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C. C. DAWSON.

SAFE FOR SLEEPING CARS.

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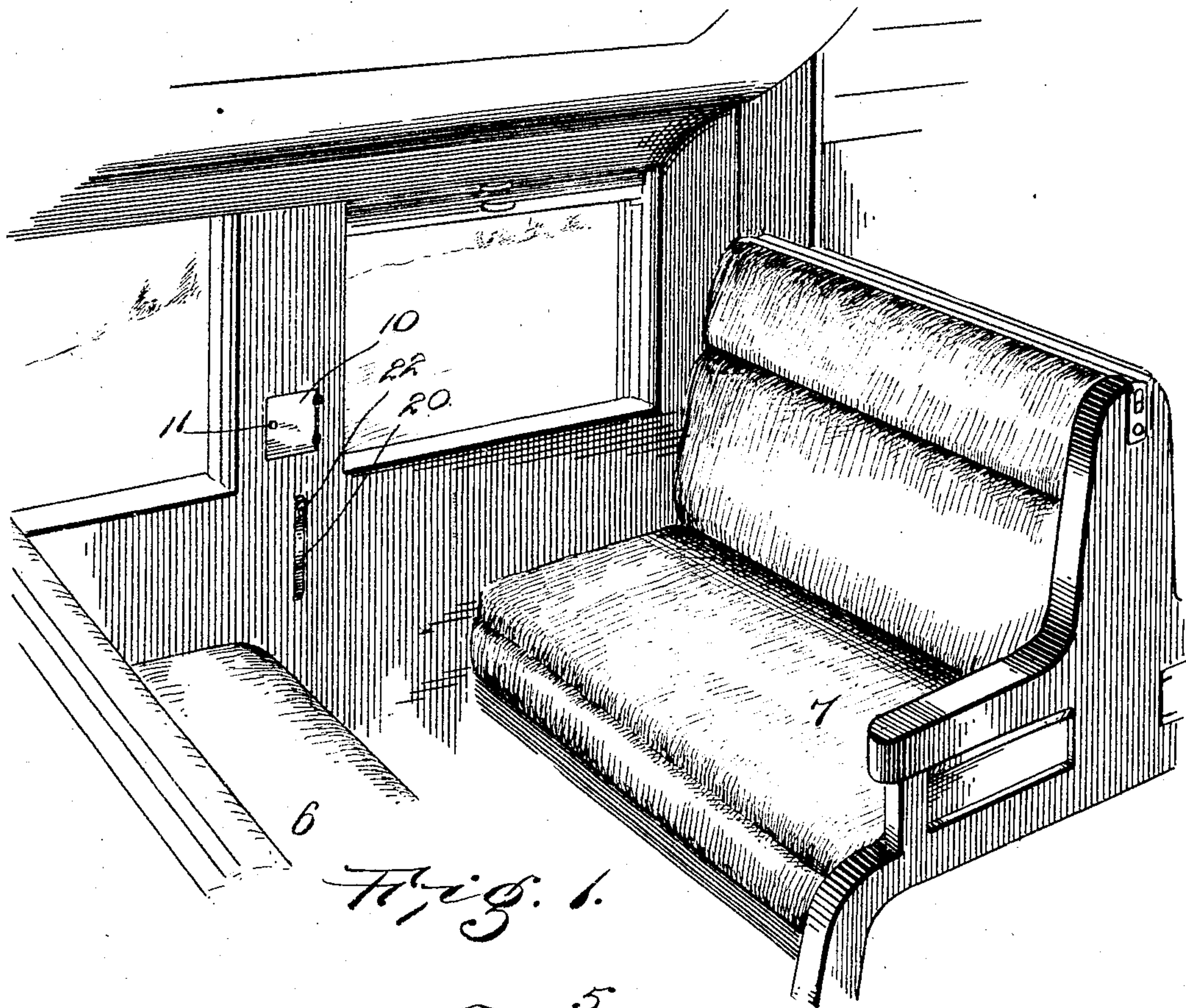


Fig. 1.

