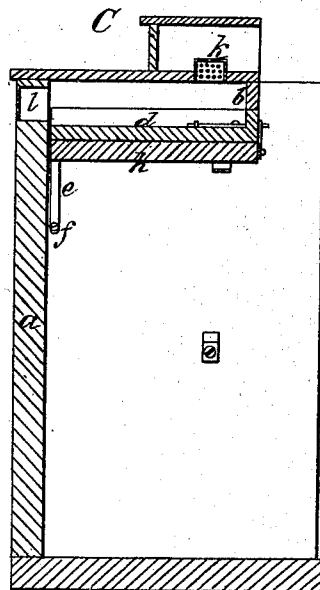
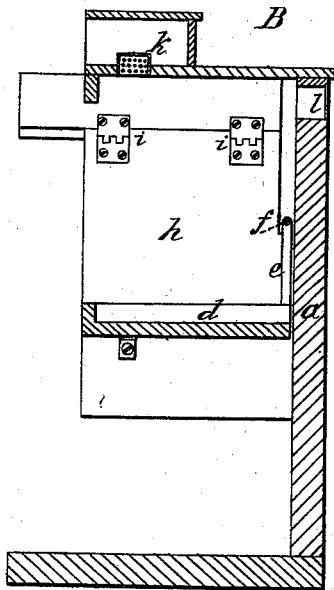
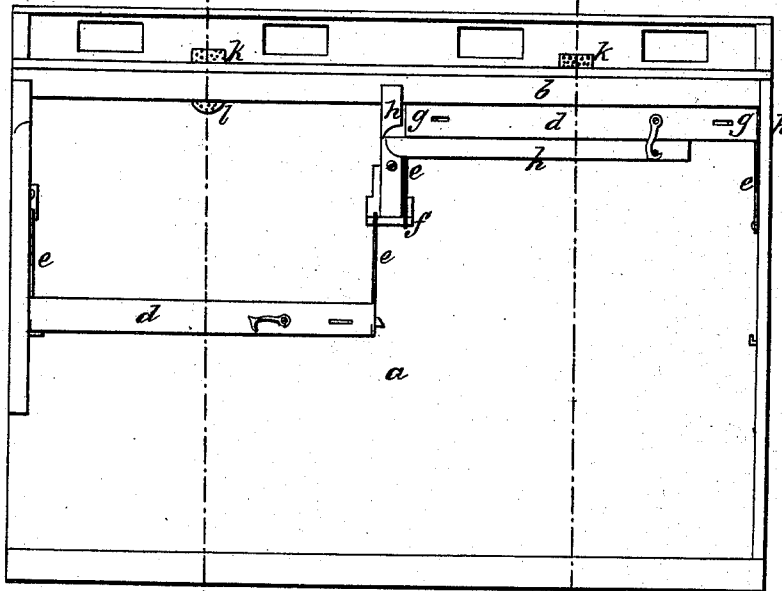


G. W. Hunt.
Seat & Couch.

Nº 77,883.

Patented May 12, 1868.
A



Witnesses.

W. W. Frothingham.
J. B. Kidder.

Inventor.

Geo W. Hunt.
by his Attys
Crosby Halsted Gould.

United States Patent Office.

GEORGE W. HUNT, OF HOPKINTON, MASSACHUSETTS.

Letters Patent No. 77,883, dated May 12, 1868.

IMPROVED SLEEPING-CAR.

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, GEORGE W. HUNT, of Hopkinton, in the county of Middlesex, and State of Massachusetts, have invented an Improvement in Sleeping-Cars; and I do hereby declare that the following, taken in connection with the drawings which accompany and form part of this specification, is a description of my invention sufficient to enable those skilled in the art to practise it.

United States Letters Patent, No. 72,045, were granted to me, December 10, 1867, for certain improvements in railway sleeping-cars.

