

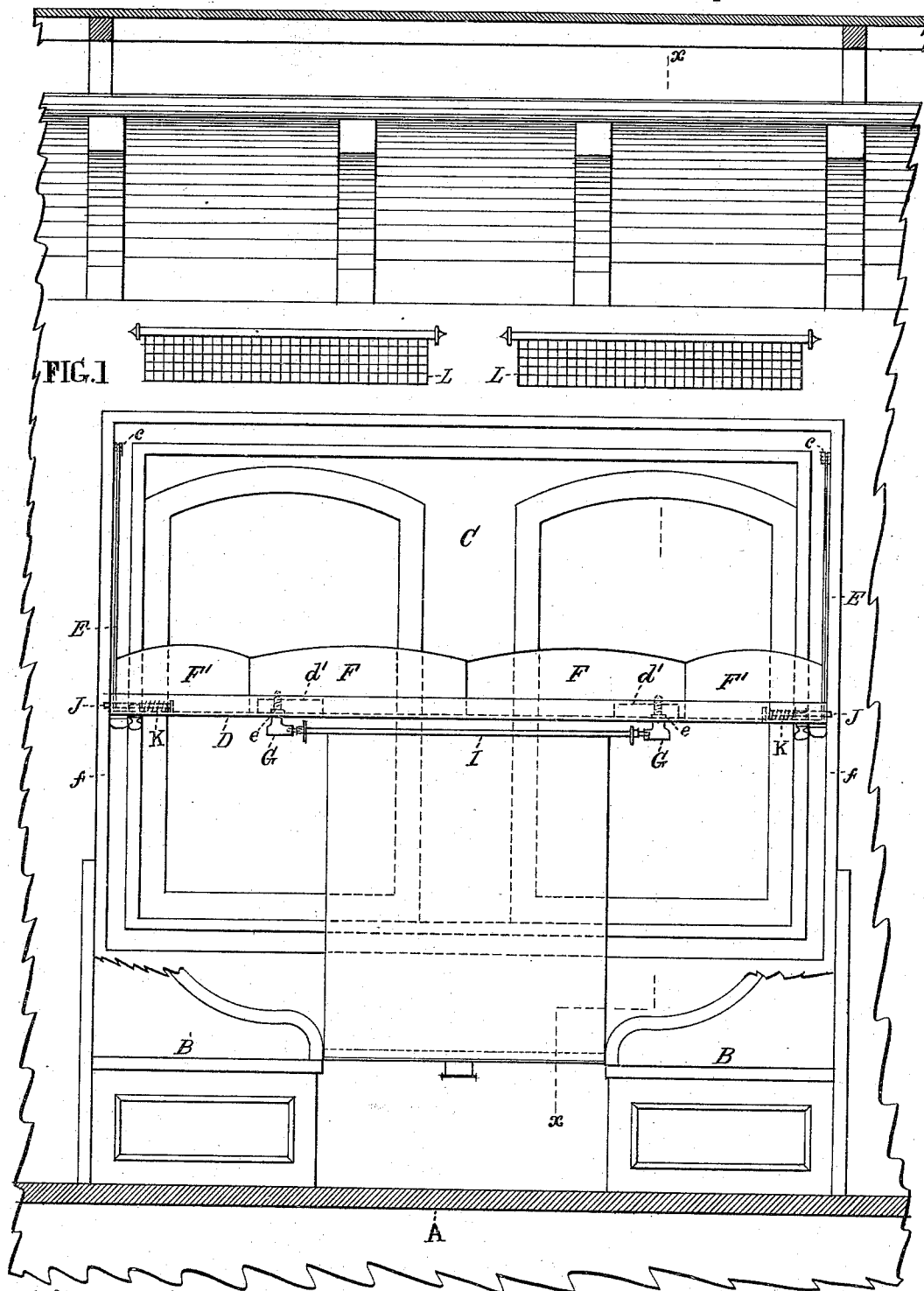
(No Model.)

3 Sheets—Sheet 1.

W. H. WIGMORE.
SLEEPING CAR.

No. 264,807.

Patented Sept. 19, 1882.



Witnesses
Thomas J. Dewley
Joseph C. Ingram.

