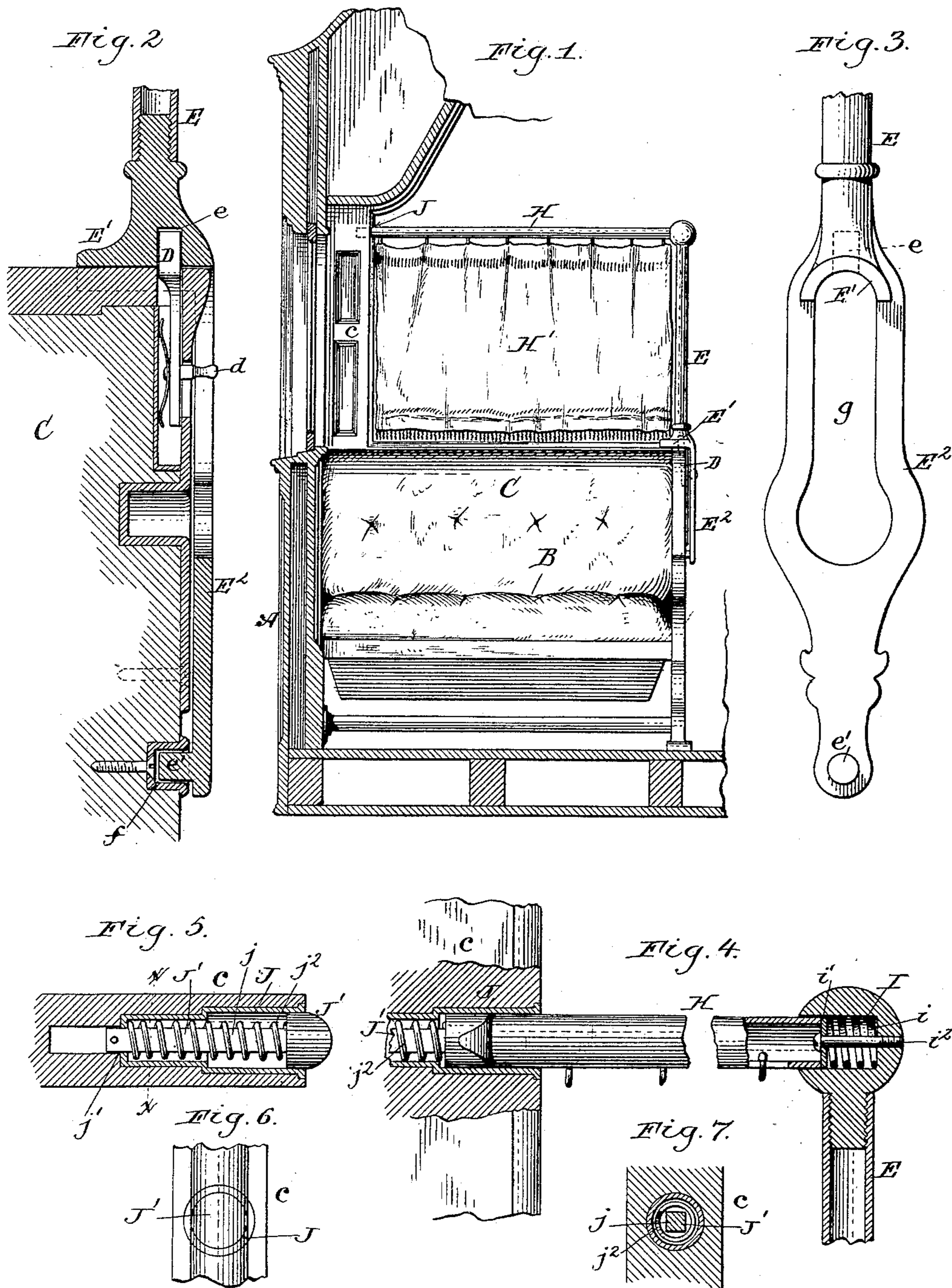


(No Model.)

E. A. BENSON.  
RAILROAD CAR.

No. 435,675.

Patented Sept. 2, 1890.



Chas. J. Buchheit &  
Emil Neuhart. } Witnesses.

Edwin A. Pearson Inventor.  
By Wilhelm H. Brown  
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# UNITED STATES PATENT OFFICE.

EDWIN A. BENSON, OF BUFFALO, NEW YORK, ASSIGNOR OF ONE-HALF TO  
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## RAILROAD-CAR.

SPECIFICATION forming part of Letters Patent No. 435,675, dated September 2, 1890.

Application filed June 10, 1889. Serial No. 313,721. (No model.)

*To all whom it may concern:*

Be it known that I, EDWIN A. BENSON, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Railway-Cars, of which the following is a specification.

The object of this invention is to provide means for supporting a curtain or screen over the fixed back of the seat in a railway-car in such manner that the curtain-support can be readily put in place for use and can be easily removed and folded away when not required for use. In railway-cars, especially sleeping-cars, it often becomes desirable to temporarily increase the height of the back or partition between two adjoining seats in order to secure greater privacy, but without recourse to the head-boards, which latter are unsightly and interfere with the ventilation.

