W. B. SNOW.

Sleeping Car Berth.

No. 74,773. Patented Feb. 25, 1868.

FIG. 1.

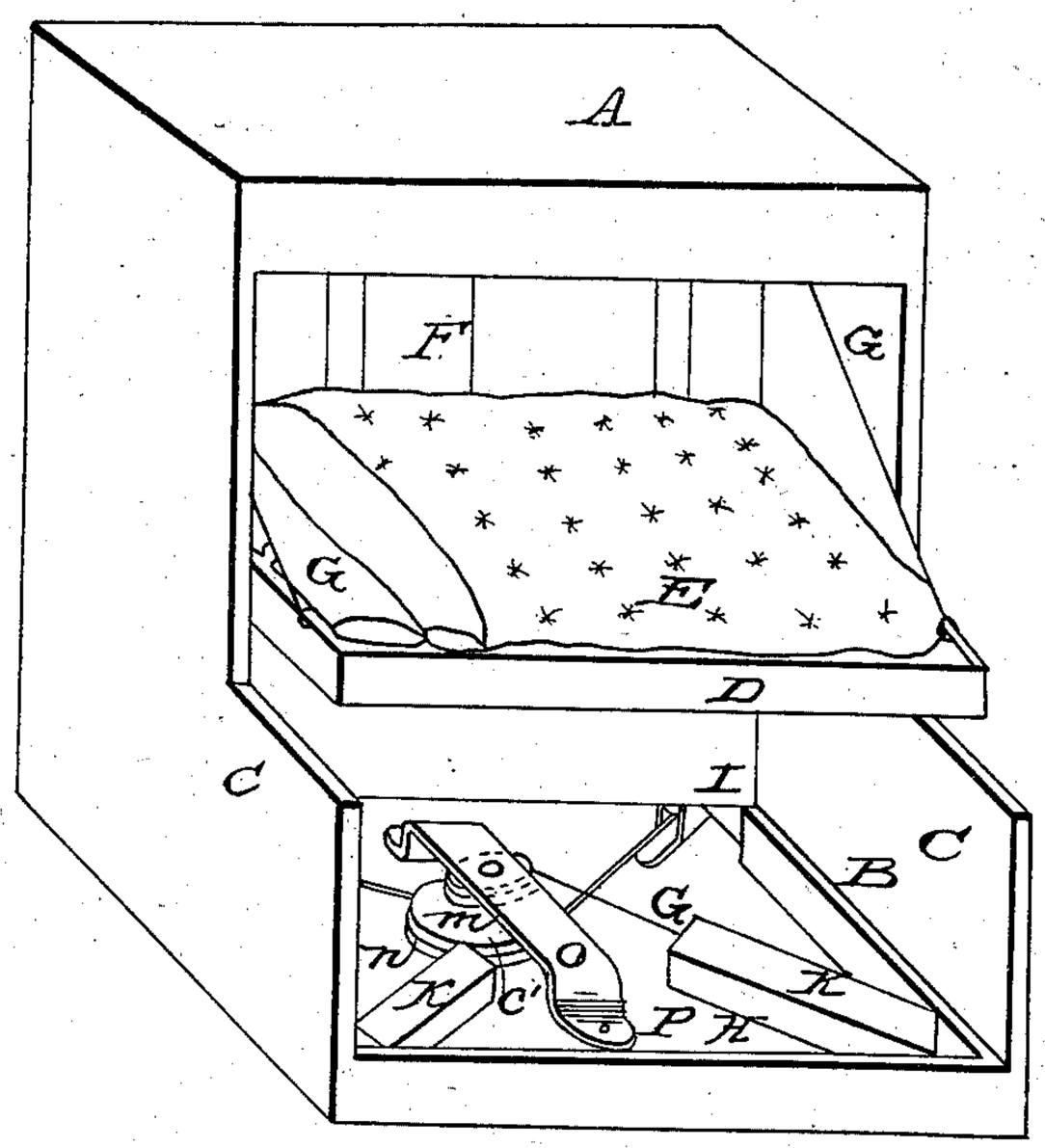


Fig. 2

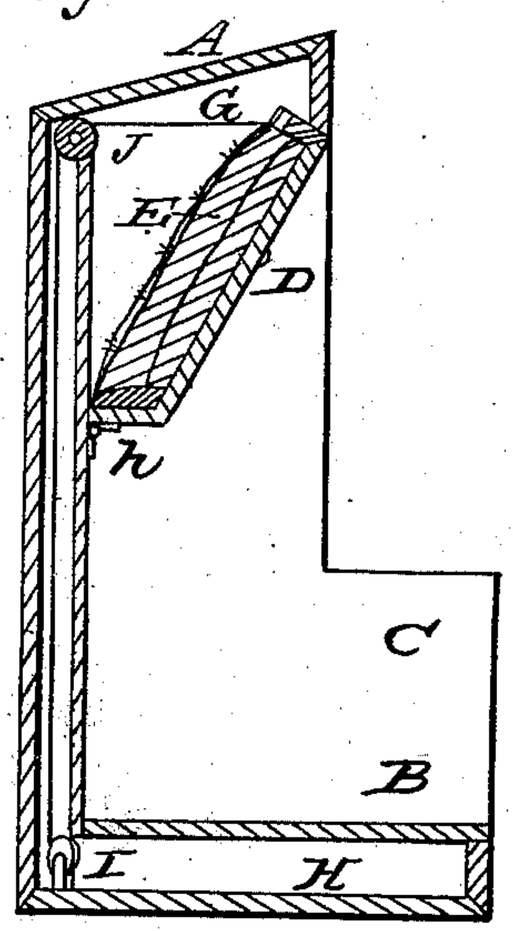
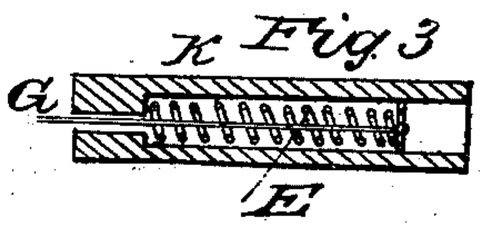


Fig. 3



WITNESSES

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WILLIAM B. SNOW, OF CHICAGO, ILLINOIS.

Letters Patent No. 74,773, *dated February* 25, 1868.

IMPROVEMENT IN SLEEPING-CAR 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 I, WILLIAM B. SNOW, of Chicago, in the county of Cook, and State of Illinois, have invented a new and useful Improvement in Sleeping-Car Berths; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings and letters marked thereon, making a part of this description, in which—

Figure 1 is a perspective representation of my invention with the berth in position for use.

Figure 2, a sectional elevation of the same with the berth closed.

Figure 3, a sectional plan view of one of the springs which operates the berth.

The nature of my invention consists in the use of springs, of suitable strength, enclosed and arranged in boxes, or otherwise, for operating sleeping-car berths instead of weights now commonly employed for such a purpose.

By this means berths can be raised and lowered more readily than when weights are used, for when the latter are let down, as when the berth is closed, the tension is much greater than when the berths are let down, hence the strain on the cords is more unequal than when springs are used. The great objection to the use of weights consists in their vertical jerking motion, caused by the action of the cars on the track, which frequently breaks the cords to which the berths and weights are attached, and otherwise causing a wear of the pulleys over which the cords pass, resulting in a continuous wear of the parts, and liability of breakage, and all of the inconveniences arising therefrom.

