

(No Model.)

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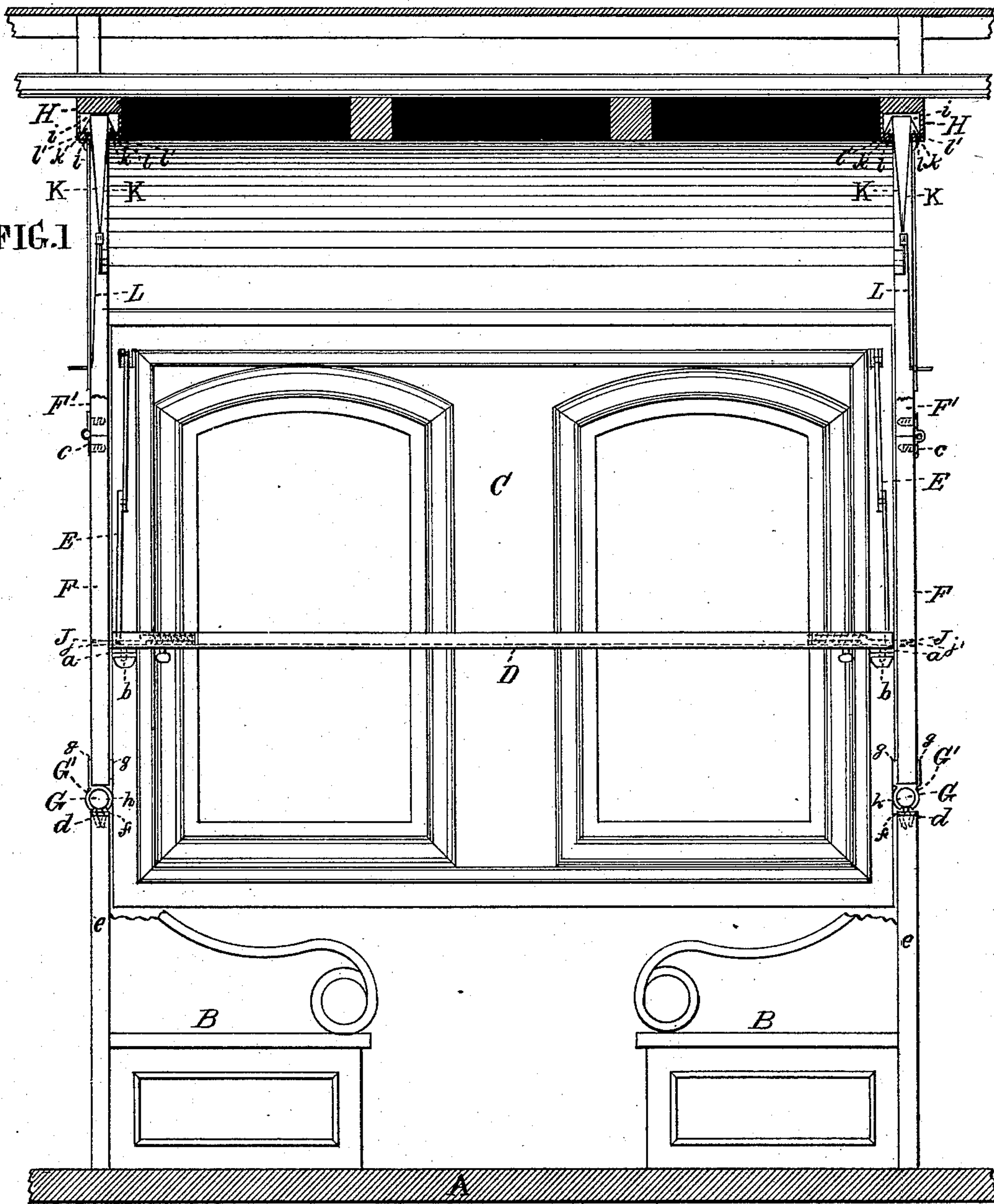
W. H. WIGMORE.