My invention is designed to accomplish these ends; and it consists of a detachable curtain-support, as will be hereinafter fully set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a fragmentary cross-section of a railway-car provided with my improved curtain-support. Fig. 2 is a vertical longitudinal section of the inner end of the back of a car-seat and the lower portion of the curtain-support, on an enlarged scale. Fig. 3 is a rear elevation of the lower end of the curtain-support. Fig. 4 is a fragmentary longitudinal vertical section of the upper portion of the curtain-support and the adjacent side of the car, showing the manner of supporting the ends of the curtain-rod. Fig. 5 is a horizontal section of the socket in the side of the car for supporting the outer end of the curtain-rod. Fig. 6 is an end view of this socket. Fig. 7 is a cross-section in line *x x*, Fig. 5.

Like letters of reference refer to like parts in the several figures.

A represents one of the sides of a railway-car, B one of the car-seats, and C the stationary or fixed back of the car-seat arranged at right angles with the sides of the car in the usual manner, with its outer end secured to the side of the car.

*c* represents a narrow strip or panel projecting inwardly from the side of the car and

arranged vertically and in line with the seat-back C.

D represents a locking-bolt secured to the inner upper corner of the seat-back C.

E represents a detachable post provided with a foot *E'*, which rests upon the top of the seat-back above the locking-bolt, and with an extension or arm *E<sup>2</sup>*, which extends downwardly from the foot *E'* along the inner edge of the seat-back. The foot *E'* of this post is provided on its under side with a recess or socket *e*, in which the bolt D engages, and the extension or arm *E<sup>2</sup>* is provided at its lower end with a pin *e'*, which engages in a socket *f* formed in the seat-back. Upon placing the foot *E'* in position with the pin *e'* inserted in the socket *f*, and the bolt D in the socket or recess in the foot *E'*, the post is held securely in place upon the seat-back, and can be readily removed upon withdrawing the bolt D from the socket *e*.

The extension *E<sup>2</sup>* is provided with an opening or slot *g*, through which the knob *d* of the bolt projects, and whereby the latter can be actuated.

H represents the curtain-rod, and H' the curtain or screen suspended therefrom in any well-known manner.

I represents a socket formed in the upper end of the post E, and in which the inner end of the curtain-rod H is supported. The socket I is provided with a spiral spring *i*, which is held in the socket by a plate or follower *i'* and a screw-bolt *i<sup>2</sup>*. The latter is inserted through an opening in the follower, and is secured with its threaded end in the end of the socket, the spring forcing the follower outwardly against the head of the bolt.

J represents a socket formed in the edge of the panel *c*, for supporting the opposite end of the curtain-rod H. The socket J is provided with a spring-bolt *J'*, the outer face of which is curved to conform with the beaded edge of the panel. The bolt *J'* is provided with a square shank *j*, which is seated in a correspondingly-shaped opening *j'*, formed in the rear of the socket, whereby the bolt is held from turning in the socket.

*j<sup>2</sup>* is a spiral spring surrounding the shank *j* of the bolt and bearing with one end against the head of the bolt and its opposite end against

the end of the socket, whereby the bolt is held with its head projecting out of the socket and flush with the beaded edge of the panel. Upon pressing the bolt J' inwardly one end of the curtain-rod H can be readily inserted in the socket J and its opposite end in the socket I in the head of the post. The spring-bolt J' and the spring i act as cushions for the ends of the curtain-rod when the latter is secured in the sockets I and J and hold the rod firmly in place against rattling by the jolting or motion of the car. When the curtain is not required for use, the curtain-rod H can be easily removed by pressing the end of the rod against the bolt J' until the opposite end of the rod is free from the socket I, when the curtain-rod can be withdrawn from the socket J. The curtain can now be folded away and the post E removed from the seat-back upon withdrawing the bolt D.

I claim as my invention—

1. The combination, with a car-seat, of a detachable post, a fastening whereby the post is attached to the inner end of the car-seat, and a curtain-rod extending outwardly from the head of the post, substantially as set forth.

2. The combination, with a car-seat, of a detachable post provided with a foot by which it is attached to the car-seat, a curtain-rod connected with the upper end of the post, and a socket in the side of the car in which the opposite end of the curtain-rod is supported, substantially as set forth.

3. The combination, with a car-seat, of a detachable post provided with a foot whereby it is attached to the car-seat, and at its upper end with a socket, a detachable curtain-rod

seated in said socket of the post, and a socket in the side of the car in which the opposite end of the curtain-rod is supported, substantially as set forth.

4. The combination, with the post provided in its head with a socket and a removable curtain-rod seated in said socket, of a spring seated in said socket and bearing against the curtain-rod, substantially as set forth.

5. The combination, with the car-seat, the detachable post, and the curtain-rod, of a socket in the side of the car in which the curtain-rod is supported and a spring-bolt arranged in said socket and bearing against the curtain-rod, substantially as set forth.

6. The combination, with a car-seat, of a detachable post provided in its head with a socket, a spring arranged in said socket, a detachable curtain-rod seated with one end in said socket, a socket in the side of the car in which the opposite end of the curtain-rod is seated, and a spring-bolt arranged in said socket, substantially as set forth.

7. The combination, with the car-seat provided in its top with a locking-bolt and in its side with a socket, of a detachable post provided in its foot with a recess in which said locking-bolt engages and below its foot with an extension having at its lower end a pin, which engages in the socket in the lower side of the car-seat, substantially as set forth.

Witness my hand this 28th day of May, 1889.

EDWIN A. BENSON.

Witnesses:

JNO. J. BONNER,  
F. C. GEYER.