

(Model.)

A. C. RODGERS.

SLEEPING CAR.

No. 245,746.

Patented Aug. 16, 1881.

Fig. 1.

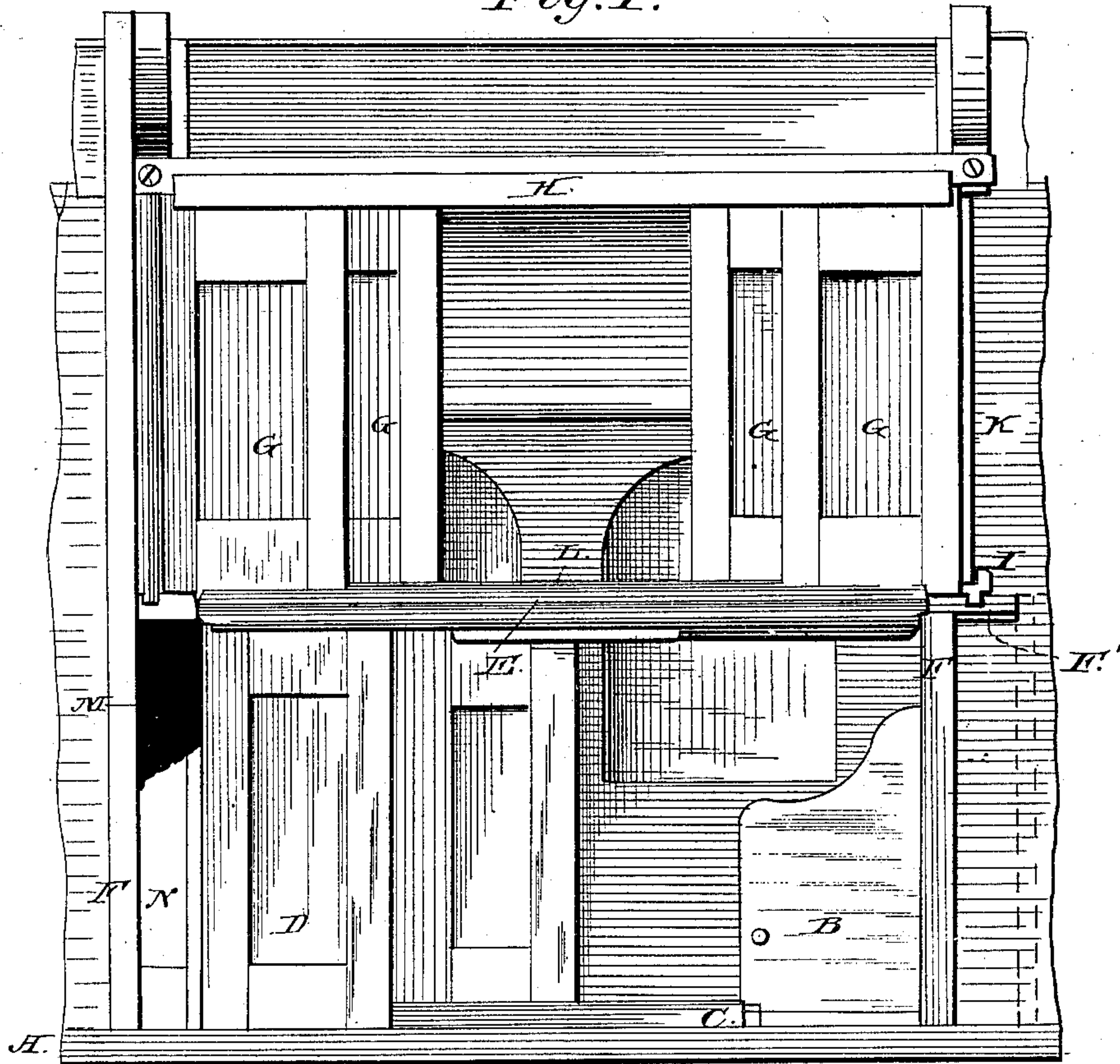


Fig. 2.