Inventor
William H. Wigmore
per Stephen Wack, atty

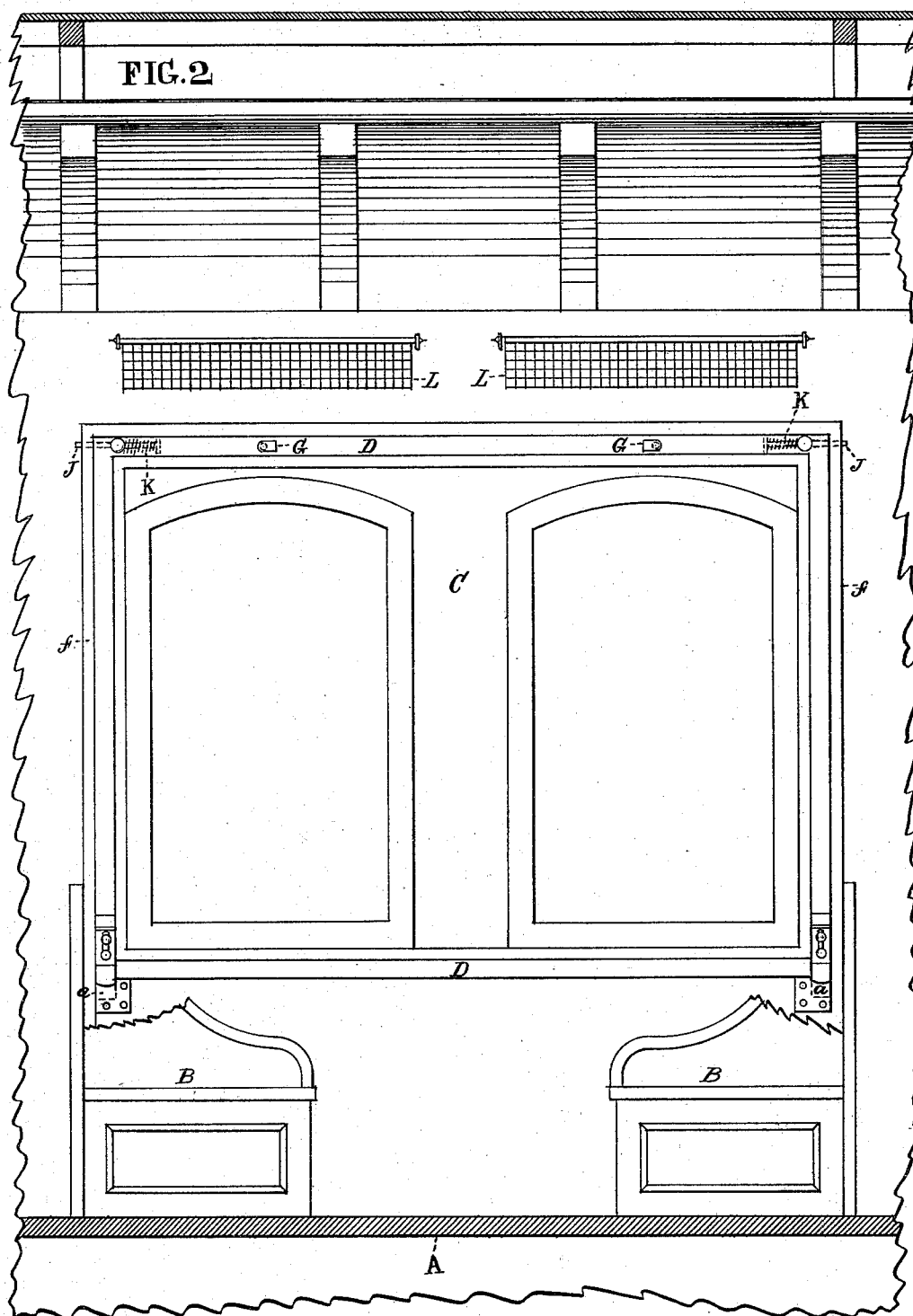
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3 Sheets—Sheet 2.

