

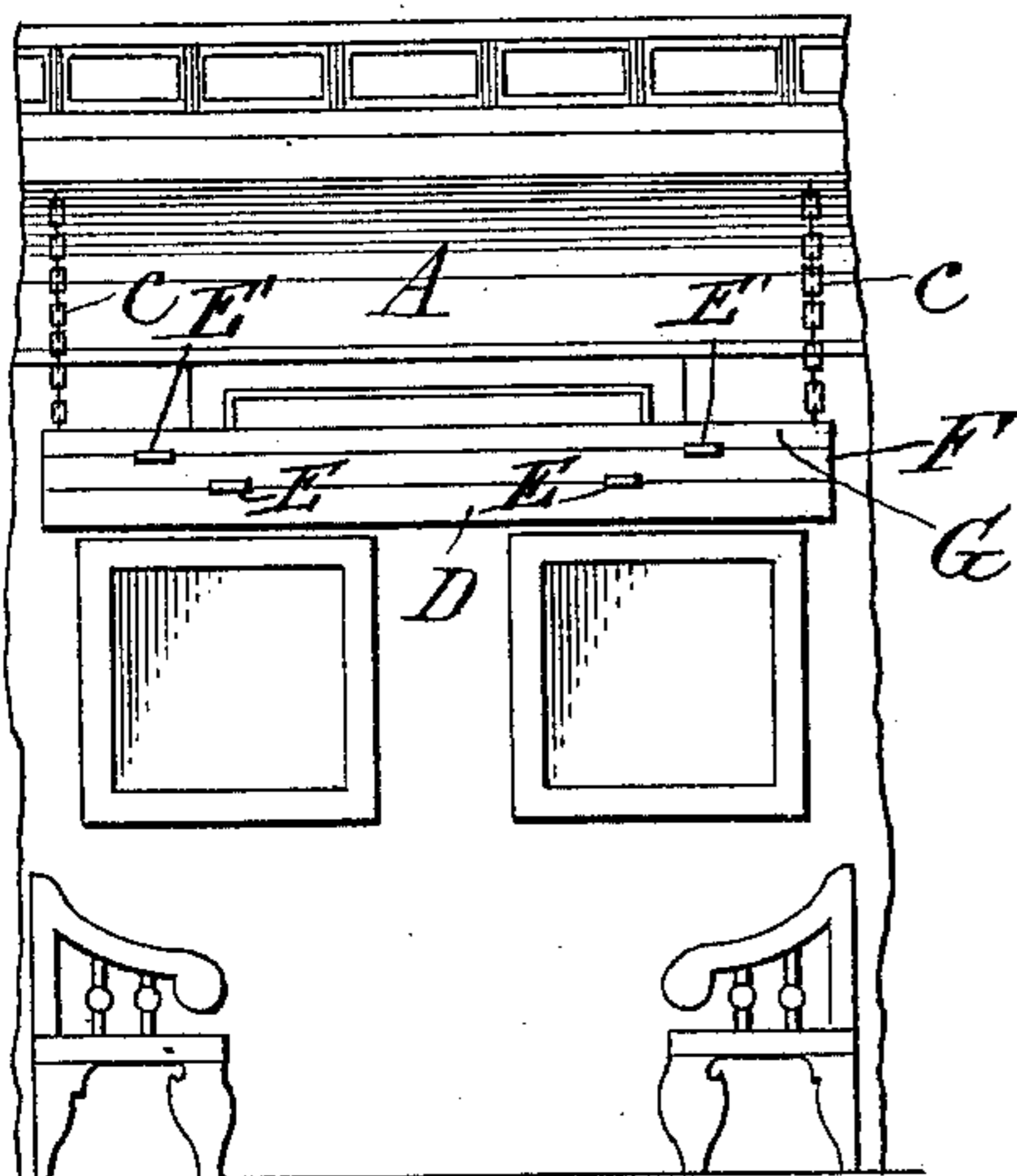
(No Model.)

