

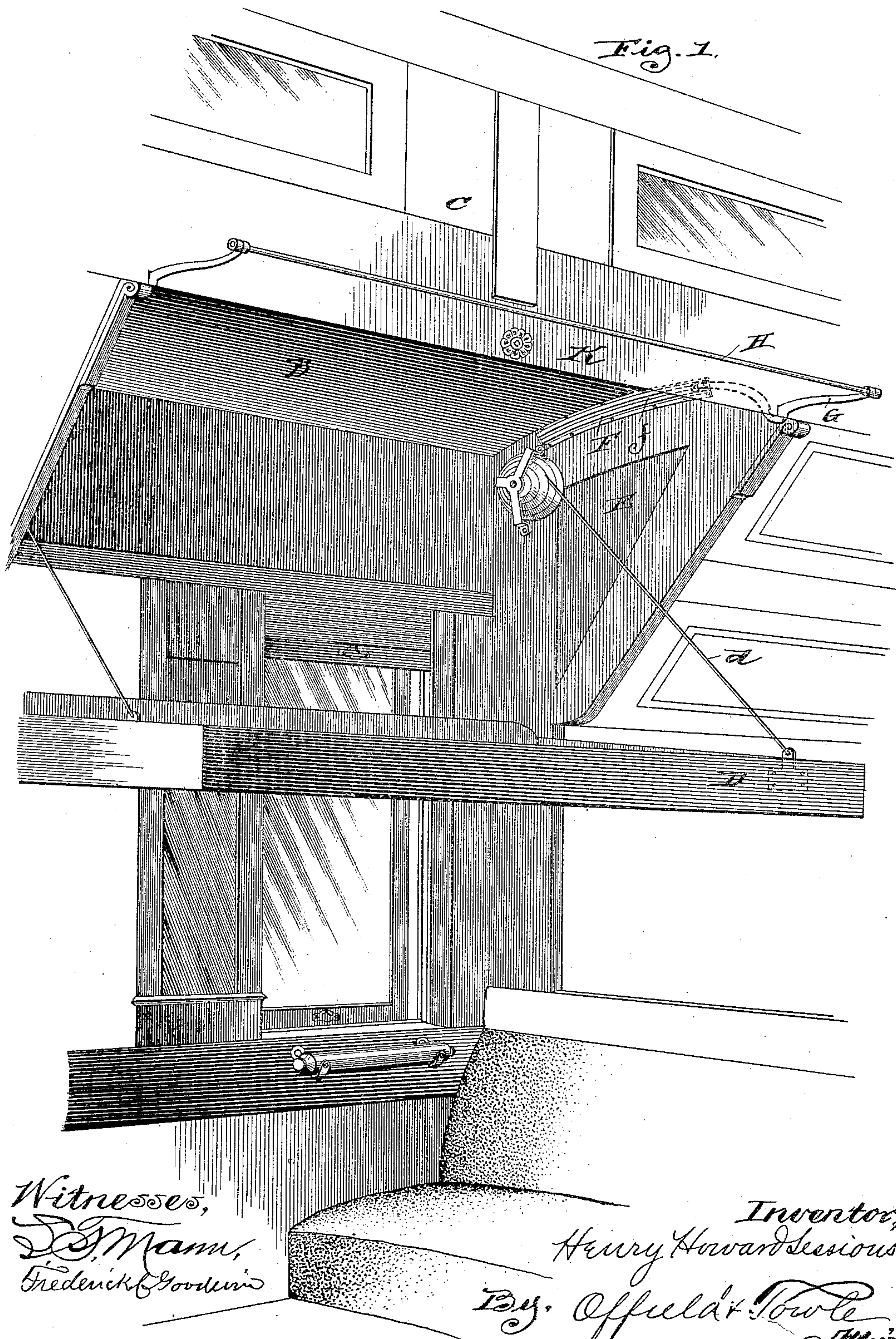
(No Model.)

3 Sheets—Sheet 1.

H. H. SESSIONS.
CURTAIN ROD FOR SLEEPING CARS.

No. 440,658.

Patented Nov. 18, 1890.