SLEEPING CAR.

No. 274,689.

Patented Mar. 27, 1883.

FIG. 1



Witnesses.

Thomas J. Bewley.

Joseph P. Ingram.

Inventor

William H. Wigmore.

per Stephen Ustick atty

(No Model.)

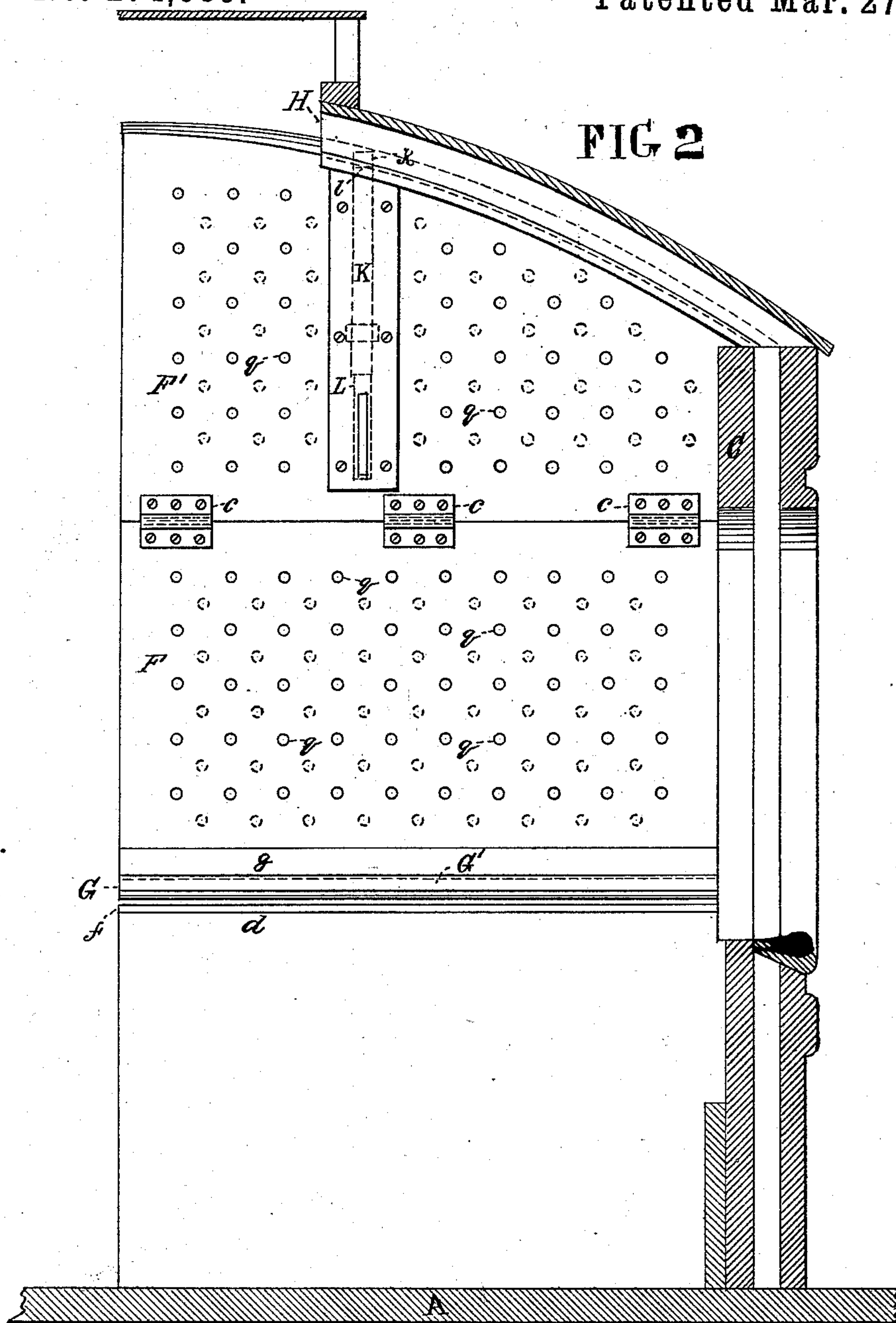
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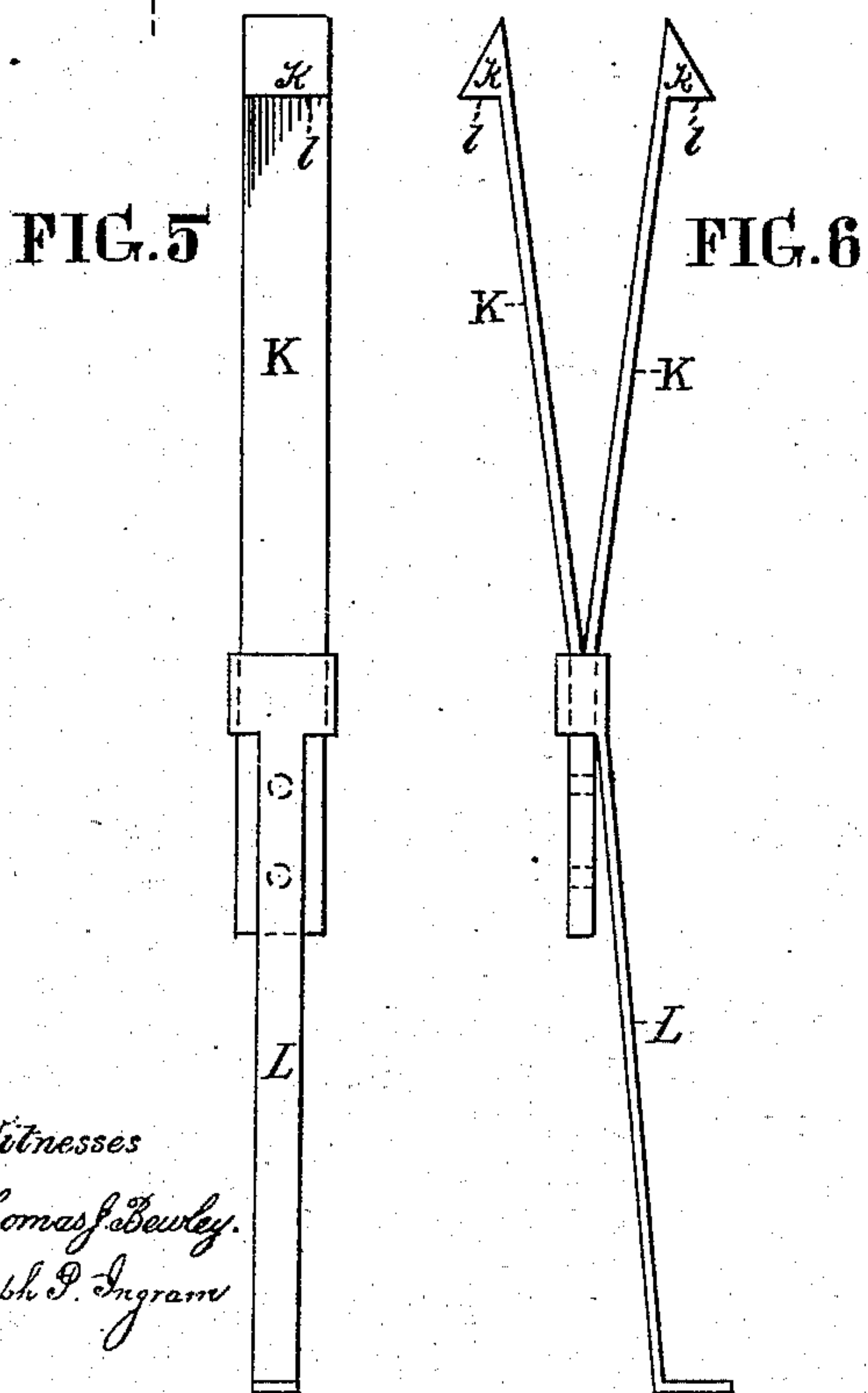