J. A. GREEN.  
BERTH GUARD.

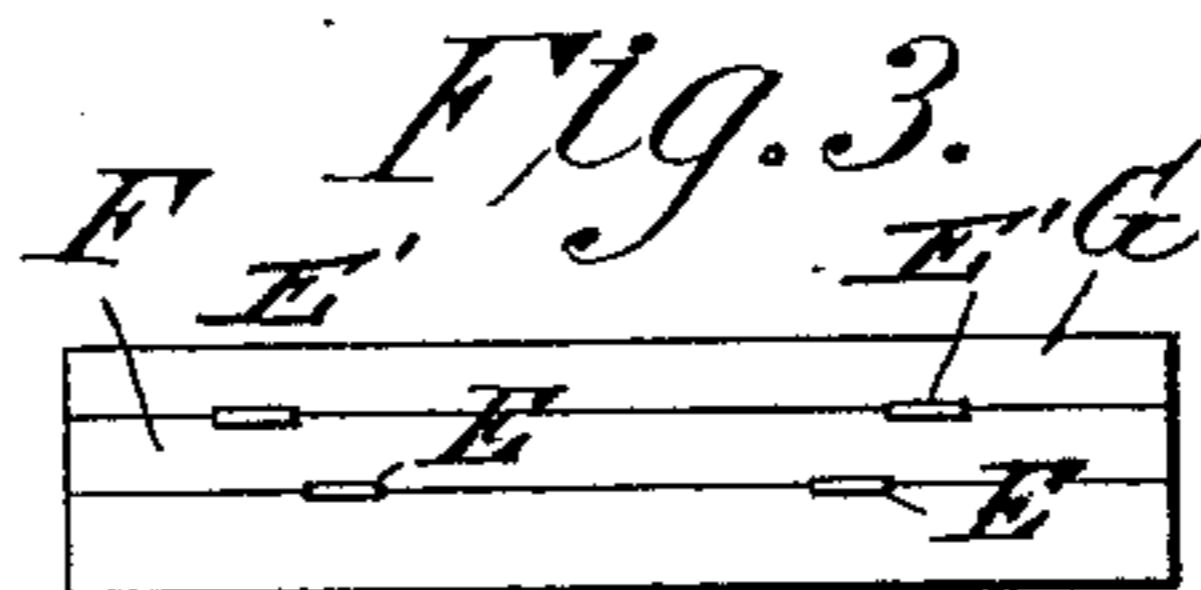