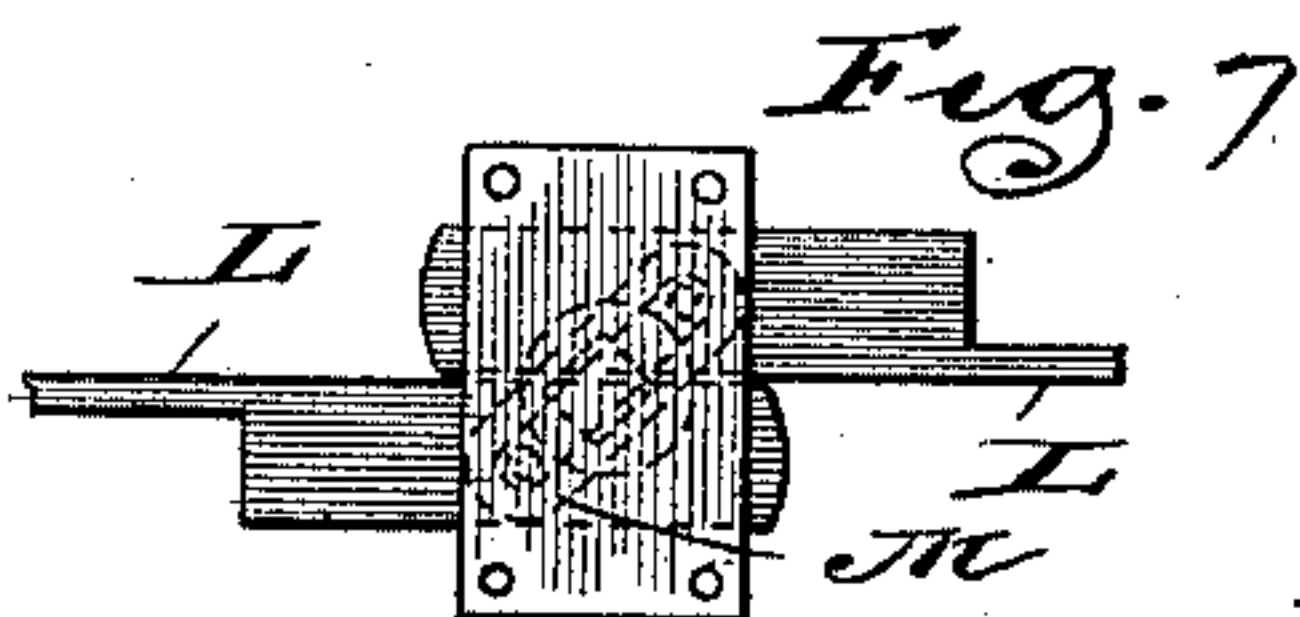
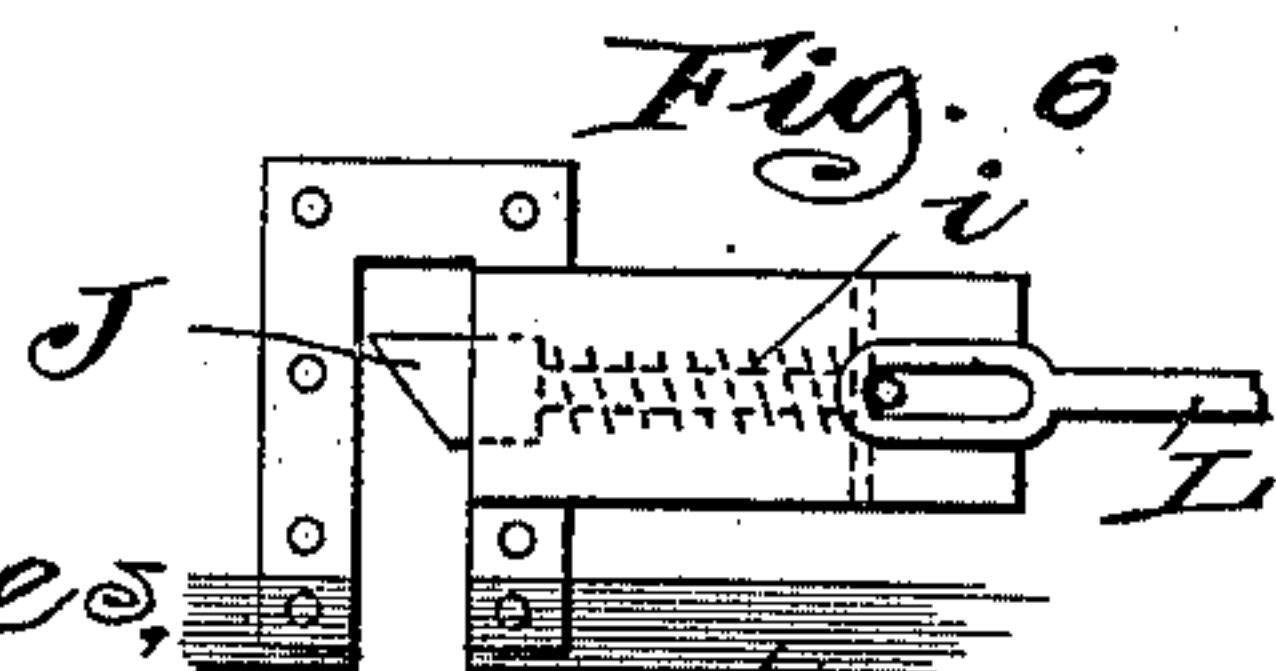