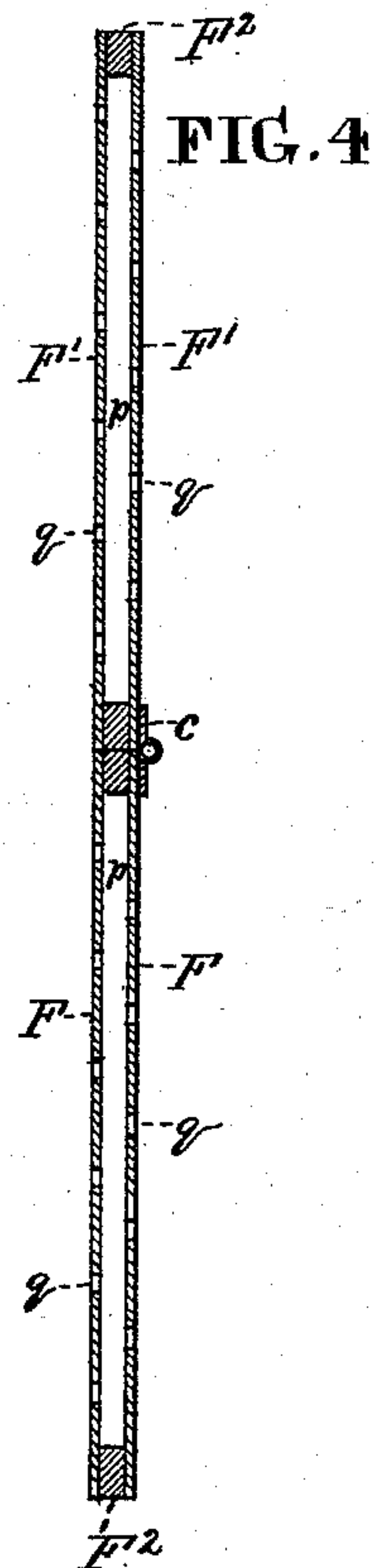
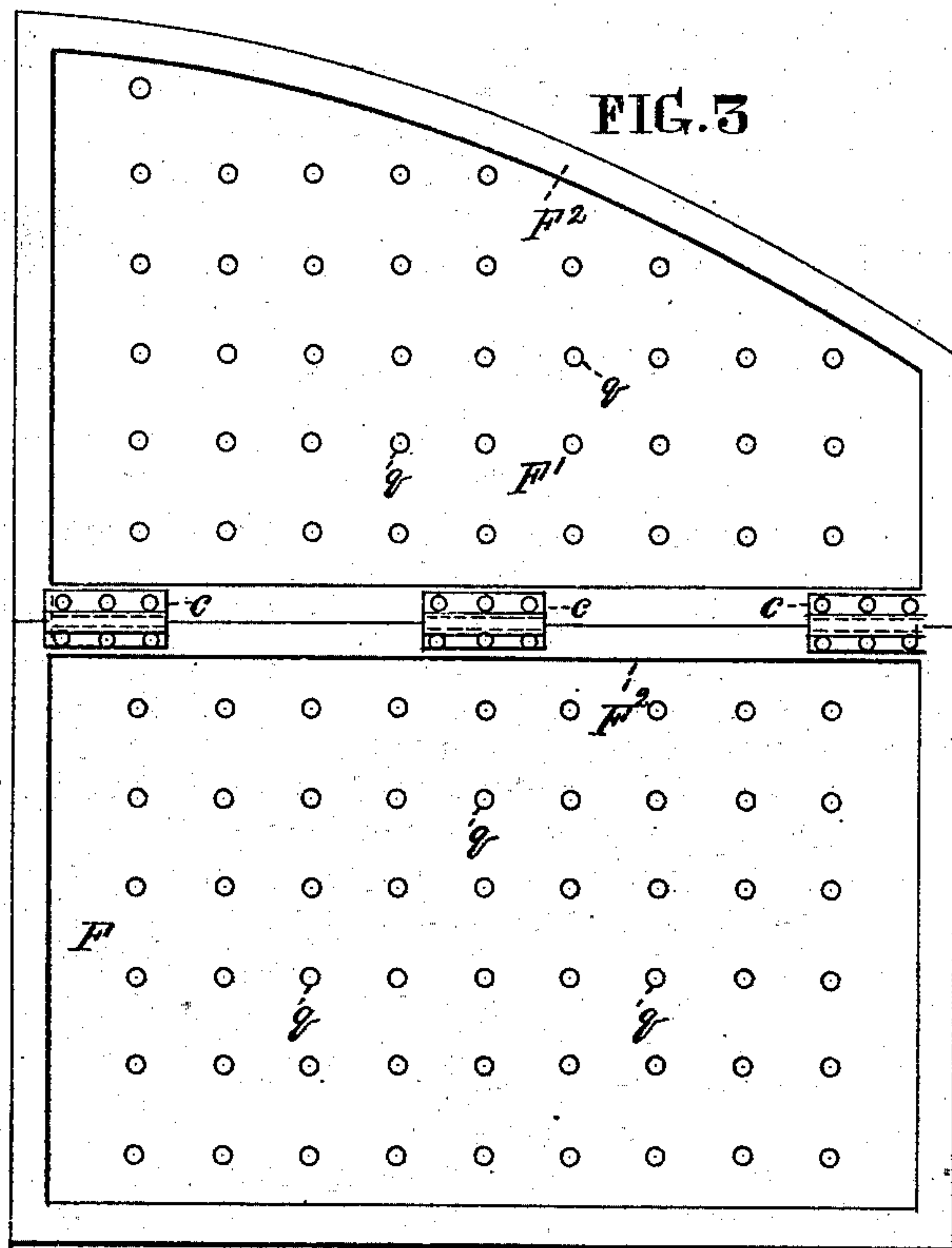
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SLEEPING CAR.