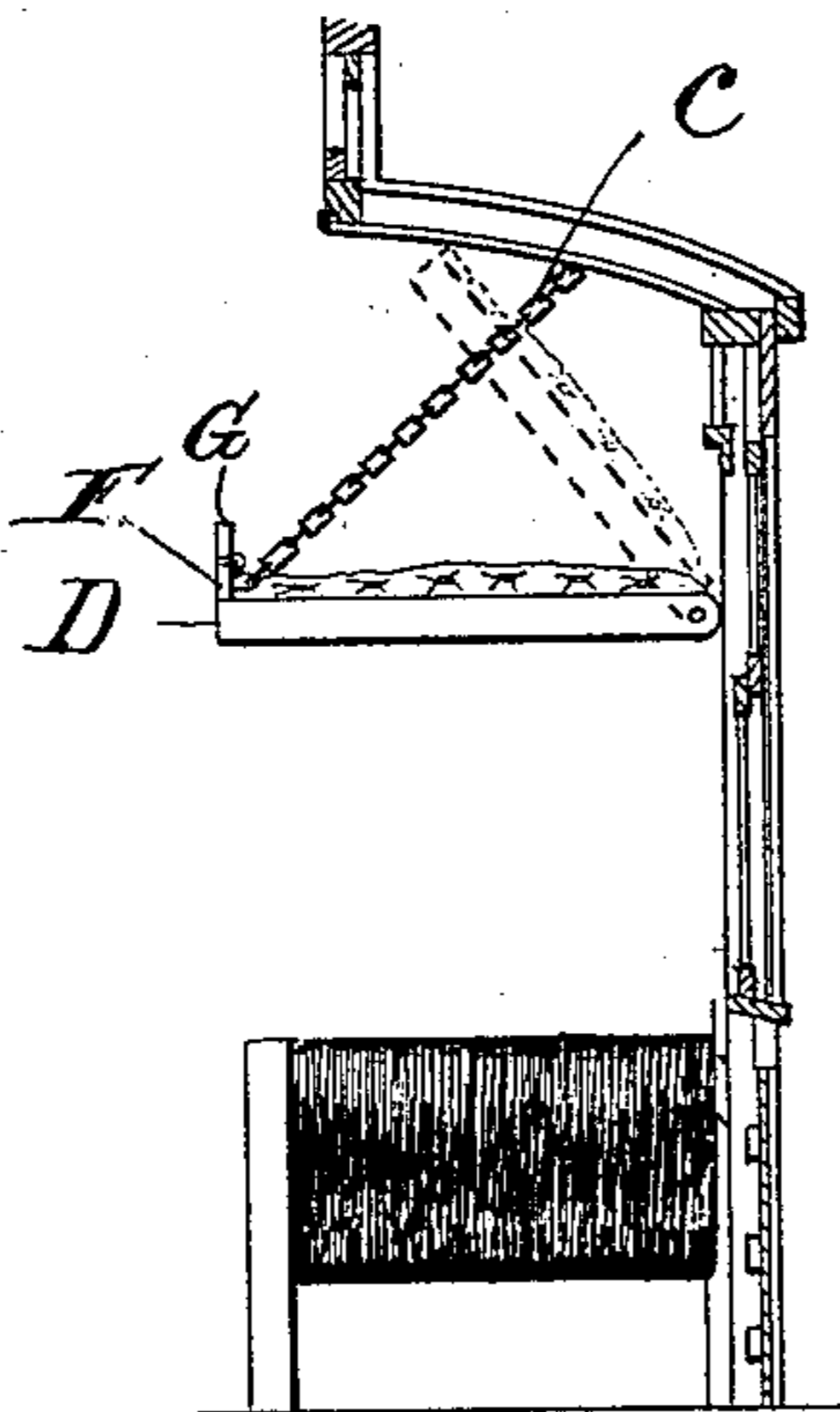
No. 424,881.