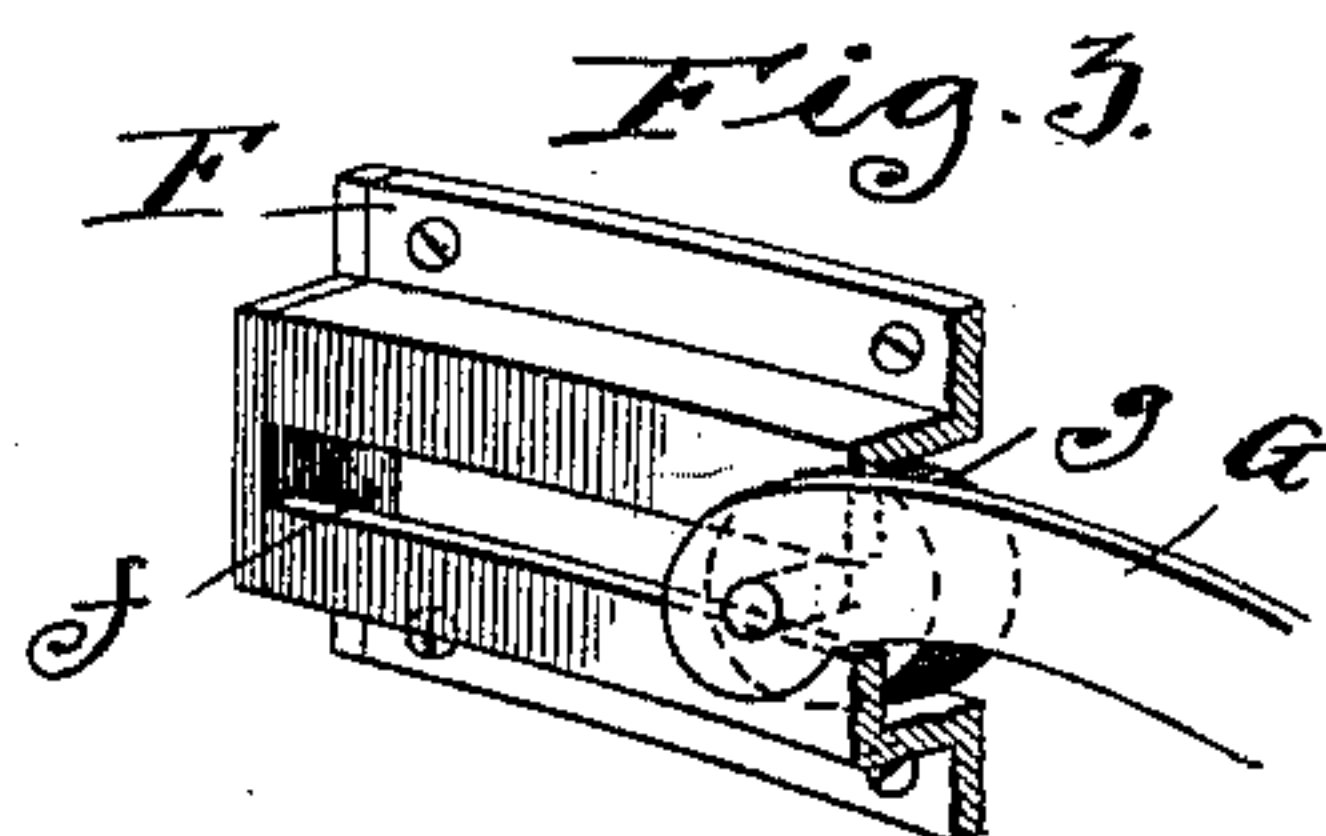
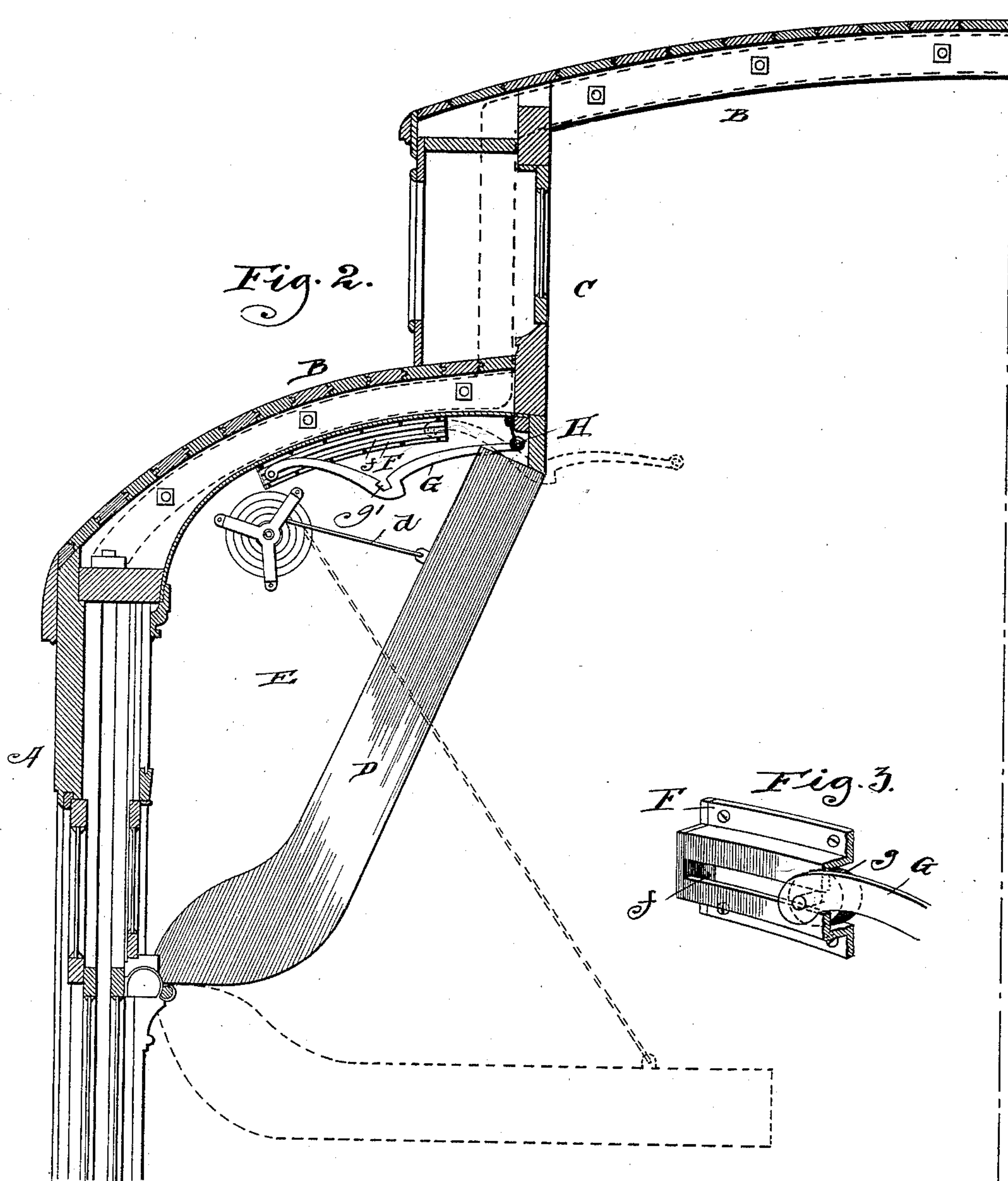
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Witnesses,
J. J. Mann,
Frederick Goodwin