My spring operates in a very different manner from the common weight, and is arranged so as to balance the berth properly, and also in a manner which produces no jar on the berth, no matter how great the motion of the car, as the spring equalizes the motion.

In order to give a correct understanding of my invention, I have marked corresponding parts with similar letters, and will now give a detailed description.

A represents the roof of the common car, and C C the partitions between the berth, which are constructed in the usual manner, or arranged as most convenient. D, figs. 1 and 2, shows the berth hinged to the inner lining of car A at *h*. These arrangements I consider common, and only use them in a manner most convenient for the accommodation of passengers, with the view of fitting berths to suit any common car, without changing the means of operating them. K K represent boxes or cases, in which I arrange coil springs L, fig. 3, in such a manner as to operate cords G, passing from said springs to pulley *m*, to which they are attached, and from pulley *n*, horizontally, to a pulley, J′, at or near the bottom of the car, and from thence to a point near the top of berth D, and over pulley J, and attached to the former in the usual manner. The pulleys *m* and *n* are attached together and held in place by means of a cap or plate, O, fig. 1, in such a manner as to revolve when berth D is to be raised or lowered, as the case may be. I am not particular as to the construction of the spring used, only so it will balance berth D, and allow it to be easily worked up and down.

Having thus fully described my device, what I claim, and desire to secure by Letters Patent, is—

The coil springs L, enclosed in boxes between the floors of the car, in combination with pulleys *m n*, cords G, and berths E, arranged substantially as set forth.

W. B. SNOW.

Witnesses:

GEO. L. CHAPIN,

A. HAYWARD.