

No. 363,921.

PATENTED AUG. 20, 1907.

C. HERENDEN.
BED FOR SLEEPING CARS.
APPLICATION FILED MAR. 6, 1907.

2 SHEETS—SHEET 1.

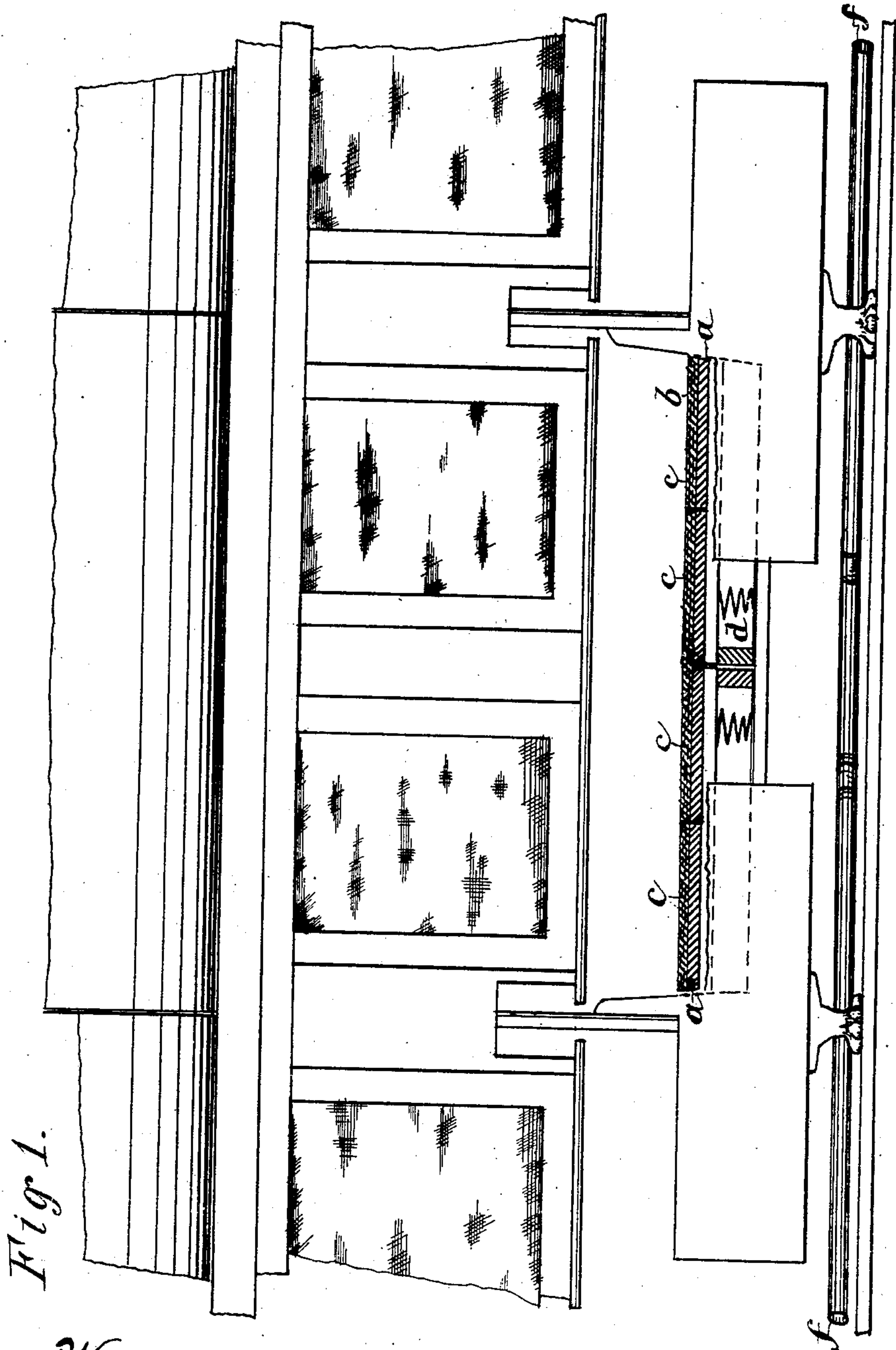


Fig. 1.

Witnesses.
R. Earling
Chas. H. Allen

Inventor.
Charles Herenden.
by W. Zimmerman.
Attorney.

No. 863,921.

PATENTED AUG. 20, 1907.