Fig. 8.
Inventor,
H. H. Sessions
By
Offield & Towle
Attys.

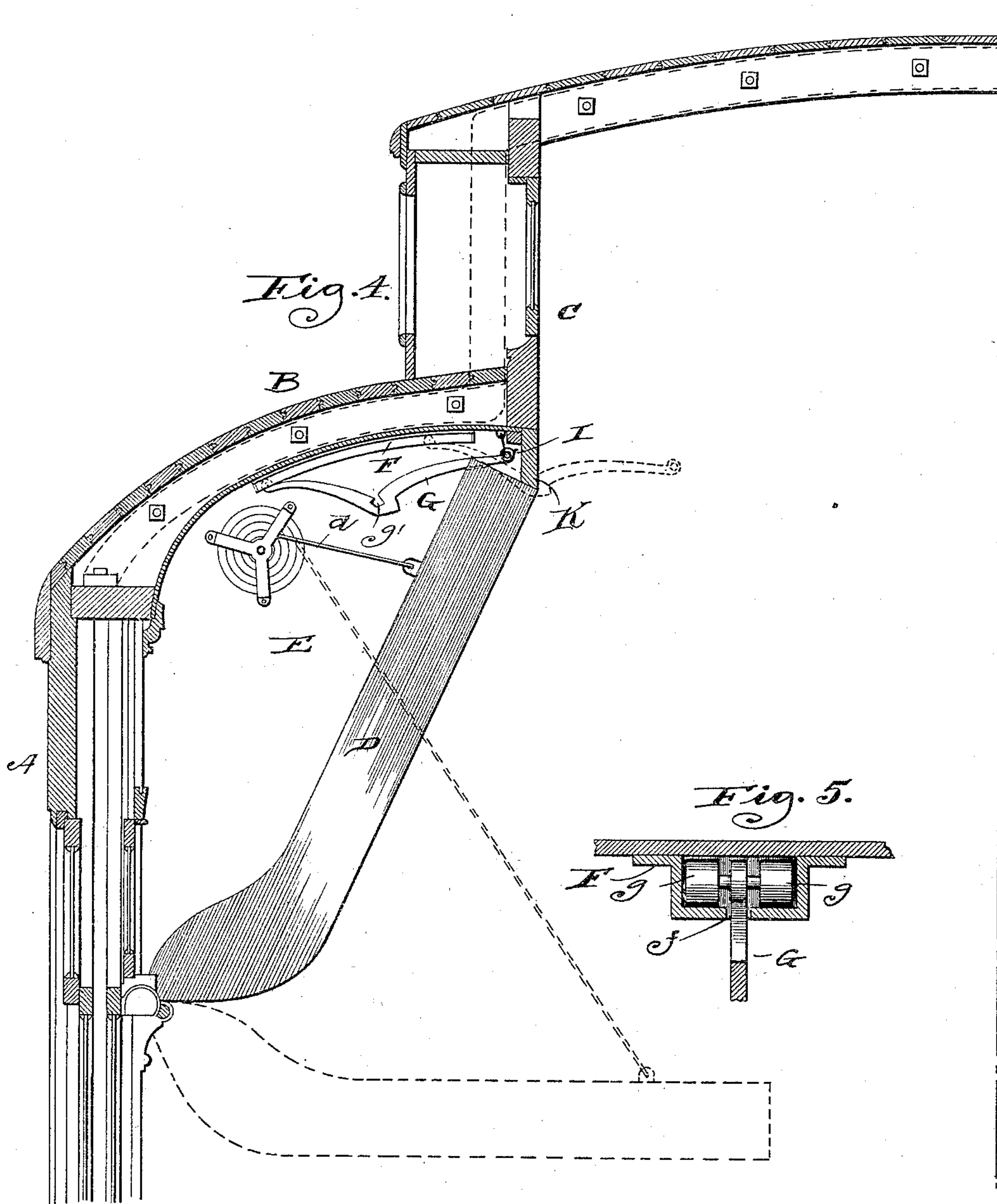
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CURTAIN ROD FOR SLEEPING CARS.

