

(No Model.)

S. SHAW.
SLEEPING CAR.

No. 248,673.

Patented Oct. 25, 1881.

Fig. 1.

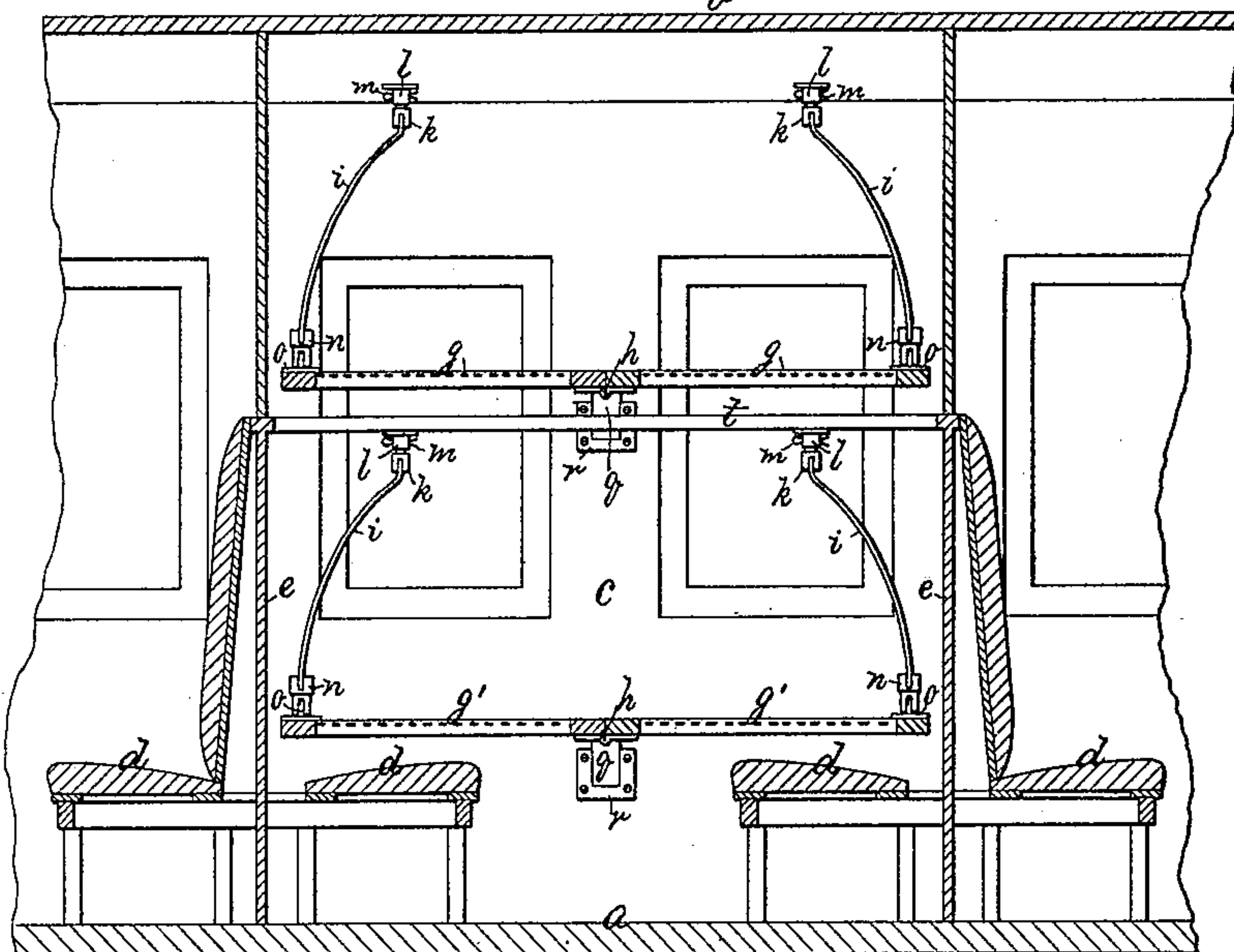


Fig. 2.

