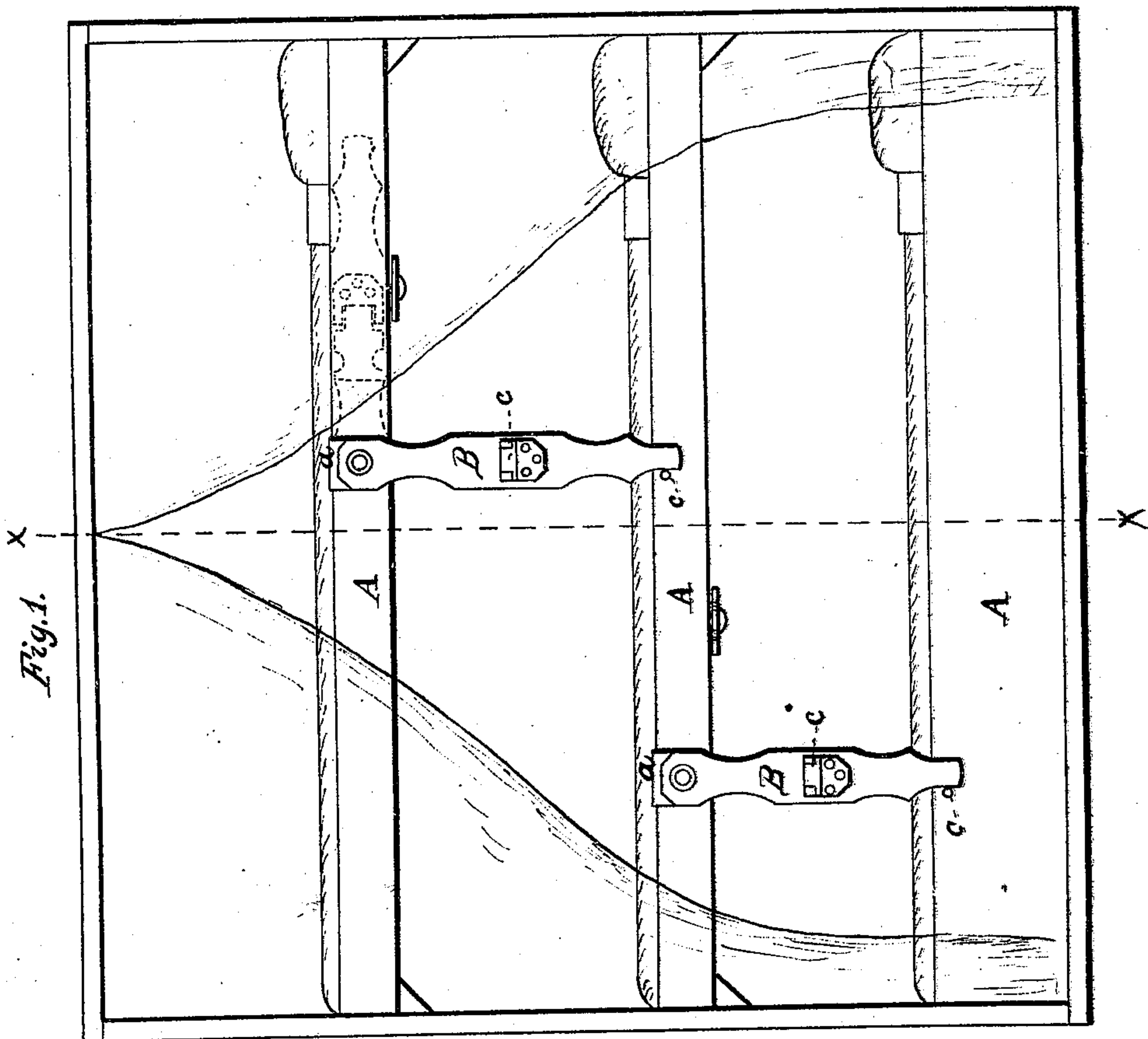
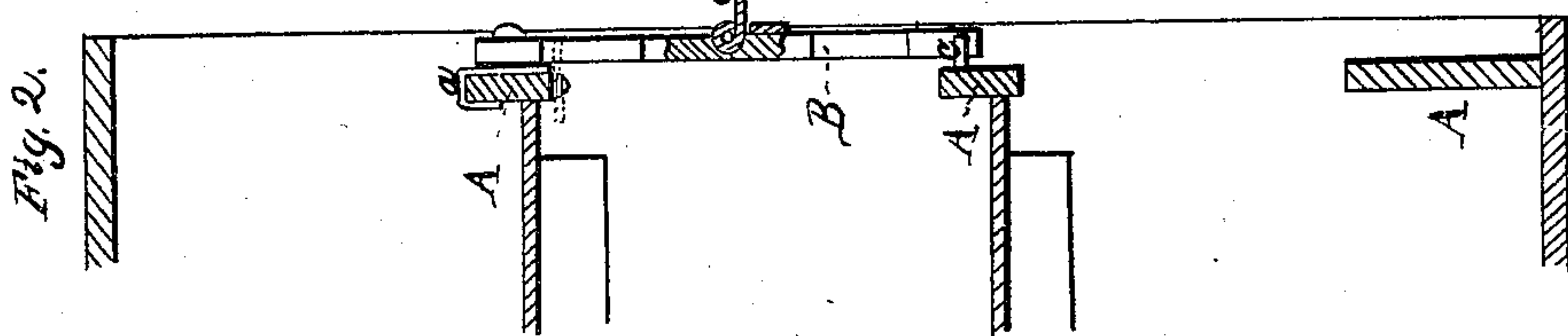


