or plan view. Fig. 2 is a front elevation. Fig. 3 is a transverse section.

The object of my invention is to provide a safeguard against the liability of persons being thrown out or rolling out of the upper berths of cars or steamboats, and to prevent the berths from closing up and shutting the occupant in in case of accident.

The nature of the invention will fully appear from the subjoined description when considered with reference to the accompanying drawings, making part of this specification.

A represents the front board of the berth, and is provided with a narrow opening, *a*, through which the guard is made to slide when not wanted for use. B B are two posts attached to the front A on the inside and at the corners of the frame-work of the berth. They are made so they can be turned down inside of the frame-work of the berth when not required for use, being attached to a plate, *b*, secured on the inside of the front A by means of a slot, *c*, made in their lower part in such a manner that said posts may be raised up the length of the slot, and then they may be turned down, as represented in Figs. 1 and 3. When the posts stand upright they are firm and rigid, and are intended to support the guard when in its upright position.

The guard C consists of a suitable railing made of metal tubing, so that it may be light, the end posts extending downward from the upper edge of the front A to the slot *a*. Said posts are hinged at their lower ends to sliding

blocks D D, which slide upon permanent rods *d d* secured near the bottom. The upper rail of the guard is provided with a latching device consisting of two long spring-bolts, *e e*, playing inside the top tube of the guard-frame, having at the central part an opening or slot for knob *f*, which is attached to the inner ends of the said bolts. This latch device is to be operated by the occupant of the berth. The berth is supplied with a double bottom, the said guard sliding in the space between them as in a pocket.

The operation of this device, as will appear, is that when the berth has been made up ready for the occupant, and the occupant is in, the guard may be drawn out to the limit of the stop on the sliding blocks D and turned upward, standing against the front A, and may be latched to the posts B B, which have been previously erected.

In the little detached view is represented a latching device consisting of a small pinion operated by a knob and acting with racks made on the inner ends of the spring-bolts for operating them. This may be employed, instead of the two small knobs *f f*, for operating the bolts.

Having described my invention, I claim—

The combination, with a sleeping-berth for railway-cars or steamboats, of the safeguard C, hinged to sliding blocks D, playing on the permanent rods *d*, whereby said guard may be slid into a pocket, *a*, in the frame-work of the berth when not required for use, or drawn out and turned upright when required, and latched to adjustable posts B B, as and for the purpose specified.

ELEANOR A. McMANN.

Witnesses:

E. W. LAIRD,

GEO. W. TIBBITTS.