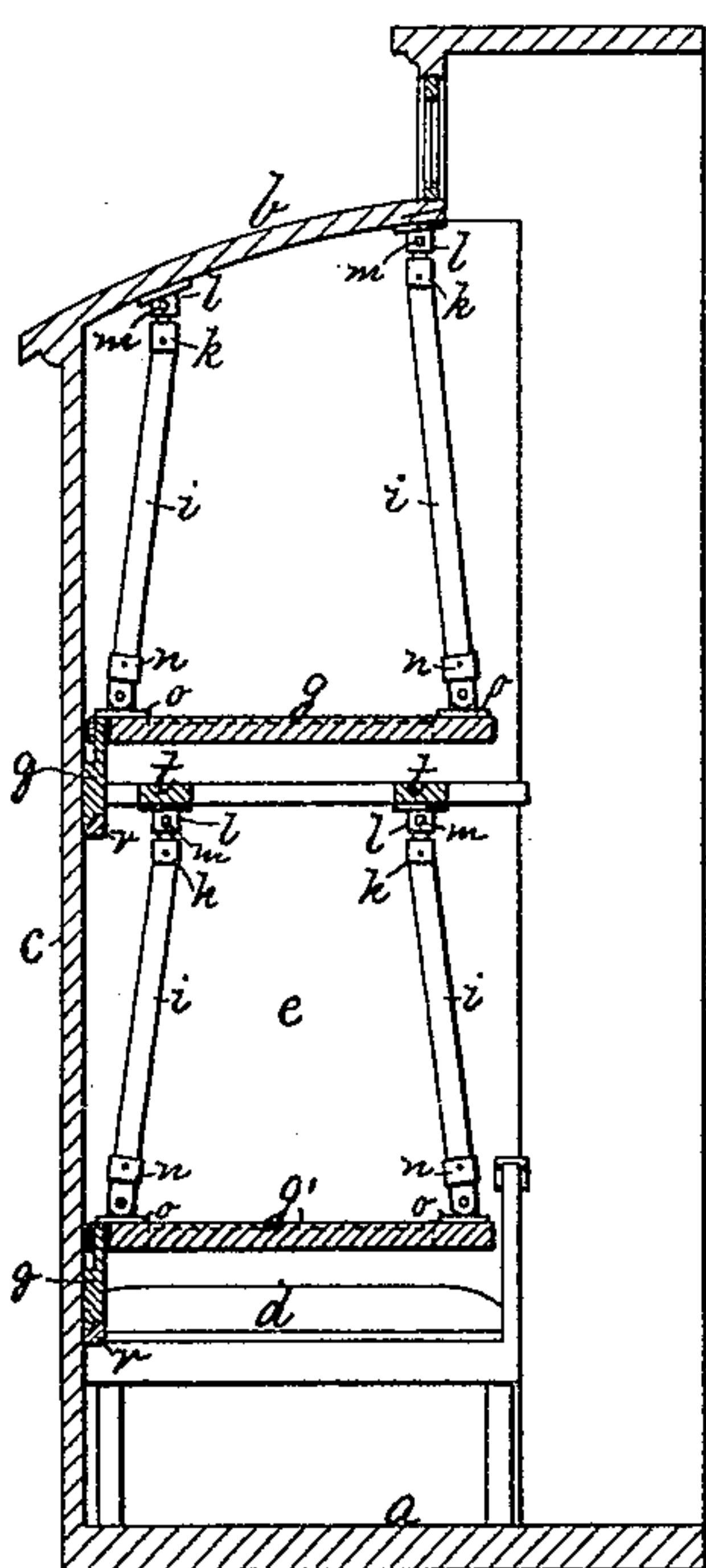


Fig. 4.