Patented Apr. 1, 1890.

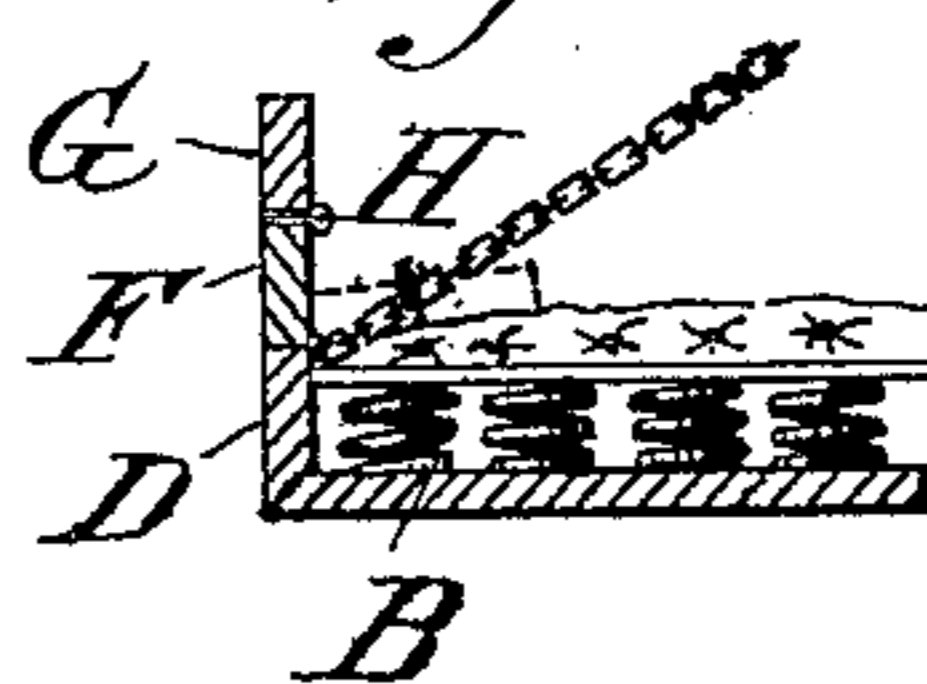
*Fig. 1.*



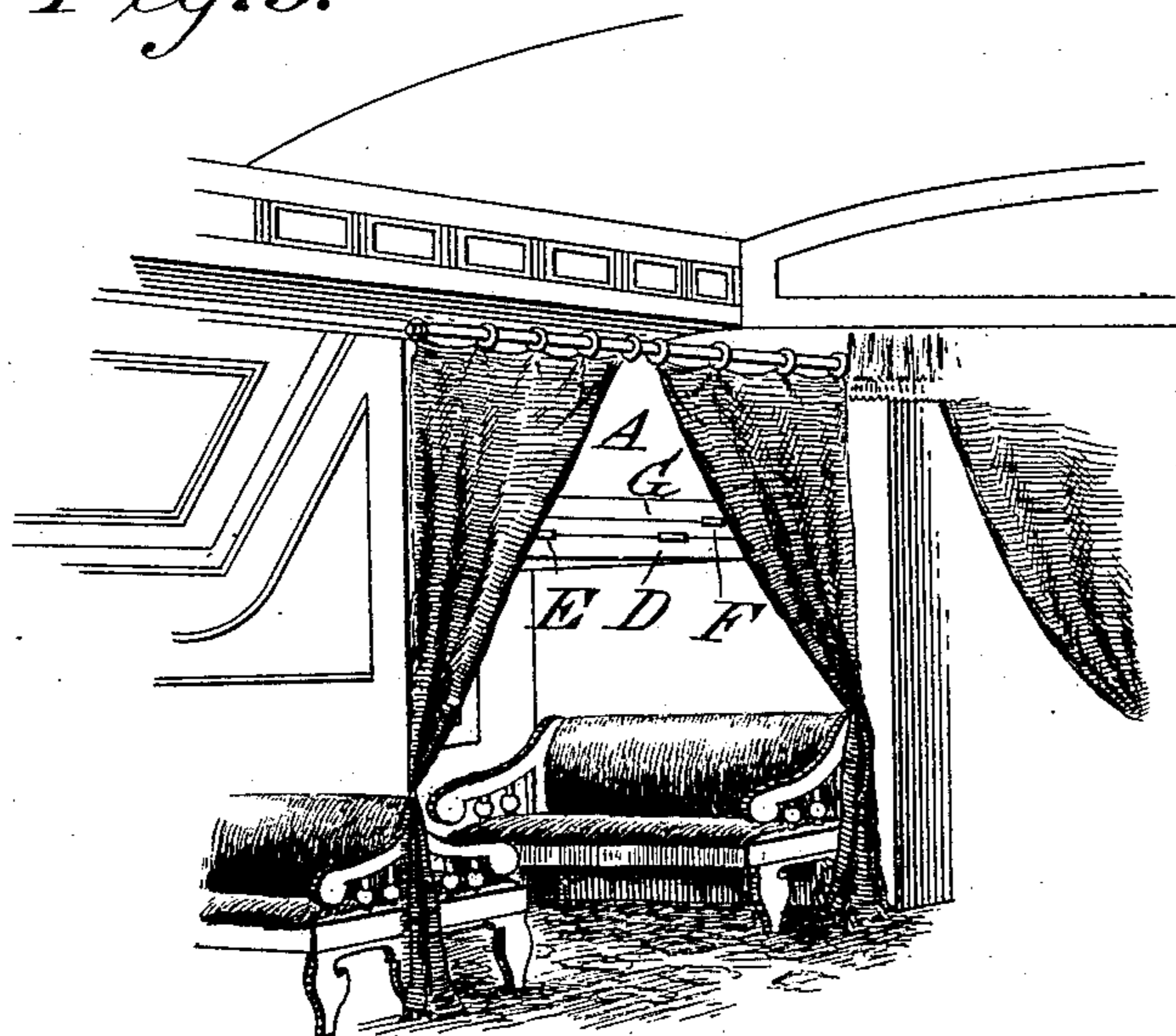
*Fig. 2.*



*Fig. 4.*



*Fig. 5.*



Witnesses:  
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*Robert Emmett*

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# UNITED STATES PATENT OFFICE.

