

M. LEINER.
Sleeping-Car Berth.

No. 221,834.

Patented Nov. 18, 1879.

Fig. 1

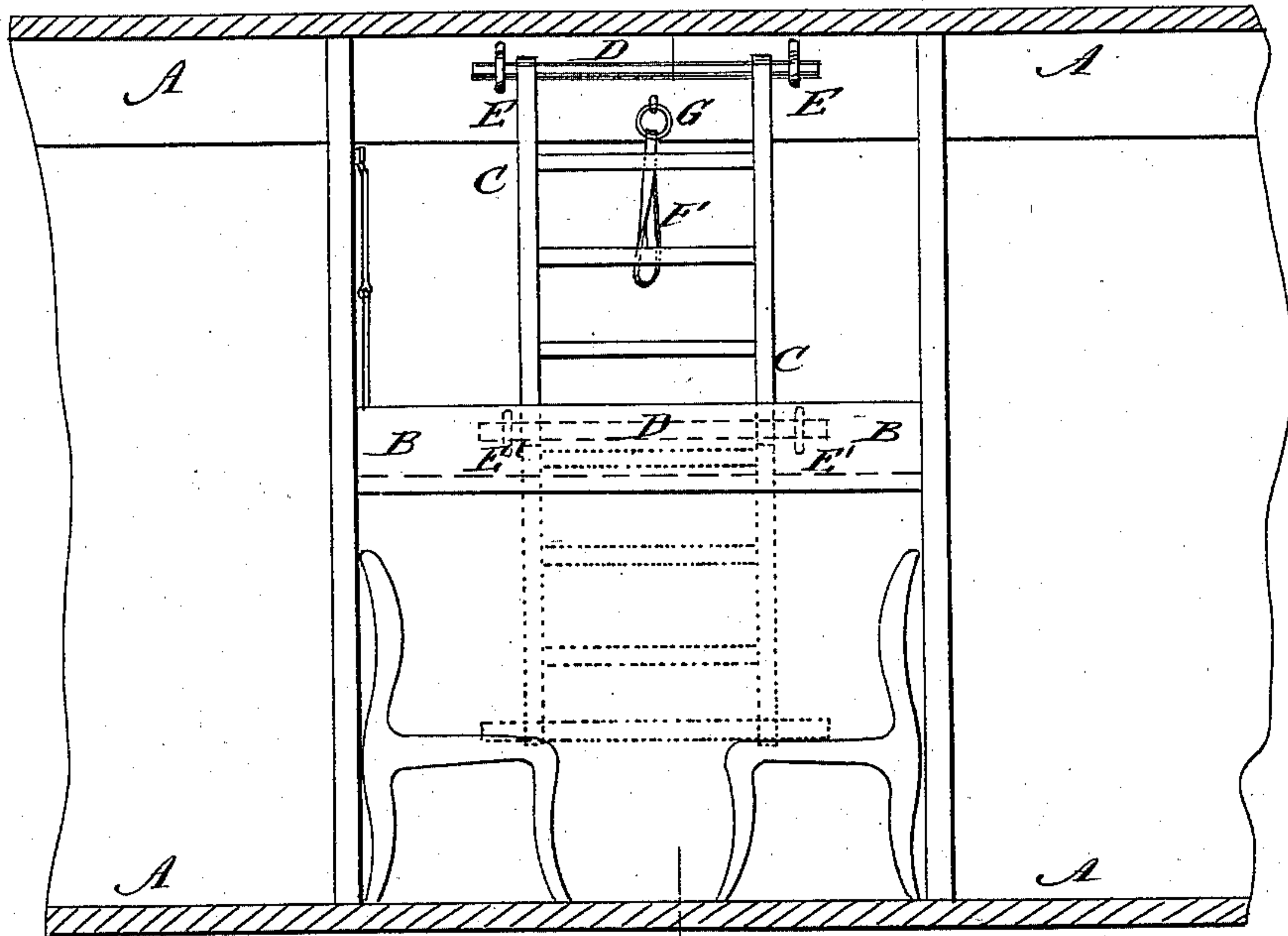
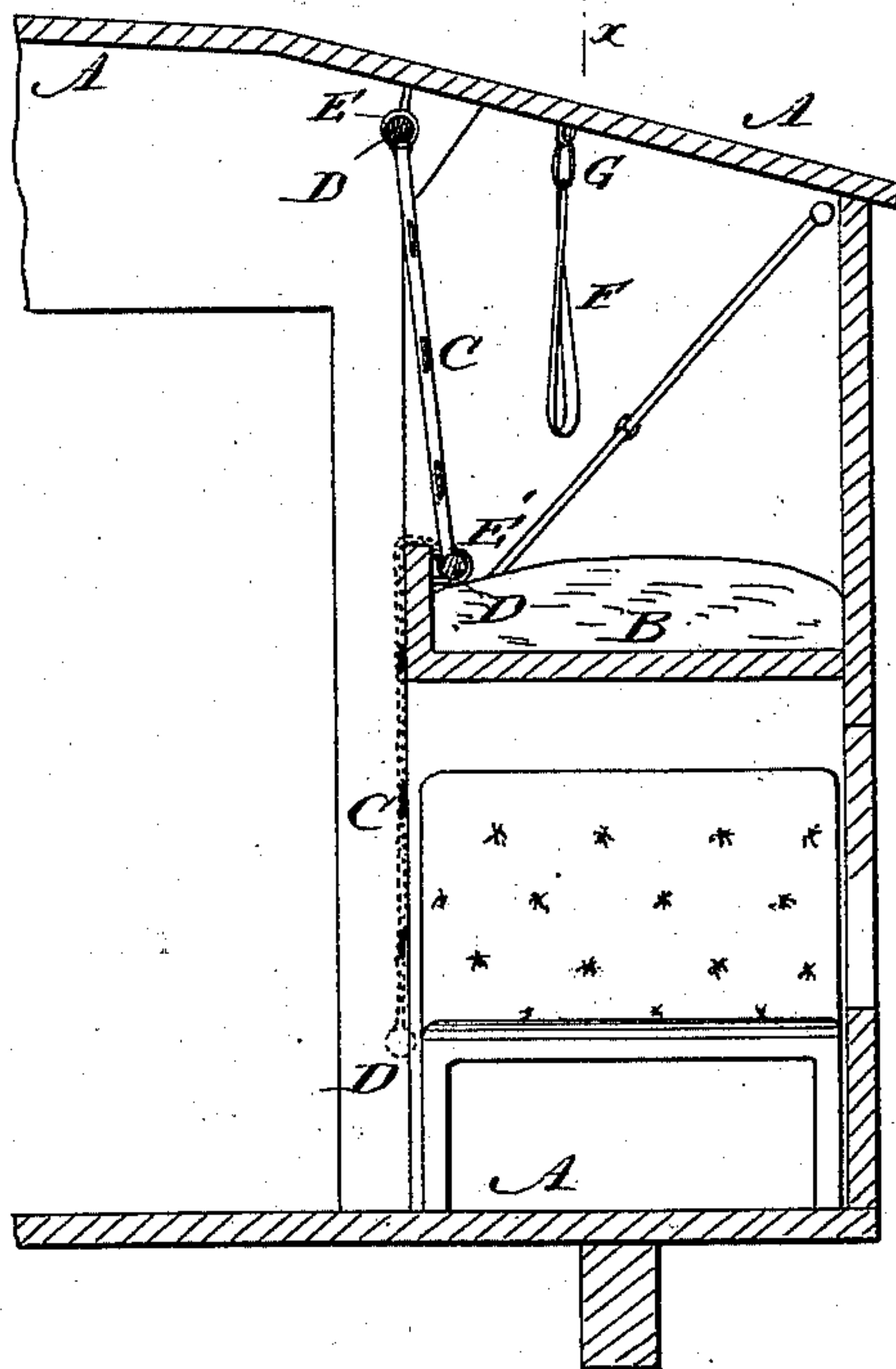