My present invention relates to the construction and arrangement of swinging leaves or shelves for forming upper berths in cars, such leaves or shelves folding against the roof of the car, and being designed particularly for use in connection with sleeping-cars having seats, which are convertible into berths, substantially as shown in said patent, No. 72,045, though the improvement is applicable to other sleeping-car constructions.

My invention consists in the employment of berths, or bed-bottoms, or shelves, each hung at its opposite ends, and near its rear side, upon two long swinging links, the opposite ends of which links are hung at or near the side of the car, the length and disposition of these links being such that, when thrown down, the berth-bottom is brought into horizontal position at a distance from the top of the car, at which it is desirable to form the berth, (the rear side of the berth being sustained in position by the links, and the front side by suitable catches,) while, when thrown up, they bring the berth-bottom up against the car-roof, holding its rear side up thereto, while its front side is locked against the roof by suitable bolts or other devices.

The improvement further consists in combining with a berth-bottom, so arranged, swinging partition-leaves, each of which is hung by hinges at or near the roof, and crosswise of the car, so as to fold up under and against the berth-bottom, when the latter is folded against the roof, swinging down, (when the berths are to be made,) and forming the vertical partition between two adjacent berths, and serving as a support for the front side of the berth.

The drawing represents a portion of the interior and upper part of a car embodying my invention.

A shows two adjacent upper berths or berth-leaves, one berth being represented as formed, (so far as relates to the disposition of the frame thereof,) while the leaves or framework of the other berth are shown as folded against the car-roof.

B shows a vertical cross-section of the berth.

C is a cross-section, showing the berth-frame folded against the car-roof.

a denotes the side of the car; *b*, the roof. *d* is the folding leaf, shelf, or frame-piece, constituting the bed-bottom, it being made of a length and width suitable for this purpose. At or near its rear edge or side this piece, *d*, is jointed (at its opposite ends) to two links, *e*, the opposite end of each of which is hung to a stationary joint-pin, *f*, at the side of the car. The links swing loosely, both on the stationary joint-pins, and on the pins jointing them to the berth-piece. The joint-pins *f* are placed midway between the top of the car and the plane the berth is to occupy when "made up," and by bringing the piece *d* forward, and swinging the links over from a vertical position below the pins *f*, to a vertical position above the same, the leaf is readily carried, from its position shown at one end of the view A, to a position against the roof, as shown at the opposite end of such view.

When the leaf is thrown up against the roof, the links *e* support its rear side, and at its front side it is locked against the roof by bolts *g* shooting into mortises in cross-pieces *h*, or by other suitable fastening-devices.

Each leaf, *d*, may be made with a recess, or in box-form, as shown at C, to hold the berth-mattress.

h denotes a swinging leaf, hinged at top across the car, as shown at *i*, these hinges permitting the leaf to swing down into vertical position, as seen at A and B, to form a partition between two berths, or to beswung up under and against the piece *d*, (when the latter is folded and locked against the car-roof,) as shown at C, and at one end of A, the end opposite to the hinge being locked against the leaf *d* by hooks or other suitable devices.

When the leaf *h* is swung down, it answers both as a partition and as a support to the front side of the piece *d*.

This arrangement of the upper-berth apparatus secures ample head-room for a day-car, and by making the

piece *d* in box-form, the mattress and bedding are easily disposed of when the apparatus is folded at the top of the car, and by placing ventilation-tubes, *k* *l*, in the top and side of the car, the berth is ventilated by night, and the bedding is aired by day.

I claim the berth-leaf or shelf *d*, when hung by links *f*, in such manner that it may be swung up and locked against the roof, or swung down and locked in position to form the berth, substantially as shown and described.

I also claim, in combination with such swinging shelf *d*, the folding partition-piece *h*, hinged crosswise at the top of the car, and folding up and locking against the bottom of the shelf *d*, or swinging down to form a partition or a support for the front of the shelf *d*, substantially as described.

GEORGE W. HUNT.

Witnesses:

J. B. CROSBY,
FRANCIS GOULD.