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Patented Nov. 18, 1890.



Witnesses,
J. M. Mann,
Frederick B. Goodwin

Inventor,
Henry Howard Sessions
By, Offield & Fowler
Attys.

UNITED STATES PATENT OFFICE.

HENRY HOWARD SESSIONS, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE PULLMAN'S PALACE CAR COMPANY, OF SAME PLACE.

CURTAIN-ROD FOR SLEEPING-CARS.

SPECIFICATION forming part of Letters Patent No. 440,658, dated November 18, 1890.

Application filed June 10, 1890. Serial No. 354,886. (No model.)

To all whom it may concern:

Be it known that I, HENRY HOWARD SESSIONS, of Chicago, Illinois, have invented certain new and useful Improvements in Curtain-Rods, of which the following is a specification.

My invention relates to curtain-rods to support curtains whereby sleeping-car berths are inclosed; and the object of my invention is to provide a convenient method of concealing the rods from view when the curtains are removed, whereby the appearance of the car is improved, the cramped appearance of the upper part of the usual sleeping-car being mainly due to the presence of these rods at all times.

In carrying out my invention I employ the usual curtain-rods, two in number, and extended longitudinally of the upper deck-space in the vertical planes of the ends of the seat. These rods I support upon bracket-arms, which are adapted to slide back upon ways arranged within the upper deck-space, the ways being formed by curved plates having tracks formed therein, on which a projection from the rear end of the brackets travels, the projection bearing by preference an anti-friction roller.

In the accompanying drawings, Figure 1 is a perspective view of the interior of a portion of a sleeping-car, showing the upper berth lowered and the curtain-rod drawn out in position to support the curtain. Fig. 2 is a transverse sectional elevation showing two positions of the upper berth and curtain-rods. Fig. 3 is a broken perspective of one of the ways with the bracket-arm engaged therein. Fig. 4 is a transverse sectional elevation corresponding to Fig. 2, but showing a different form for the track and bracket-arm connection; and Fig. 5 is a transverse sectional elevation of said track and arm. Figs. 6, 7, and 8 are details of a locking device for the bracket-arms.

In the drawings, A represents the side wall of a car, B the deck-roof, and C the upper deck.

D represents the upper-berth structure, pivoted, as usual, to the side wall A and supported by the cable *d*. On the sides of the brackets E, which form the end partition of the upper berth, are secured the ways F. (See Figs. 1, 2, and 3.) These ways are formed by cast-

ings which are curved to conform to the shape of the deck-roof B, and they have the longitudinal apertured ways *f* and the screw-flanges F.

G represents the bracket-arms, and on their outer ends they carry the curtain-rods H. At their inner ends they have a stud projected through the aperture in the side of the castings, and an anti-friction roller *g* is journaled on this stud and adapted to travel on the ways *f* of the castings.

In the modified construction shown in Figs. 4 and 5 of the drawings the castings are secured on the under side of the deck-roof and the aperture presents downwardly. The end of the arm G projects into the aperture, and the stud bears two of the anti-friction rollers. The principle of the two devices is the same, and the construction may be further modified without departure from the scope of the invention.

When the curtain-rod is not in use, it is shoved back, the arms sliding along beneath the ways, and the rod is supported within the deck-space in any convenient manner—as, for example, by means of the hooks I. The rods may be made continuous, or in one piece, or in sections corresponding in length to the berths.

In order to provide for supporting the rods with the curtain thereon, I may employ the locking-bolts J, which may move in ways formed in the deck-head K, and which are normally projected into the locking-notches by means of the springs *i*. The faces of the locking-bolts are preferably beveled, so that as the arms swing up they force back the bolts against the action of the springs until the locking-recess *g'* in the arm G is opposite the head of the bolts, when the latter will enter the notch, and the locking is thus effected automatically. To unlock the arms simultaneously, I provide the links L, which are connected at one end to the bolts J and at the other end to a slotted plate M, through the slot of which protrudes a plug N, having a key-seat in its outer end, which may be flush with the face of the member K. A key being inserted in this plug, its turning will operate through the slotted plate and links to with-

draw the locking-bolts simultaneously and thus permit the rods to be pushed back into the berth-space.

I claim—

- 5 1. A curtain-rod for sleeping-car berths, supported upon the ends of arms whose opposite ends are adapted to slide in ways fixed to the walls of the upper-berth space, substantially as described.
- 10 2. A curtain-rod for sleeping-car berths, supported upon the ends of arms, ways secured to the walls of the upper-berth space, and said arms having a bearing on said ways, substantially as described.
3. A curtain-rod for sleeping-car berths, 15 supported upon the ends of arms, ways formed by castings secured to the wall of the upper-berth space and curved to conform thereto, an anti-friction roller traveling in said ways and connected with the ends of the arms, and 20 suitable means for supporting said rod and arms with the curtains, substantially as described.

HENRY HOWARD SESSIONS.

Witnesses:

C. S. ORNE,
E. R. CURTISS.