

(No Model.)

J. B. DAVENPORT.
SLEEPING CAR.

No. 436,890.

Patented Sept. 23, 1890.

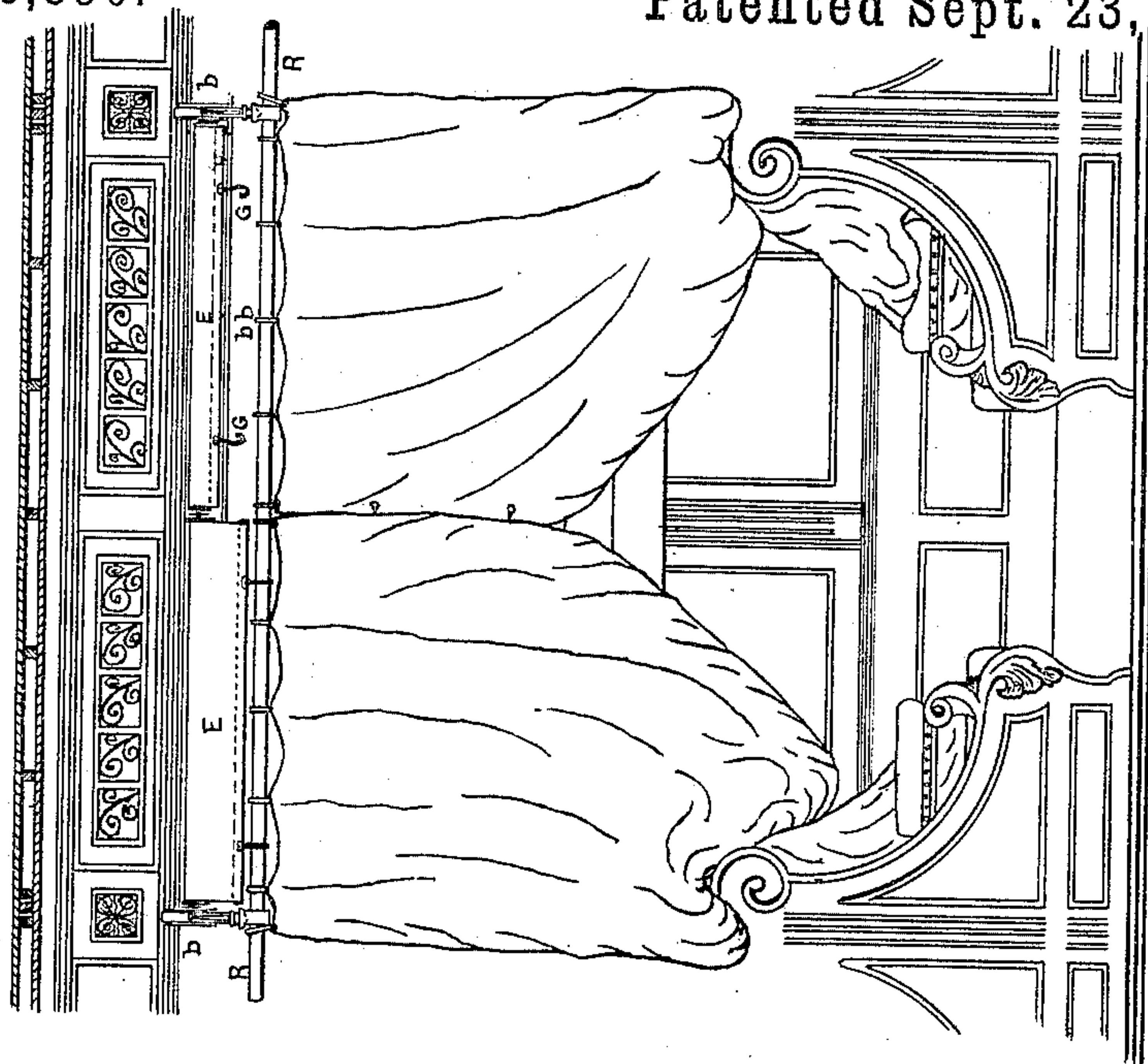


Fig. 2.