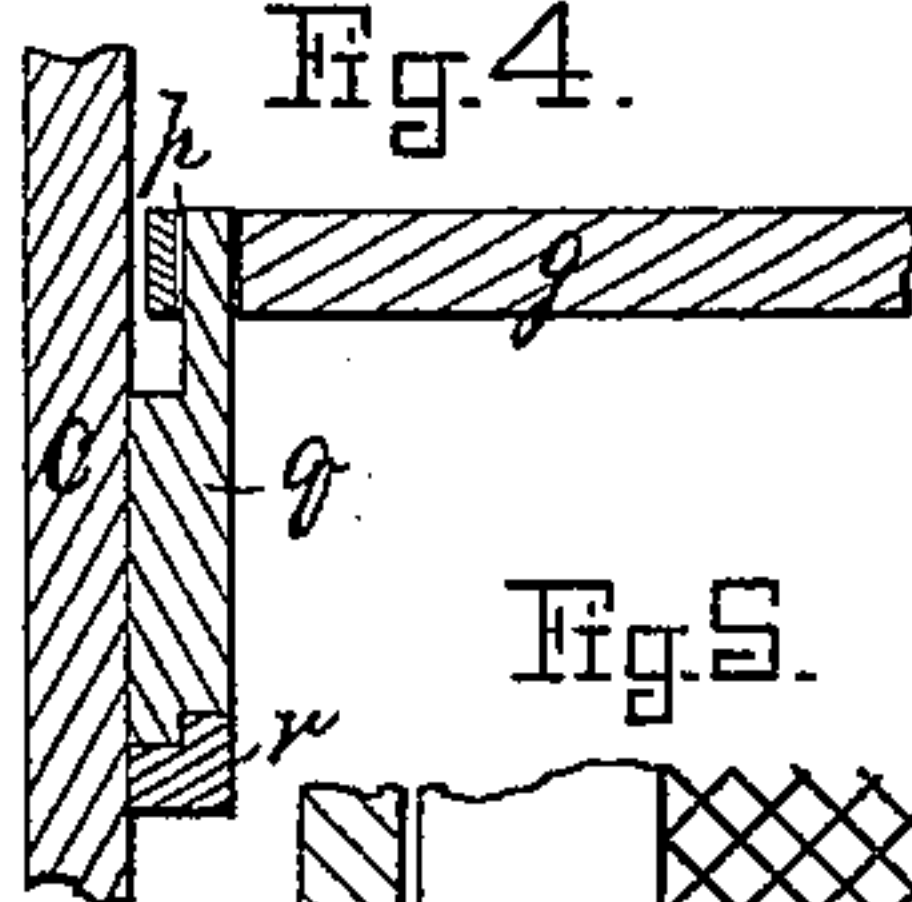


Fig. 5.