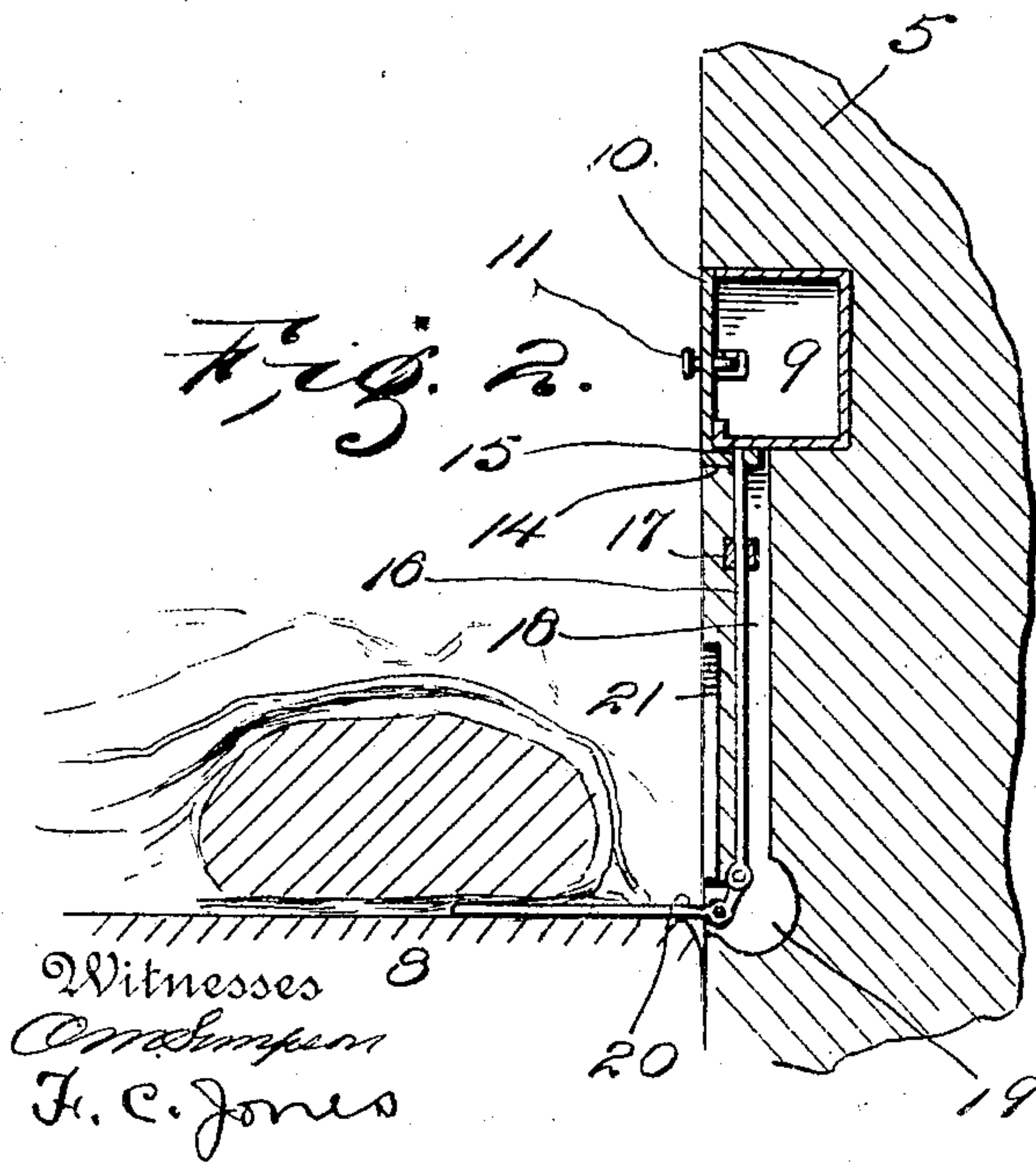


Fig. 2.