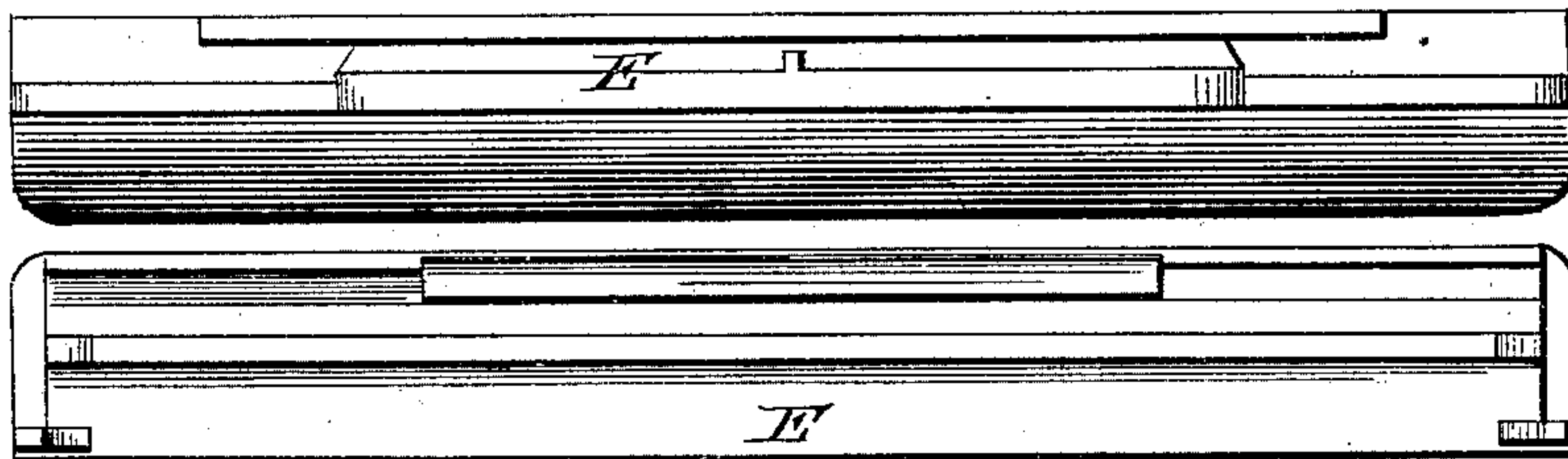
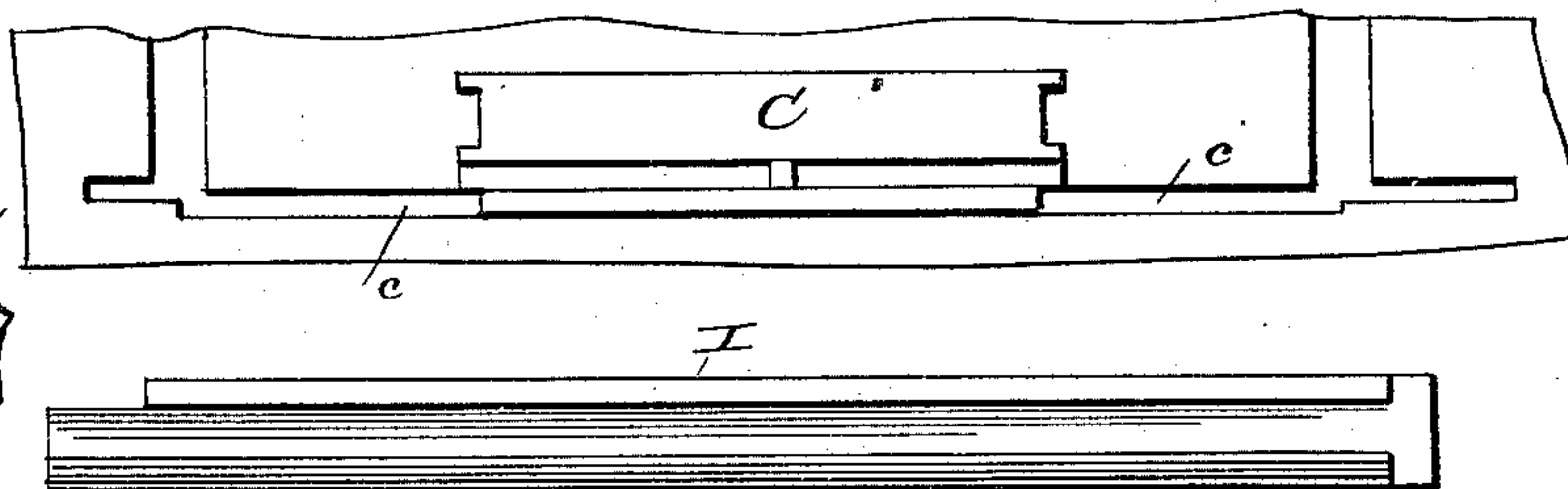


Fig. 3.