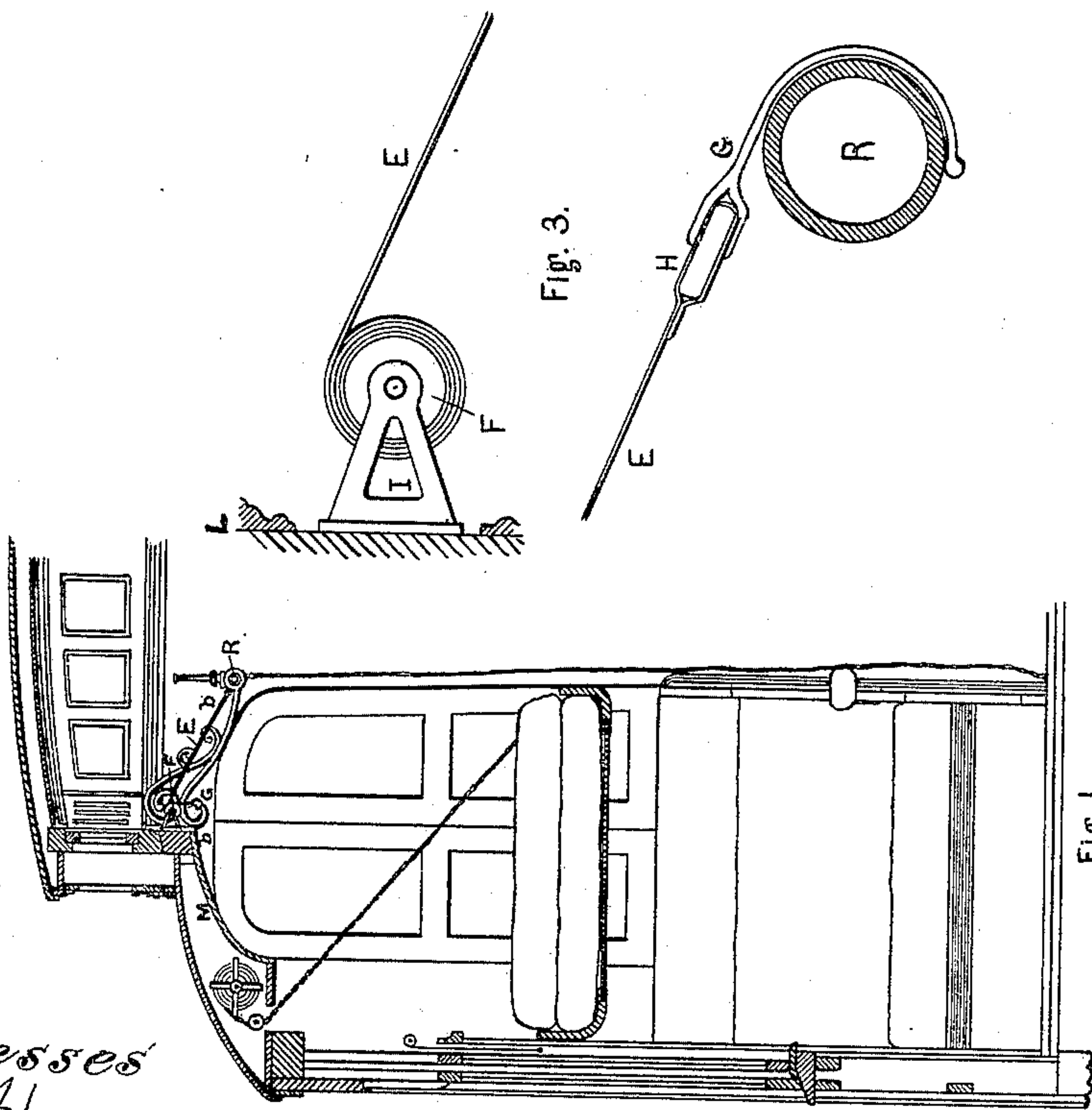


Fig. 3.

Fig. 1.

Witnesses
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JAMES B. DAVENPORT, OF HARTFORD, CONNECTICUT.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 436,890, dated September 23, 1890.

Application filed June 12, 1890. Serial No. 355,253. (No model.)

To all whom it may concern:

Be it known that I, JAMES B. DAVENPORT, a citizen of the United States, residing at Hartford, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Railway Sleeping-Cars, increasing the protection, convenience, and comfort of occupants of the upper berths of said railway sleeping-cars, of which the following is a specification.

Whereas the upper berths of railway sleeping-cars are usually curtained and protected upon the sides and ends of said upper berths, but only protected partially overhead by the roof or lining of the car M, Fig. 1, the space *b*, Figs. 1 and 2, being left open and exposed to drafts of air and annoyance from light through this opening, my invention relates to an improvement for the convenience, comfort, and protection of the occupants of the upper berths, whereby unwelcome air and light can be excluded from the said upper berths when in use. I attain these objects by means illustrated in accompanying drawings.

Figure 1 is a cross-section of one-half of a sleeping-car. Fig. 2 is a view in elevation of one "section" of a sleeping-car. Fig. 3 shows the curtain-roll, bracket, hook, and rod.

I place an adjustable covering E across and over the space *b*, Figs. 1 and 2. I make this covering either of stiff or flexible material and arrange it either as a slide or upon hinges

or upon rolls or upon hooks or rings; but I prefer as a means of carrying out this invention one or more curtains or shades to each upper berth E, Figs. 1, 2, and 3, upon automatic spring-rolls F, Figs. 1 and 3, such as are commonly used for window shades or curtains and are known to the trade as the "Hartshorn" roll, with hooks G, Figs. 2 and 3, attached to the edges or ends of the shades or curtains, said rolls F attached to the sides of the car L by brackets I, Figs. 1 and 3. These shades or curtains can be drawn across the space *b* or withdrawn at the will of the occupants of the berths over which they are placed.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, in a railway sleeping-car, of an adjustable covering or curtain E, with the rod R and the side of the car L over and across the space *b* above the upper berth, substantially as set forth.

2. The combination, in a railway sleeping-car, of two or more adjustable coverings or curtains E to each upper berth, with the rod R and the side of the car L over and across the space *b* above the upper berth, substantially as set forth.

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Witnesses:

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