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Joseph P. Ingram

Inventor
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UNITED STATES PATENT OFFICE.

WILLIAM H. WIGMORE, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF
ONE-HALF TO JOHN H. DOERR, OF SAME PLACE.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 274,689, dated March 27, 1883.

Application filed July 19, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. WIGMORE, a citizen of the United States, residing in Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Sleeping-Cars, of which the following is a specification.

My invention mainly consists of certain improvements in the removable partitions of sleeping-cars, which render their attachment to the body of the car and seats and their detachment therefrom very expeditious and convenient, and by which they are very securely held in their position.

I am aware of various improvements in removable partitions set forth in the patents of Cobb, Pullman, and others; but to such I lay no claim, but only to such as are specifically set forth in the body of my specification and specified in the claims appended thereto.

The invention further consists in a mode of ventilation throughout the whole surface of the partitions, as hereinafter fully described.

In the accompanying drawings, which make a part of this specification, Figure 1 is a front view of a section of a car-body provided with seats and having my improvements attached. Fig. 2 is an end elevation of the same. Fig. 3 is an inside face view of one side of partition E, and F' the other side, being removed for the purpose of showing the division-frame F². Fig. 4 is a vertical transverse section of the two parts F and F' of one of the partitions. Figs. 5 and 6 are an edge and face view of the twin springs K K.

Like letters of reference in all the figures indicate the same parts.

A represents a section of the floor of a car-body; B B, the seats of the section, and C the side wall. D is a removable skeleton frame for supporting the bedding, which, when in its horizontal position, as shown in Fig. 1, is held at its rear edge by means of the eye-plates *a a* on its lower side and the hooks *b b* in the wall C, and at its front edge by means of the stays E E, as shown in the patent of John H. Doerr, dated March 1, 1881, and numbered 238,367, which frame constitutes no part of this invention, with the exception of the combination of the partitions therewith, as hereinafter described.