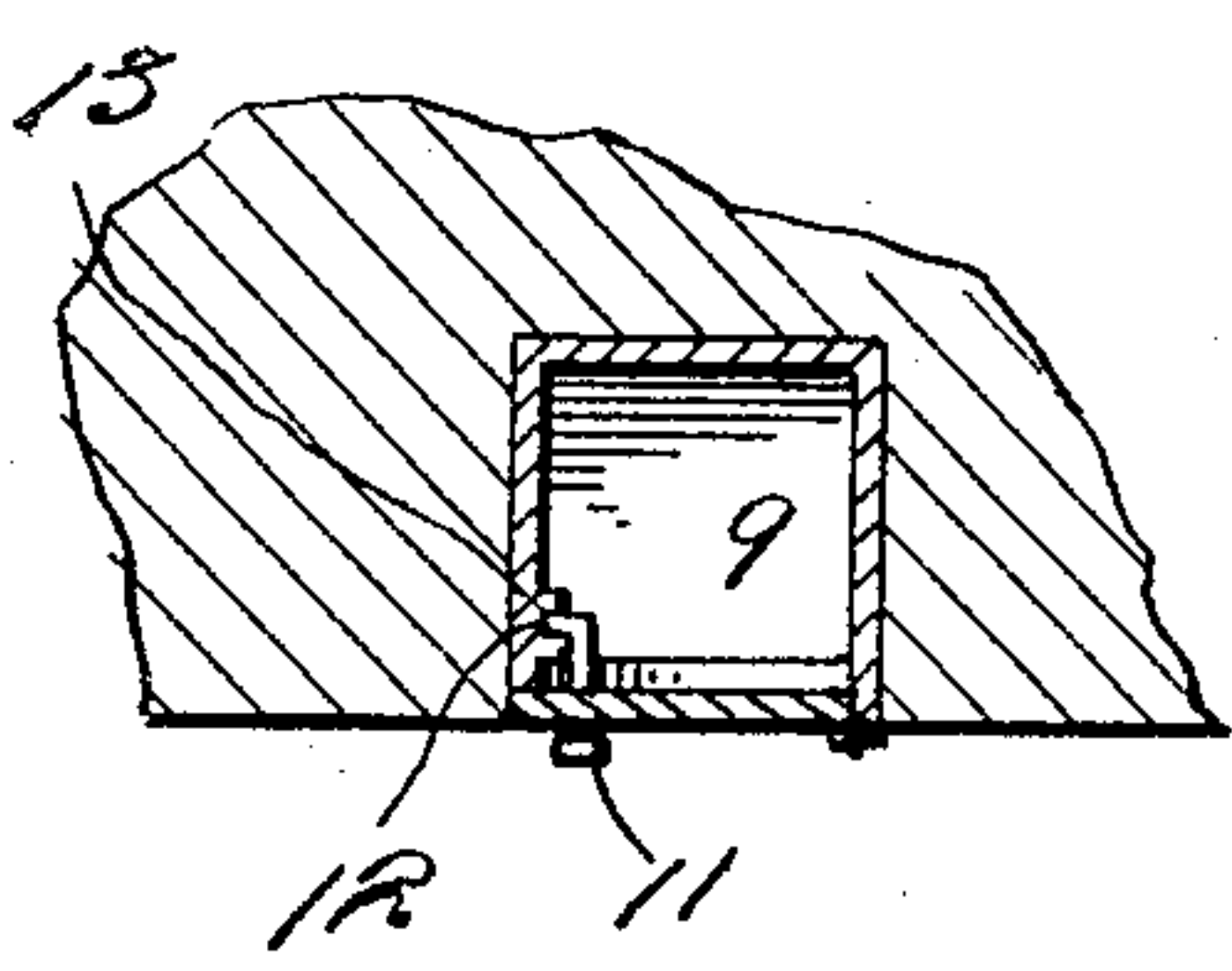


Fig. 3.

Witnesses  
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# UNITED STATES PATENT OFFICE.

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## SAFE FOR SLEEPING-CARS.

SPECIFICATION forming part of Letters Patent No. 786,270, dated April 4, 1905.

Application filed February 2, 1904. Renewed February 8, 1905. Serial No. 244,812.

*To all whom it may concern:*

Be it known that I, CHRISTOPHER COX DAWSON, a citizen of the United States, residing at Washington, in the District of Columbia, have  
5 invented certain new and useful Improvements in Safes for Sleeping-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as  
10 it appertains to make and use the same.

This invention relates to safes for sleeping-cars.

In sleeping-cars in common use there is at present no provision for safe-keeping of the  
15 passengers' valuables, so that when retiring each passenger must secrete his valuables wherever he thinks best, and with the result that they are usually placed in such places as are easily accessible to a professional thief.

20 It is the object of the present invention to provide in connection with each berth a safe or receptacle in the wall of a car, the safe having a door provided with a lock so constructed and equipped that it cannot be opened without  
25 disturbing the occupant of the berth and at the same time may be readily opened by the occupant of the berth without the use of the ordinary key, which is liable to become lost.