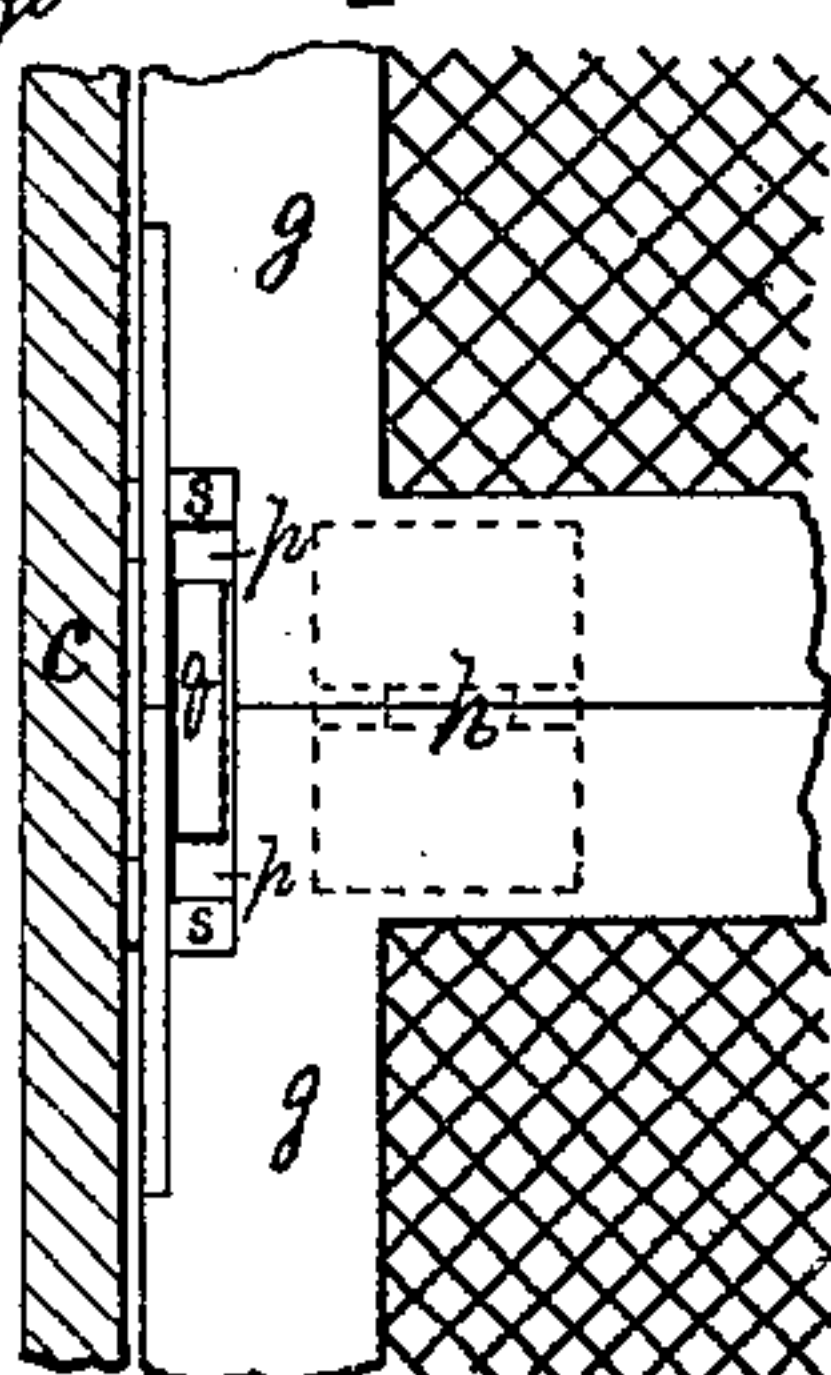


Fig. 6.