Fig. 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

MORITZ LEINER, OF NEW YORK, N. Y.

IMPROVEMENT IN SLEEPING-CAR BERTHS.

Specification forming part of Letters Patent No. **221,834**, dated November 18, 1879; application filed October 3, 1879.

To all whom it may concern:

Be it known that I, MORITZ LEINER, of the city, county, and State of New York, have invented a new and Improved Attachment for Car and Steamboat Berths, of which the following is a specification.

Figure 1 is a sectional side elevation of a portion of a car to which my improvement has been applied. Fig. 2 is a sectional end elevation taken through the line *x x*, Fig. 1.

The object of this invention is to furnish an attachment for car and steamboat berths to facilitate entering and leaving the berths, and to prevent the occupants of berths from falling or being thrown out.

The invention consists in providing car and steamboat berths with ladders so constructed as to promote the convenience of passengers in entering and leaving the berths, and as guards to prevent the occupants of the berths from falling or being thrown out.

Similar letters of reference indicate corresponding parts.

A represents a portion of the body of a sleeping-car. B represents an upper berth, which is designed to be constructed in the usual way. C represents a ladder of such a length as to reach from the berth B nearly to the car-floor.

The end rounds, rolls, or bars D of the ladder C are made rigid and with projecting ends, so that the said ends may be slipped into or hung upon rings, hooks, or other supports, E, attached to the roof of the car, and then pivoted on the inside of the front part of the berth B in bearings E'.

With this construction, when the ladder C is to be used its upper end is detached from the

upper supports, E, and the ladder is allowed to hang down in front of the berth, as shown in dotted lines in Figs. 1 and 2, so that it may be used as a ladder in ascending to and descending from the berth.

When the occupant of the berth has entered it the ladder C is drawn up and again secured to the upper supports, E, so that it may serve as a guard to prevent the occupant of the berth from falling out or being thrown out by the swaying or jarring of the car.

When the ladder C is being used as a guard it may be arranged longitudinally with the berth, if desired.

F is a loop or other flexible handle suspended from a ring or other support, G, attached to the roof of the car above the forward part of the berth B, for the occupant of the berth to take hold of to steady himself when entering or leaving the berth and when moving about in the berth.

When not in use, the ladder C may be laid upon the berth B and folded up with it.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

The combination, with a car or steamboat berth having the supports E and bearings E', of a ladder, C, having an end cross-bar, D, pivoted on the inside of the berth in the bearings E', and adapted to be used in connection with the supports E as a guard, or to be let down for a ladder, as described.

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Witnesses:

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