F F are lower parts of partitions, which separate the section from the two adjoining sections, and F' F' upper parts, which are connected therewith by means of hinges *c*, the partitions being made in two pieces, as described, for convenience in handling. The lower edge of the part F of each partition is connected with the upper edge, *d*, of the seat-back *e* by means of the round rod G and the grooved piece G', which extend the whole length of the partition. The rod G has a base, *f*, which is confined by means of screws to the upper edge of the back *e*, and the piece G' is provided with flanges *g g*, by means of which it is confined to the lower edge of the partition. It has also a circular groove, *h*, which encircles more than one-half the circumference of the rod G, and the marginal flat surfaces at the sides of the groove nearly touch the base *f*, whereby the partition is prevented tilting if unconnected at its upper edge with the ceiling, as hereinafter described. The connection of the partition with the back *e* is effected by sliding it back after connecting the groove *h* with the rod G, and it can only be removed by a reverse movement. As the partition is moved back the upper edge of the part F' comes into connection with the groove *i* of the rib H of the roof. When the partitions are thus brought to their places they are prevented being jolted from the wall C by the irregular motions of the car by means of the spring-bolts J J at the front edge of the skeleton frame D being shot into the holes *j j* of the partitions. This connection also serves to hold the skeleton frame firmly in its horizontal position, and thereby to relieve the braces E E of a vast amount of strain to which they would be otherwise subjected, and in case of the upsetting of the car the fastening, by means of the bolts, prevents the skeleton frame D falling toward the ceiling and confining the occupant of the berth and preventing his escape—a disaster which has sometimes occurred, occasioning the loss of life for the want of such a device.

In order to prevent the joltings of the car giving a lateral movement to the upper edges of the part F' of the partitions, so as to cause a rattling against the sides of the grooves *i* of the ribs H, there are springs K K, (one or more,) connected with the partition, as shown in Figs.

1 and 2, and one is shown detached, on an enlarged scale, in Figs. 5 and 6. The springs are made of a strip of steel bent in the middle and confined to a solid part of the partition, as seen 5 in Fig. 1. At their resilient ends there are catches *k k*, which rest on the shoulders *l l*, formed by the enlargement of the grooves *i*.

L is a slide connected with the resilient ends of the springs by means of a band, *m*. The 10 lower end of the slide has an arm, *n*, which projects through the vertical slot *o* of the plate M, that is confined to one side of the partition. Before the partition is pushed back into connection with the groove *i* the slide is pushed 15 upward, whereby the springs are brought nearly together to admit of the catches *k k* passing up through the narrow part of the groove, and when the partition is in its position the slide is moved downward and the 20 catches *k k* connect with the shoulders *l l* of the groove and the flat sides of the springs bear against the edges *l' l'* of the narrow part of the groove, whereby the upper edge of the partition is held secure against rattling. Each 25 part F and F' of the partitions is made of two boards, connected together with a frame, F², between them, as seen in Figs. 3 and 4, forming spaces *p*, through which air circulates

as it flows in through perforations *q* from either side of the partition, passing into the 30 spaces from one side of the partition and out at the other side. The perforations at one side are between the perforations at the other side, so as to intercept the view of the interior of one section of a car from an adjoining section. 35

I claim as my invention—

1. The combination of the rods G and grooved slides G' with the upper edges of the backs *e* and the lower edges of the parts F of the partitions for holding the latter securely 40 in position and preventing their tilting, substantially as described.

2. The anti-rattler composed of the twin springs K K, slide L, and slotted plate M, in combination with a partition, F', and rib H, 45 having a groove, *i*, substantially as and for the purpose set forth.

3. The partition F F', made double and provided with perforations *q*, the two sides being combined with the frame F², forming spaces 50 P for ventilation, in combination with the perforations *q*, substantially as described.

WILLIAM H. WIGMORE.

Witnesses:

THOMAS J. BEWLEY,
STEPHEN USTICK.