C. HERENDEN.
BED FOR SLEEPING CARS.
APPLICATION FILED MAR. 8, 1907.

2 SHEETS—SHEET 2.

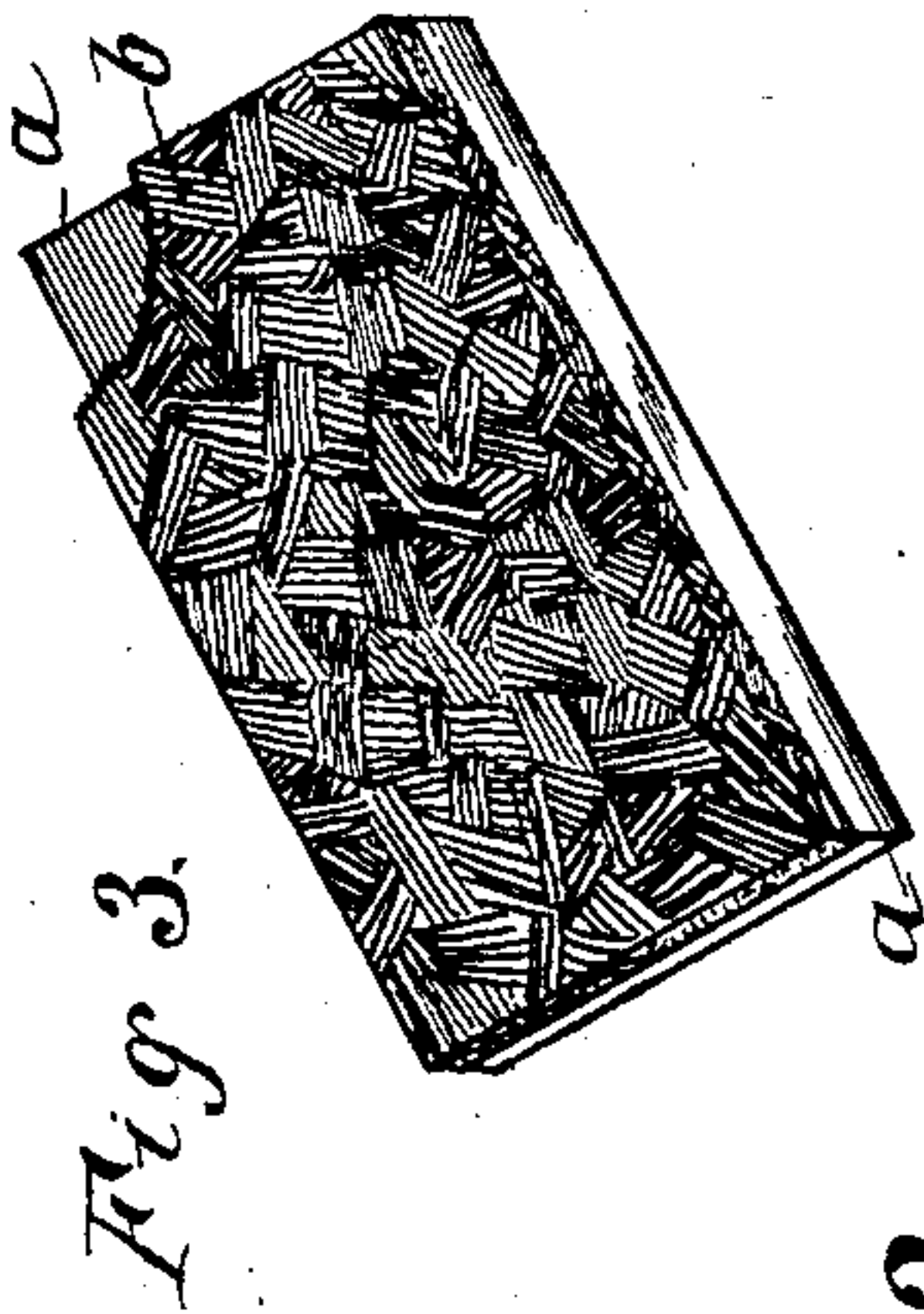
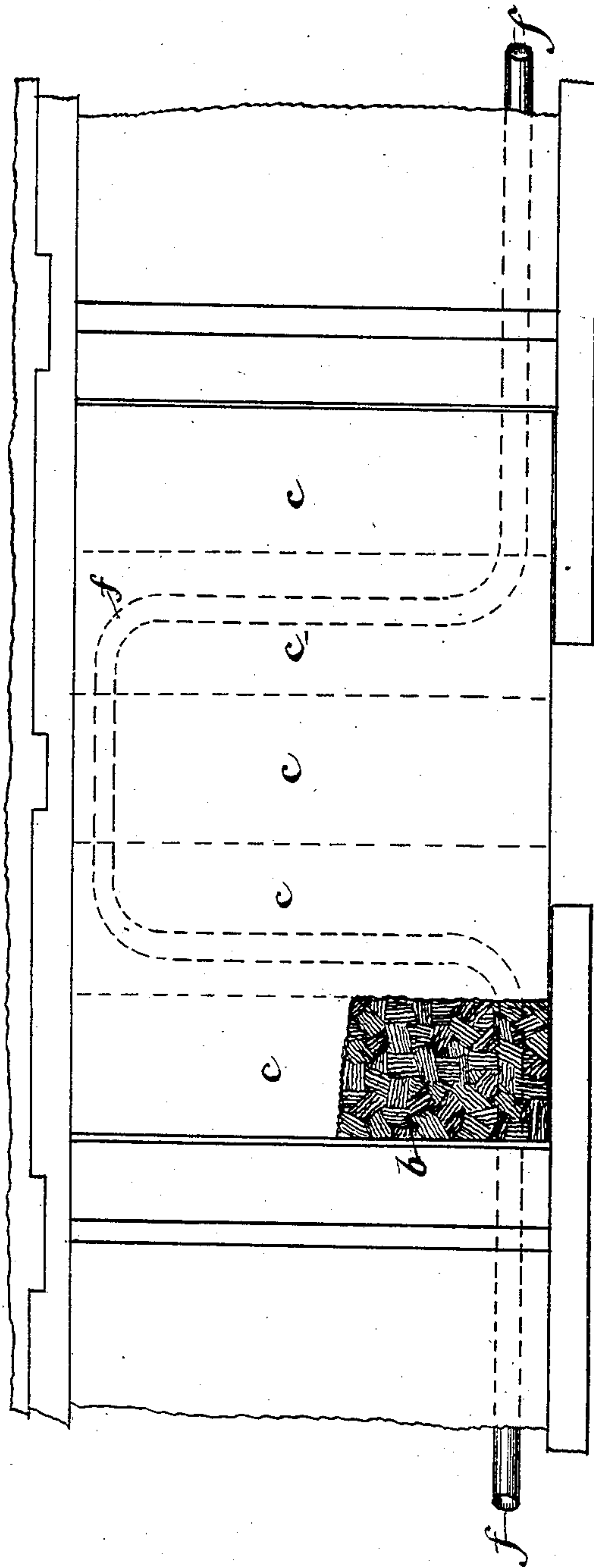