WITNESSES

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AMOS C. RODGERS, OF CHELSEA, MASSACHUSETTS, ASSIGNOR TO HIMSELF
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SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 245,746, dated August 16, 1881.

Application filed March 23, 1881. (Model.)

To all whom it may concern:

Be it known that I, AMOS C. RODGERS, of Chelsea, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Sleeping-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to railway sleeping-cars; and it consists in inclosing the berths or sections of such cars by means of removable sliding partitions, as hereinafter more fully described and claimed.

In the annexed drawings, in which similar parts are indicated by like letters in the several views—

Figure 1 is a longitudinal section of part of a sleeping-car, showing a front view of the berths partly inclosed. Fig. 2 is a top and bottom detail view of a guide-bar which fits between the top and bottom berths; and Fig. 3, a plan view of the car-floor, showing guideways, and a detail view of a transverse end guide.

A represents the floor of the car; and B is a chair, two of which form a section.

Resting on the floor of the car and extending between the seats is a grooved rail, C, that may be either fixed or movable.

Grooves *c c* are also formed in the car-floor, at the outer sides of the seats, or grooved rails may be attached at these points. These grooves and rails are for the reception of the lower ends of the sliding partitions or doors D D, that are used instead of curtains to inclose the lower berths. After the doors or partitions D D are put in place they are secured by a brace or rail, E, that rests at each end upon a stationary transverse partition, F, at or forming the back of the car-seat.

The rail E is grooved on its upper and lower surfaces in a suitable manner, so as to fit over the upper ends of the partitions D D, and also serve as a support for the sliding doors or partitions G G, that inclose the upper berths. These partitions G G are held at the top by the grooved under surface of a rail, H, that is sus-

pended from the car-ceiling in any suitable manner.

A horizontal slat or cross-piece, F', rests upon the top of the adjacent transverse partitions F F, and serves as a support for a grooved rail, I, that, when placed in position, holds the doors G G in place and prevents those of adjoining sections from coming in contact with each other.

The rail I supports an upper transverse partition, K, that separates adjoining sections.

The lower berths are formed by the reversible seats B B in the usual manner, and the upper berths by slats or rails L L, that rest at each end on the cross-pieces F' F'.

The removable parts above described may be easily taken down or readjusted, as required; and during the day the shorter pieces may be packed in boxes or pockets M, that are formed between the transverse partitions F F, while the longer ones are secured beneath the car-ceiling in suitable supports in such a manner as not to detract from the appearance of the car. In this way a space is also provided above the suspended parts, that may be conveniently used for packing the bedding. The ends of the pockets M are provided with doors N, so that the contained material is completely concealed.

By this construction of the sections in a sleeping-car a more perfect degree of privacy is secured and the comfort of travelers greatly promoted.

The operation of forming the berths is as follows: Reverse the seats and put in the auxiliary pieces; place the strip or guide in position upon the floor of the car between the seats, and the guide I upon the transverse cap F'. The bottom boards of the upper berth are then placed in their rabbets so as to rest upon the seat-backs, and the guide-bar E placed in position as in Fig. 1, so as to rest upon the parts D, and the sliding doors positioned so as to slide in the ways back of the parts D.

The upper doors, G, are of two kinds, the outer two not being adapted to slide in their guides, while the inner two may be forced in either direction at will. The upper end boards, K, are placed in position after the doors G are properly in their guides.

Having thus described my invention, what I

claim as new, and desire to secure by Letters Patent, is—

5 In a sleeping-car, the combination of the seats B, having reversible bottoms and auxiliary filling-pieces, the removable grooved rails C and E, the latter marking the partition between the upper and lower berth and serving as guides for sliding doors above and below, the grooved removable bar I, transverse partition K, and

panels and doors D G, all operating as and for the purposes set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

AMOS CHARLES RODGERS.

Witnesses:

RICHARD BUTLER,
JAMES S. GREEN.