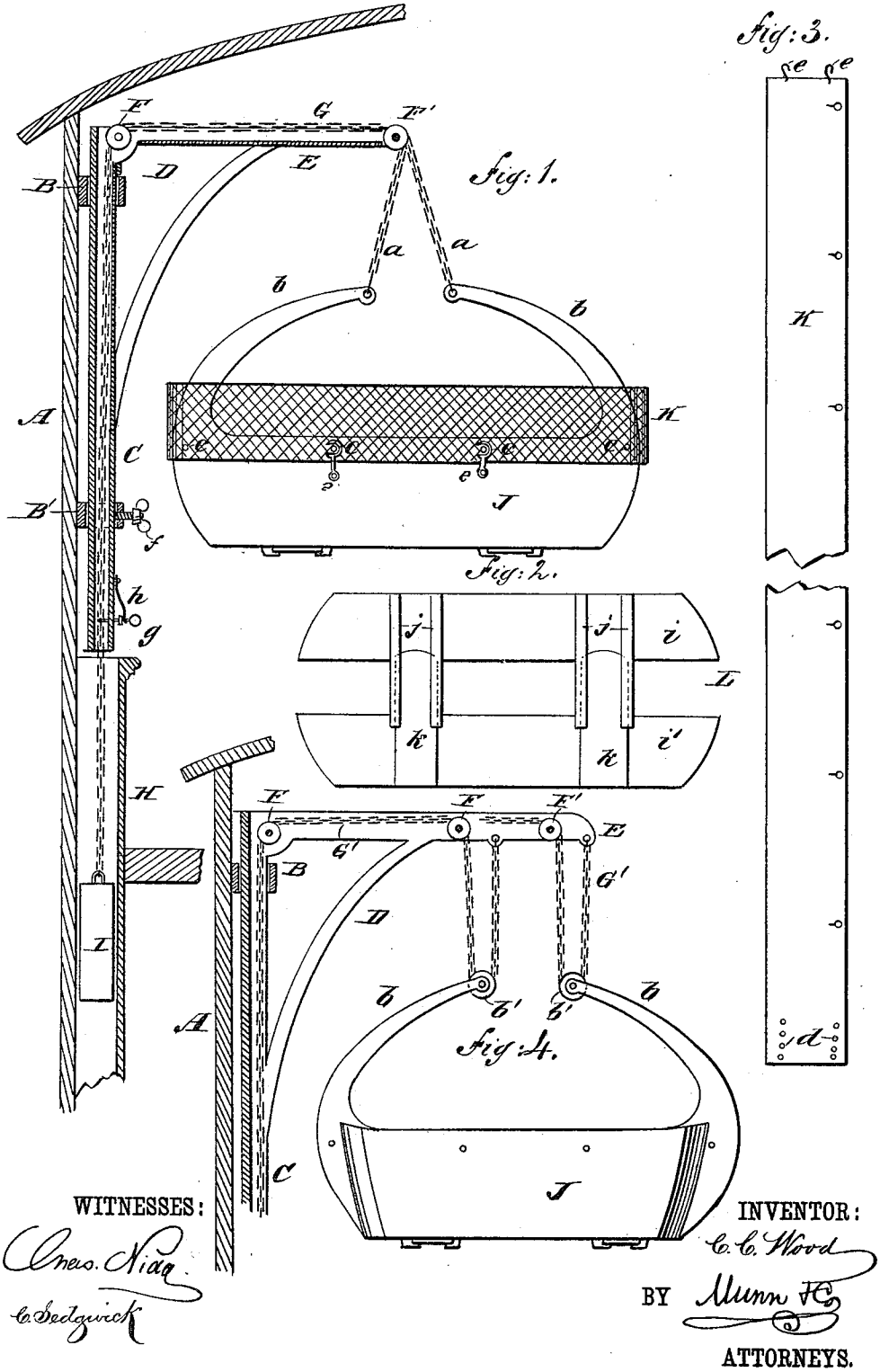
(No Model.) 2 Sheets—Sheet 1.

C. C. WOOD.

BUNK FOR RAILWAY CARS.

No. 362,692. Patented May 10, 1887.



WITNESSES:

Chas. Nida.

C. Sedgwick

INVENTOR:

C. C. Wood

BY Munn & Co

ATTORNEYS.