Fig. 3.



Fig. 4.

Fig. 2.



Witnesses.
H. Earling.
Chas. H. Wood

Inventor.
Charles Herenden.
By W. Zimmerman
Attorney.

UNITED STATES PATENT OFFICE.

CHARLES HERENDEEN, OF CHICAGO, ILLINOIS.

BED FOR SLEEPING-CARS.

No. 863,921.

Specification of Letters Patent.

Patented Aug. 20, 1907.

Application filed March 6, 1907. Serial No. 360,985.

To all whom it may concern:

Be it known that I, CHARLES HERENDEEN, a citizen of the United States, residing in Chicago, Cook county, Illinois, have invented certain new and useful Improvements in the Construction of Beds for Sleeping-Coaches on Railroads, of which the following is a full and correct specification, reference being had to the hereto accompanying two sheets of drawings, forming a part hereof, and in which

10 Figure 1 shows a fragment of such a coach-body showing one bed in elevation with the parts relating to my improvement shown in longitudinal vertical section; Fig. 2 shows a fragment of such a coach in plan view, a part of the bedding being shown removed
15 whereby is exposed a part of my said improvement of such a bed; Fig. 3 shows a fragment of my special device, or element, in perspective, one corner of the covering of the support being removed to show the support; Fig. 4 shows a piece of my said improved
20 bed-element in elevation.

The object of my invention is to provide means wherewith the heat-rays rising from the heating-mechanism, or steam-pipes under the lower berth of sleeping-cars may either be cut off entirely or so
25 reduced in intensity of action as to render such beds much cooler than has heretofore been possible to make them and thereby render said place much more comfortable as well as healthful.

It is a well known fact that the lower berths of
30 sleeping-cars are, necessarily, so near the car-heating mechanism that thereby the occupants of such beds often suffer from an excess of heat and, consequently, also suffer from loss of sleep, health, and comfort which, but for said disadvantage, might be had to
35 the great satisfaction of both the user and the provider of such beds. Therefore, to overcome said excess of heat and to reduce it to a point which will produce a feeling of healthful comfort, instead of distress, I have long sought to provide a suitable means
40 which would, in an easily attainable way, overcome

said undesirable conditions. I attain said desirable ends in substantially the following manner, namely; I make use of the great heat non-conducting properties of certain mineral substances, such as infusorial earth, mica, and asbestos, and, preferably, the latter 45 because of its well known and efficient property as a non-conductor of heat. As the said materials are all more or less friable and, therefore, in that respect, difficult to apply for my said purpose, I overcome said obstacle by providing a suitable support for said 50 substances which, preferably, is a wooden board of proper dimensions because wood itself, in part, is also a non-conductor of heat, and to it, in any suitable known way, I attach a layer or body of such mineral non-conductor, applying the same to a thick- 55 ness which will effectually answer my purpose, and at the same time be so light, small, and convenient as not to be materially obnoxious in its occupying space, or to any other objection. I make a set or series of such boards *a* and to them secure a layer of 60 asbestos *b* or other heat non-conducting mineral substance and thus form a heat non-conducting element *c* which I then lay on the bed-support *d* and on it place the bed made up in the usual way.

The lower berths of sleeping-cars are indicated by 65 the parts *a b c d* and the heating-mechanism, as the steam-coil, or pipe is shown at *f*.

Practical experiment has demonstrated that a reduction in temperature of from fifteen to twenty degrees, Fahrenheit, in said beds, is actually attained 70 by the use of my said device.

What I claim is:

The combination with a heating-mechanism, superimposed by a bed, of a mineral heat non-conducting element and a support therefor, interposed in any plane between 75 the top of the bed and the top of said heating-mechanism.

CHARLES HERENDEEN.

Witnesses:

P. R. EARLING,

WM. ZIMMERMAN.