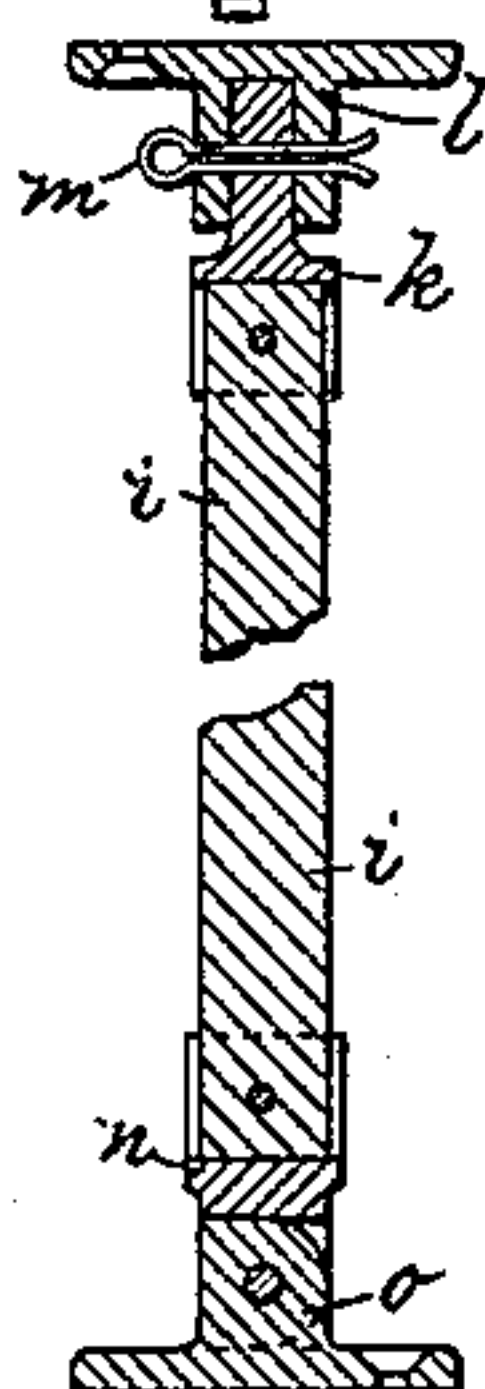
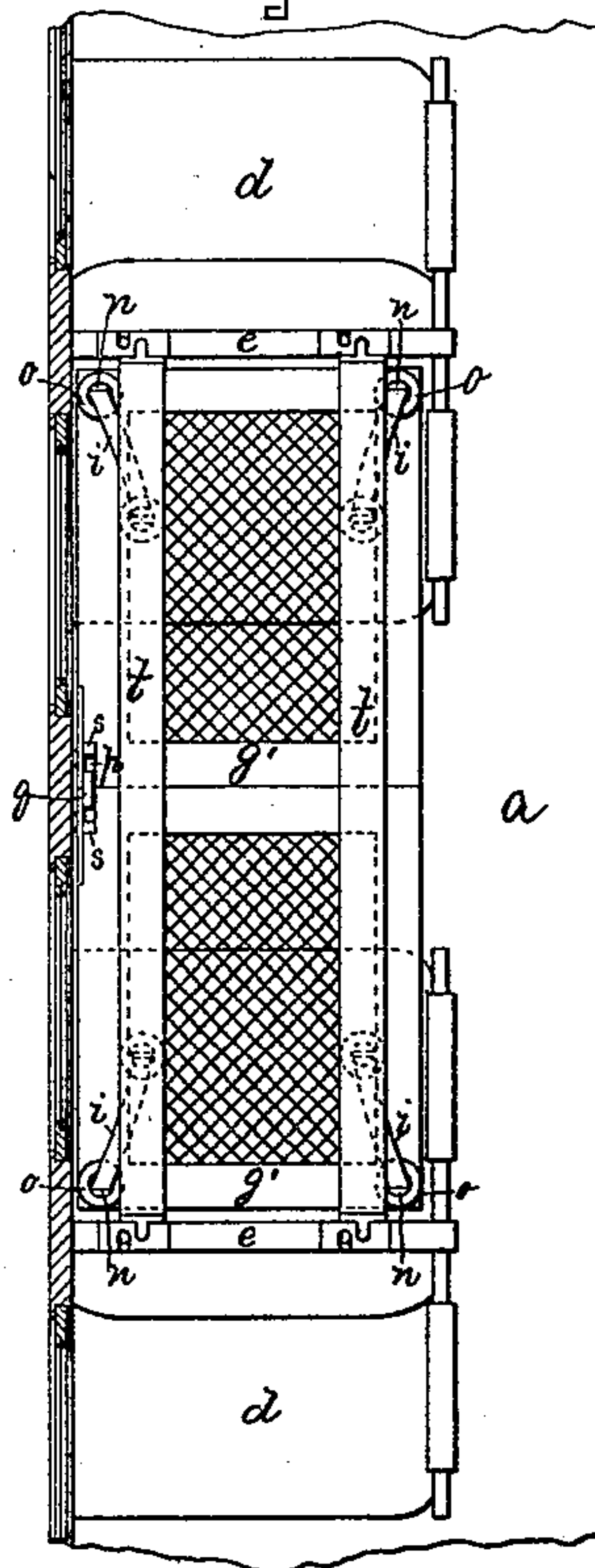


Fig. 3.



Witnesses:
Henry Chadborn.
James W. Watson.

Inventor:
Sumner Shaw.
Alban Guérin atty

UNITED STATES PATENT OFFICE.

SUMNER SHAW, OF BOSTON, MASSACHUSETTS.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 248,673, dated October 25, 1881.