JAMES ARTHUR GREEN, OF WINNIPEG, MANITOBA, CANADA.

## BERTH-GUARD.

SPECIFICATION forming part of Letters Patent No. 424,881, dated April 1, 1890.

Application filed September 9, 1889. Serial No. 323,488. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES ARTHUR GREEN, a citizen of Her Majesty's Dominion of Canada, residing at the city of Winnipeg, in the county of Selkirk and Province of Manitoba, Canada, have invented a certain new and useful Attachment for Sleeping-Berths, of which the following is a specification.

This invention relates to sleeping-berths for railway-cars, steamships, and the like, and has for its objects to provide a novel, simple, inexpensive, and efficient automatically-opening spring-guard, whereby the danger of persons being thrown from berths by the oscillation of the car or vessel is avoided, to secure privacy and comfort to passengers, to render the upper berths more salable by reason of the increased protection and comfort afforded by the attachments, and to practically render the upper berths of equal value to the lower ones.

To accomplish these objects my invention involves the features of construction, the combination or arrangement of parts, and the principles of operation hereinafter described, and specifically set forth in the claims, reference being made to the accompanying drawings, in which—

Figure 1 is a broken view looking at the interior of one side of a railway-car, showing the berth lowered and the improved spring-guard in the position for use; Fig. 2, a detail transverse sectional view looking at the end of the berth; Figs. 3 and 4, detail views, and Fig. 5 a perspective view of a portion of the interior of a car provided with my improved spring-guard.

In order to enable those skilled in the art to make and use my invention, I will now describe the same in detail, referring to the drawings, wherein—

The letter A indicates a portion of the frame of a railway-car, which, however, may be a steamship or other vessel or carriage. The berth D comprises a casing hinged at the inside to the frame A, and supported, when lowered to a horizontal position, by stay-chains or other suitable supports C in such manner that the berth can be raised to the inclined position indicated by dotted lines, Fig. 2, in which position it will be locked by any contrivance usually employed for this purpose.

The case D contains springs B, supporting a mattress and the other requisites for a bed, so that the bedding is substantially flush with the upper edge of the case.

To the front side of the case D is secured by spring-hinges E the improved guard, which, as shown, comprises two separate imperforate boards F and G, connected edge to edge by spring-hinges E'. The construction of this sectional guard is such that it can be bodily swung down on the spring-hinges E upon the mattress, as indicated by H, Fig. 4; or the guard can be turned down beneath the mattress or bedding, if desired. The height of the guard can be varied by turning down the board-section G by the spring-hinges E'. When the guard is swung down, as explained, the berth can be raised to the position indicated by dotted lines, Fig. 2, and there held until required for use. When the berth is lowered, the spring-hinges automatically throw the sections F and G to a perpendicular position, as shown by full lines, in which position the said sections form imperforate wall-extensions to the front side of the case D, forming the berth. In practice the guard, when open, as explained, stands about ten or twelve inches above the top edge of the case D, and this feature insures greater privacy and comfort in an upper berth, as well as preventing a person from being thrown out by the oscillations of the car or vessel.

I do not claim a flexible curtain applied to an upper berth, nor do I broadly claim a guard hinged to the front side of a berth; but What I claim as my invention is—

1. The upper hinged berth of a railway-car or vessel, having at its front edge a spring-hinged closed guard which automatically springs to a perpendicular position when the berth is lowered, substantially as described.

2. The upper hinged berth of a railway-car or vessel, having at its front edge a closed guard composed of the lower section F, hinged to the berth, and the upper section G, hinged to the lower section, substantially as shown and described.

J. ARTHUR GREEN.

Witnesses:

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