30 Other objects and advantages of the invention will be understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several  
35 views, Figure 1 is a perspective view showing a portion of a car equipped with a safe embodying the present invention, the parts being in a position given them when the berth is not in use. Fig. 2 is a vertical section  
40 through a portion of the wall of the car with the safe therein, the locking mechanism being shown in elevation and in active position, the actuating-lever being illustrated upon the mattress of the berth. Fig. 3 is a horizontal sec-  
45 tion through the safe.

Referring now to the drawings, there is shown a portion of a car including the side wall 5 and portions of two benches or seats 6

and 7 of usual construction, and the cushions of which are arranged in the usual well-known 50 manner for adjustment to receive a mattress 8 when the berth is in use. In the wall 5 of the car there is placed a metal box 9, forming a safe and having a hinged door 10, which when closed is flush with the inner face of the 55 wall 5, in which position it may be held by means of a pivoted latch 11, the nib 12 of which is disposed to engage a keeper 13 at the side of the safe. This latch 11 is designed to hold the door in closed position during the 60 day-time, so that free access to the safe may be had. To hold the door in closed position when the berth is occupied, a second latch mechanism or lock is employed. The door 10 is illustrated as extending slightly below 65 the bottom of the safe 9, and this lower portion is provided with a flange 14, which extends beneath the safe and is provided with a perforation 15, so that it forms a keeper. In the wall 5 is slidably mounted a bolt 16, which 70 passes through a suitable guide 17, so that when the bolt is reciprocated it will be directed into the perforation 15 when the door is closed. The bolt 16 is mounted or disposed in a passage 18 in the wall 5, and this passage 75 is enlarged at its lower end, as shown at 19, where there is pivoted an angular lever 20, one end of which is pivoted to the bolt 16, while the other end extends outwardly from the passage, so that when the bolt 16 is in en- 80 gaging position this outer end of the lever 20 will lie transversely of and upon the mattress 8. When the lever 20 is shifted to withdraw the bolt 16 from the keeper, the outer end of the lever is swung upwardly and into a recess 85 21 in the face of the wall of the car to lie flush with said face. A perforation 22 is formed in the outer end portion of the lever 20 to receive a finger when the lever is to be drawn from the recess 21. With the lever 20 in its 90 active position, as shown in 22, the occupant of the berth will lie upon the lever, as indicated in dotted lines in Fig. 2, so that he must be moved from over the lever before the latter can be shifted to withdraw the bolt and unlock the 95 safe. It will of course be understood that the



occupant of the berth could not be thus shifted without waking him, and hence the contents of the safe are protected.

It will be understood that the lever 20 may be more or less flexible, so as not to be uncomfortable to the occupant of the berth, that modifications of the specific construction shown may be made, and that any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention. It will be furthermore understood that the present invention is not limited to use in connection with a sleeping-car, as it may be employed in a ship or in a hotel in connection with a berth or bed or any other place of temporary sojourn, it being understood that from the standpoint of the present invention the "berth" and "bed" are synonymous terms.

It will be noted that with the present invention the occupant of the berth may be entirely passive and still prevent operation of the locking mechanism to unlock a safe, this being distinguished from a structure wherein the occupant of the berth would be required to actively interfere by accident or designedly with the opening of the safe in the same manner that he might interfere with the opening of an ordinary door.

What is claimed is—

1. A sleeping-car or similar structure hav-

ing a safe located convenient to a berth and a lock for the safe comprising a member disposed to lie when active in such position that its movement to inactive position will be prevented by a passive occupant of the berth. 35

2. A sleeping-car or similar structure having a safe located convenient to a berth and a lock for the safe comprising a lever disposed to lie when active, over the berth in such position that its movement to inactive position will be obstructed by an occupant of the berth. 40

3. A sleeping-car or similar structure having a safe located convenient to a berth or bed and a lock for the safe comprising a pivoted lever disposed to lie when active, in such position that its movement to inactive position will be obstructed by an occupant of the berth or bed. 45

4. A sleeping-car or similar structure having a safe located convenient to a berth or bed and a lock for the safe comprising a pivoted lever disposed to lie when active, over the berth or bed in such position that its movement to inactive position will be obstructed by an occupant of the berth or bed. 55

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

CHRIS. COX DAWSON.

Witnesses:

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