Hoyt & Whitney
Cabin Furniture.
N^o 62,850. Patented Mar 12, 1867.



Witnesses:
Thaddeus B. Beecher
John R. Cooper

Inventors.
Edwin Hoyt
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United States Patent Office.

EDWIN HOYT AND EDWARD P. WHITNEY, OF STAMFORD, CONNECTICUT.

Letters Patent No. 62,850, dated March 12, 1867.

IMPROVED STEP ATTACHMENT FOR BERTHS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that we, EDWIN HOYT and EDWARD P. WHITNEY, of Stamford, in the county of Fairfield, and State of Connecticut, have invented a new and useful Step Attachment for Berths; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, which forms part of this specification.

The object of our invention is to provide a means whereby a person may ascend to and descend from berths in vessels and railway vehicles with greater ease and comfort than can at present be done.

Our invention consists in the combination with a berth, in a steam or other vessel, or in a railway vehicle, of a step or rest for the foot located intermediately between the berths, (or between the floor and a berth,) whereby a person can reach an upper berth and descend from it with far greater facility and with less embarrassment than heretofore. In the accompanying drawing—

Figure 1 is a front elevation of one form of my invention showing it as applied to a tier of berths.

Figure 2 is a section taken on the plane of the line *x x*, fig. 1.

A A A designate the sides or front rails of a tier of berths in the cabin of a steamboat. B B designate two swinging arms, which are secured to the front rails of the upper and middle berths respectively. These arms may be made of any suitable material. We have shown them as made of wood, but doubtless an ornamental framework of cast iron would be preferable, as it would be strong, durable, and inexpensive. In the present instance each arm B B is pivoted to a metallic clamp, *a*, which is constructed so that it can be placed over the edge of the front rail of the berth and hold the arm pendent therefrom, or allow of its being folded or swung up, so as to lie parallel with the front rail of the berth, and thus place the arm entirely out of the way of the occupant of the berth underneath, as shown in red outline in fig. 1, with reference to the upper berth. This clamp *a* will permit the arm to be moved along the berth to any place desired. We will remark that there are many ways in which the arms may be secured to the berths and have the capacity of being swung or folded out of the way. For instance, if they were to be attached permanently to the berth, (and not be removable as those we have illustrated,) they could be pivoted or hinged directly to the side or front rails of the berths, or to a plate affixed thereto. C is a step or resting place for the foot. Such step is hinged to each arm B, so as to be capable of being folded up against the said arm. This step forms a bearing for the foot, and an intermediate step or rest for the foot between the berths, so that a person stepping first upon the rail of the lowest berth, (or upon a step pendent from the lowest berth, if it be elevated above an easy stepping distance from the floor,) then upon the step on the arm secured to the middle berth, then upon the step on the arm secured to the upper berth, will enable a person with great ease to ascend to an upper berth, and when he has reached his berth, by stretching out one hand, he can fold or swing up the arm parallel with the front rail of the berth, and by a button, *b*, or other catch, secure it in that position. A pin or peg, *c*, secured to the front rail of the berths, prevents the arms or step-supports B from swinging away from a proper position when the foot is placed upon the step, as is obvious. It is not necessary that the clamp *a* should be used for attaching the arm B to the side rail of the berth, as it is very evident that the said arm could be pivoted directly to the side rail of the berth, and have precisely the same folding function as it would if the clamp *a* were used.

What we claim as our invention, and desire to secure by Letters Patent, is—

The device herein described, consisting of the arm B and folding step C, constructed substantially as herein specified, to serve as a resting place for the foot for facilitating ascent to and descent from berths in steam and other vessels and railway vehicles.

EDWIN HOYT,
EDWARD P. WHITNEY.

Witnesses:

M. M. LIVINGSTON,
THADDEUS B. BEECHER.