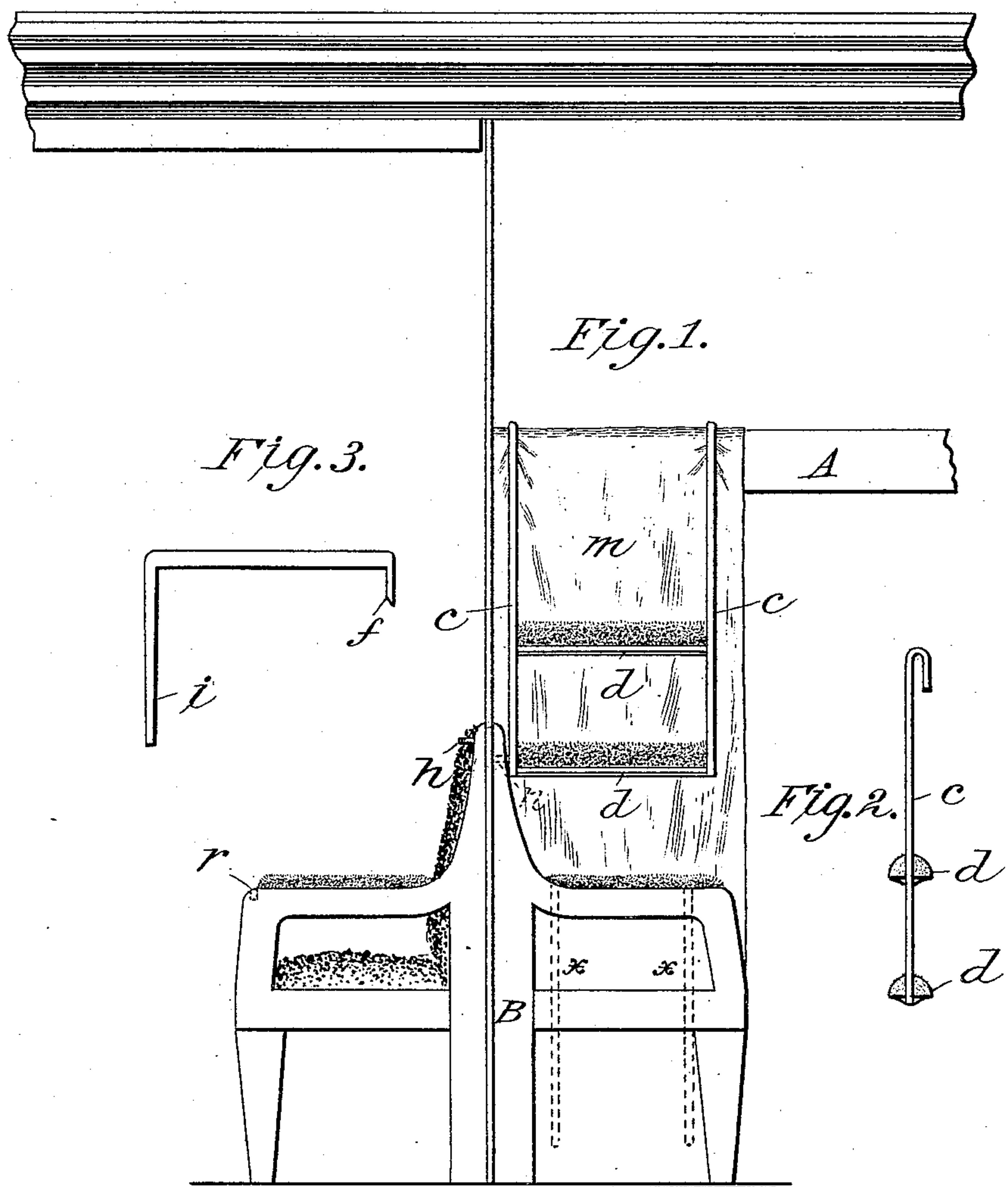


(No Model.)

J. J. GREENOUGH.
STEP FOR SLEEPING CAR BERTHS.

No. 410,793.

Patented Sept. 10, 1889.



Witnesses:

G. H. Greenough
H. E. Johnson

Inventor:

J. J. Greenough

UNITED STATES PATENT OFFICE.

JOHN J. GREENOUGH, OF BOSTON, MASSACHUSETTS.

STEP FOR SLEEPING-CAR BERTHS.

SPECIFICATION forming part of Letters Patent No. 410,793, dated September 10, 1889.

Application filed March 22, 1889. Serial No. 304,382. (No model.)

To all whom it may concern:

Be it known that I, JOHN JAMES GREENOUGH, now residing at Fort Warren, Boston, county of Suffolk, in the State of Massachusetts, have invented a new and useful Device for Entering the Upper Berths of Sleeping-Cars, &c., of which the following is a specification.

My invention is designed to obviate the inconvenience heretofore existing in entering and leaving the upper berths of sleeping-sections without obstructing the passage-way, or otherwise incommoding the passengers, by which said berths are rendered easy, safe, and convenient of access at all times and give full protection to ladies in ascending thereto. To attain this result I attach a step or steps in a firm position above the level of the arm of the seat or lower berth, which can be readily removed out of the way when not in use. This step can be attached in several ways that are in part shown in the accompanying drawings, in which—

Figure 1 is a view of the front of the berths with step attached; Fig. 2, the step detached; Fig. 3, modification of the detached step.

Like parts are designated by the same letters in all the figures.

A is the upper berth lowered into place. These parts are of any ordinary construction, B being the ends of the seat with the dividing-partition between, and need no description. To the front rail A of the upper berths two supporting-rods *c* are hooked, having one or more horizontal steps *d* affixed thereto, which may be covered with a padding, if desired. The hooks of rods *c* should fit closely to hold the step steady, as shown in Fig. 2, and the step can be further secured by a bolt, stud, or hook at *n*, projecting from its end into a recess in the dividing-partition, or the reverse. Instead of being suspended to the upper berth, as I prefer, which involves no

change in the present structures, an arm may be made as shown at Fig. 3. This has a hook *f* at one end made to fit into a staple *h* at the back of the seat, and a standard *i* at the other end that rests upon or fits in a recess in the arm of the seat at *r*. The padded arm-rest may also be made to raise on standards (shown by dotted lines *x x*, Fig. 1) that slide up and down in the stationary arm of the seat; or these standards may be hinged to the arm to swing the step out of the way, but not so conveniently.

For the purpose of shielding the passenger when ascending into or descending from the upper berth, I suspend a curtain *m* from it under the hooks of the rod *c*, which curtain extends down to the seat below, where it may be attached on the inside of the arm, and, together with the outside curtain, entirely incloses and shields the person from view.

Having thus fully described my invention, I claim—

1. In combination with an upper sleeping-berth and the arm connected with the seat below, a removable step interposed between said arm and the berth above so as to form in connection with said arm a series of steps by which to enter the upper berth, substantially as herein specified.

2. In combination with a sleeping-berth and a removable step, as described, a bolt, stud, or hook connecting the same with the dividing-partition between the sections, as described.

3. In combination with the upper sleeping-berth and step, substantially as described, the inner curtain *m*, as and for the purposes specified.

JOHN J. GREENOUGH.

Witnesses:

E. GREENOUGH,
O. M. SHAW.