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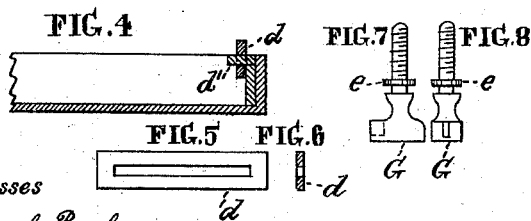
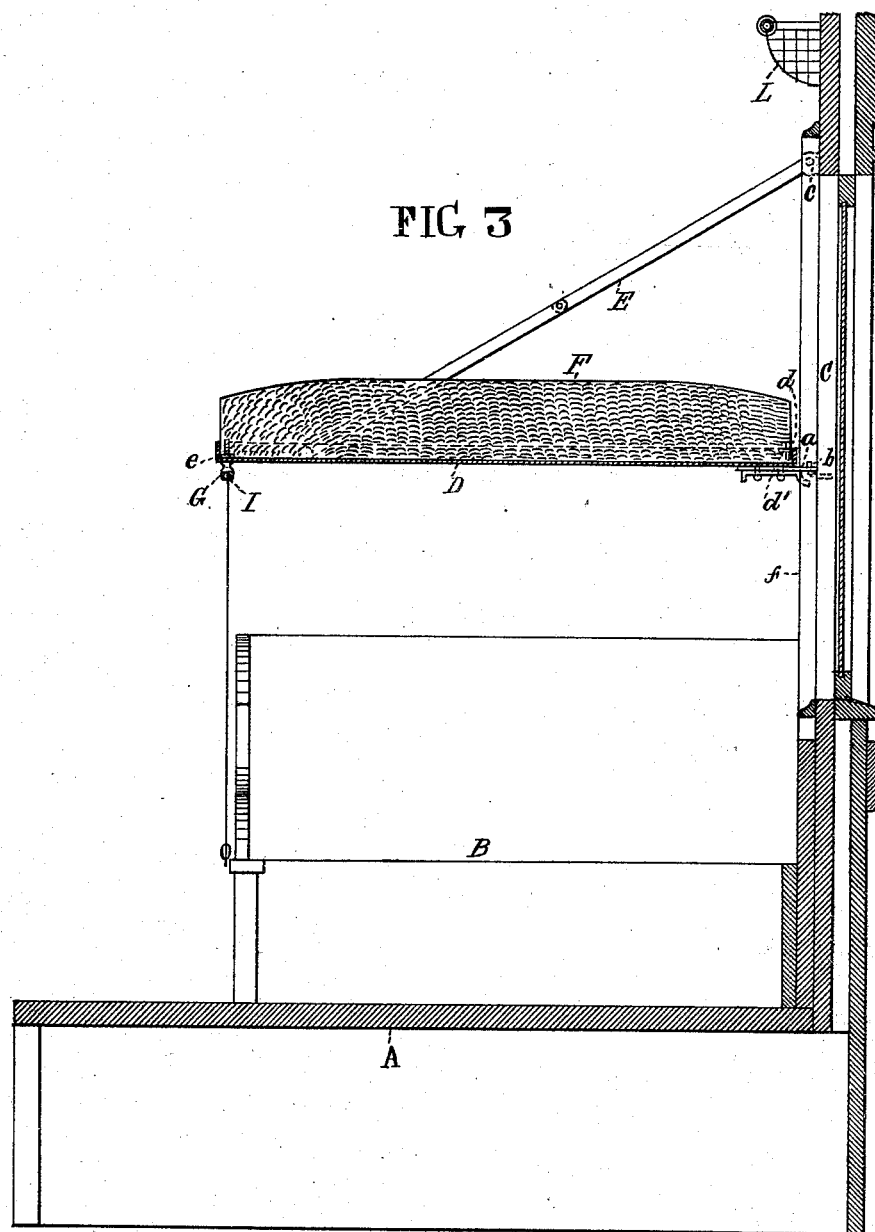
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3 Sheets—Sheet 3.

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Inventor.
William H. Wigmore.
per Stephen Ustick atty

UNITED STATES PATENT OFFICE.

WILLIAM H. WIGMORE, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF
ONE-HALF TO JOHN H. DOERR, OF SAME PLACE.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 264,807, dated September 19, 1882.