Application filed July 28, 1881. (No model.)

To all whom it may concern:

Be it known that I, SUMNER SHAW, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Sleeping-Car Berths; and I do hereby declare that the same are fully described in the following specification and illustrated in the accompanying drawings.

This invention relates to improvements in sleeping-car berths, and it is carried out as follows, reference being had to the accompanying drawings, on which—

Figure 1 represents an interior view of the car and berths. Fig. 2 represents a vertical cross-section of the berths. Fig. 3 represents a plan view of the lower berth. Figs. 4 and 5 represent, in detail section and plan view, the bracket-guide for the berths attached to the inside wall of the railway-car; and Fig. 6 represents a detail sectional view of one of the springs by means of which the berths are suspended.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

a represents the floor, *b* is the roof, and *c* the side, of a railway-car, as usual.

d d are the ordinary seats, and *e e* are the stationary lower division-walls separating each compartment from those adjoining; and *f f* are the upper detachable division-walls, in the usual manner.

g g represent the upper berth, made in two parts, which are hinged together midway by means of hinges *h*, so as to enable the berth to be doubled up and to be stored away in a very small compass when not required for use. The hinges *h* are arranged on the under side of the berth *g g*, so as to keep the latter in a flat condition when in use, as shown in Fig. 1. The berth *g g* is suspended from the roof *b* by means of the half-elliptic springs *i i i i*, the upper end of each such spring being secured to a shank or stud, *k*, adapted to be inserted into a socket, *l*, which is secured to the roof of the car. The shank or stud *k* is temporarily secured to the stationary socket *l* by means of the split pin *m*, passing transversely through said shank and socket, as shown in the upper end of Fig. 6. The lower end of each spring *i* is secured to a hinge-piece, *n*, that is hinged to the piece *o*, secured to the upper side of the berth, the hinge-piece *o* being provided with a stop-pro-

jection, *o'*, as shown in Fig. 6, to prevent the springs *i* from being folded outward when detached from their upper supports. The stop *o'* also prevents a lateral motion of the berth when in use. A longitudinal motion of the berth is provided for by means of a slotted perforation, *p*, on the outside of the berth, as shown in Figs. 4 and 5, into which slotted opening projects a bracket or guide-piece, *q*, preferably made detachable from a grooved plate, *r*, secured to the inside of the car.

s s are elastic buffers located in the ends of the perforation *p*, to serve as yielding cushions against the guide-piece *q* during the longitudinal forward and back motions of the berth, caused by jar of the carriage when in motion. The bracket or guide-piece *q* and its slot *p* also serve to prevent a lateral side motion of the berth. Only one such guide-piece *q* and one slot *p* is shown for each berth; but more may be used, if so required.

The lower berth, *g' g'*, is made similar to the upper one, with this difference, that its spring-supporting sockets *l l* are secured to a pair of detachable supporting-bars, *t t*, resting on the lower division-walls, *e e*, instead of to the roof *b*, as shown in Figs. 1, 2, and 3.

Having thus fully described the nature, construction, and operation of my invention, I wish to secure by Letters Patent, and claim—

1. In a sleeping-car, the berth *g g*, suspended by the elliptical springs *i i i i*, as and for the purpose set forth.

2. The herein-described sleeping-car berth, as made in two parts, *g g*, hinged together and suspended by the elliptical springs *i i i i*, as and for the purpose set forth.

3. The herein-described sleeping-car berth *g g*, suspended by the elliptical springs *i i i i*, and provided with the perforation *p* and elastic cushions *s s*, combined with the guide-piece or bracket *q*, for the purpose set forth.

4. In combination with the sleeping-car berth *g* and its elliptic suspension-springs *i i i i*, the upper stud, *k*, adapted to be secured to the socket *l*, and the lower hinge-piece, *n*, hinged to the piece *o'*, as and for the purpose described.

In testimony whereof I have affixed my signature in presence of two witnesses.

SUMNER SHAW.

Witnesses:

WM. C. BARRETT,
CHARLES E. PALMER.