Application filed July 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. WIGMORE, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Sleeping-Cars, of which the following is a specification.

My invention is an improvement in the one patented to John H. Doerr, March 1, 1881, and numbered 238,367; and it consists of certain devices for securing the bed-bottom to the skeleton frame; a device for holding said frame in its elevated position against the wall of the car when not in use in such a manner as to prevent the jostling of the car causing a rattling or turning it downward from the wall, and in the combination of the curtain of the lower berth with said frame.

In the accompanying drawings, which make a part of this specification, Figure 1 is a front elevation of a section of a car-body having my improvements, the skeleton frame D being in a horizontal position, supporting the bed-bottom of the upper berth, and the curtain of the lower berth being connected therewith. Fig. 2, Sheet No. 2, is a like view with the attachments of the skeleton frame D removed and said frame connected with the wall C. Fig. 3, Sheet No. 3, is a vertical section at the broken line *xx* of Fig. 1. Fig. 4 is a section on an enlarged scale of the skeleton frame D through a plate, *d*, and tenon *d'*. Fig. 5 is a face view of the plate *d*. Fig. 6 is a cross-section of the same. Figs. 7 and 8 are views at right angles with each other of one of the screws G.

Like letters of reference in all the figures indicate the same parts.

A represents a section of the floor of the car, upon which the seats B B rest, and C is a section of the wall at that point.

D is a skeleton frame for supporting the bed-bottom of the upper berth when let down into a horizontal position, as seen in Fig. 3, in which position it is held at its rear edge by means of the eye-plates *a a* on its under side and the hooks *b b* in the wall C; and at its outer edge it is supported by means of the braces E E, which are jointed at their front ends to the frame near its front edge and at their rear ends to the wall-plates *c c*, as seen in Fig. 3.

F F and F' F' are cushions, which form the bed-bottom, their ends resting in rabbets of the frame D.

So far the description applies to the patent of John H. Doerr above mentioned, and the following relates specifically to my invention.

The cushions F F are held firmly at their rear ends, so as to prevent the irregular motions of the car raising them from their seats by the slotted plates *d* on said ends and the tenons *d'* of the frame D, as seen in Fig. 3, and they are held at their front ends by means of the screws G G, which fit loosely in said frame and have collars *e* to prevent them dropping out of their bearings. The end cushions, F' F', are held in place by fitting against the contiguous edges of the cushions F F and the end rabbets of the frame D; or they may be secured by means of screws in the same manner as the cushions F F. The screws G G also serve as brackets for the support of the curtain-roller I, the pivots in the ends of the roller being connected with the heads of the screws, as seen in Fig. 1. By this connection of the curtain-roller with the heads of the screws the latter are securely locked, and thus prevented being turned by the jolting of the car.

J J are bolts in the ends of the skeleton frame D, which are provided with springs K K, that shoot them into holes in the moldings *ff* of the side wall, C, when the frame is brought into its elevated position, as seen in Fig. 2, (in the day-time, out of the way,) whereby to hold the frame securely against falling, and also to prevent rattling.

L L are racks connected with the wall C, and so arranged in relation to the skeleton frame D as to adapt them to be used at night by the occupant of the upper berth, and also in the day-time, when the frame is brought to its upper position by the passenger occupying the seats.

I claim as my invention—

1. The combination of the slotted plates *d* with the rear ends of the cushions F, and the skeleton frame D, having tenons for holding the cushions securely in place, substantially as described.

2. The bolts G G, in combination with the skeleton frame D and the front ends of the

cushions FF, for preventing the latter raising by the jolting of the car, substantially as described.

3. In a sleeping-car, the combination of the
5 curtain-roller I with the skeleton frame D, having screws G G, provided with bearings for the pivots of the roller, substantially in the manner and for the purpose set forth.

4. In a sleeping-car, the combination of the

skeleton frame D, having bolts J J, with the 10 wall A, having moldings ff, whereby to hold the frame in its elevated position against the wall, substantially as described.

WILLIAM H. WIGMORE.

Witnesses:

THOMAS J. BEWLEY,
STEPHEN USTICK.