N. PETERS. Photo-Lithographer, Washington, D. C.

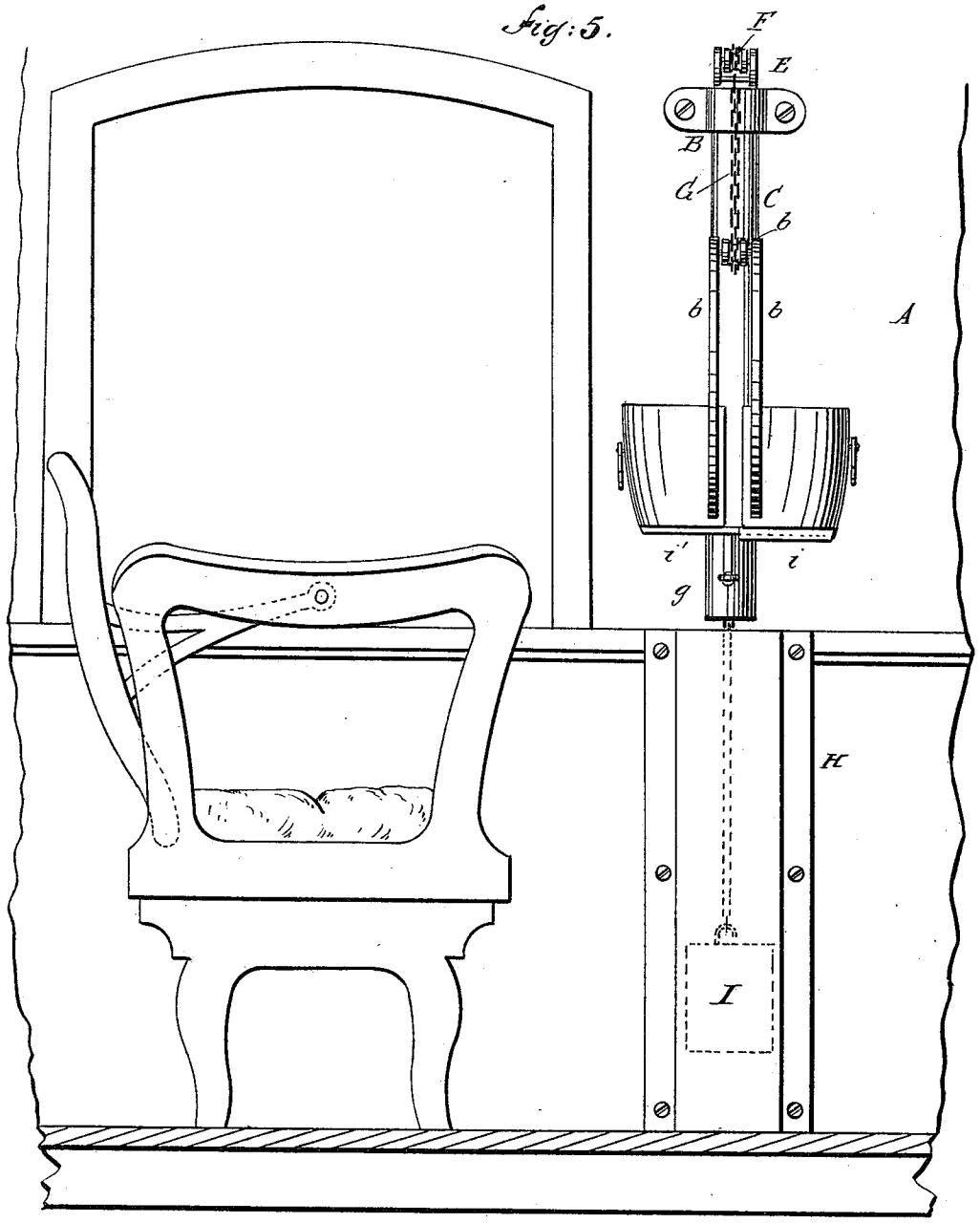
(No Model.) 2 Sheets—Sheet 2.

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Fig: 5.



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UNITED STATES PATENT OFFICE.

CORNELIA C. WOOD, OF SIBLEY, IOWA.

BUNK FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 362,692, dated May 10, 1887.

Application filed October 12, 1886. Serial No. 216,029. (No model.)

To all whom it may concern:

Be it known that I, CORNELIA C. WOOD, of Sibley, in the county of Osceola and State of Iowa, have invented a new and Improved Bunk for Railway-Cars, of which the following is a specification, reference being had to the annexed drawings, forming a part thereof, in which—

Figure 1 is a side elevation, partly in section, of my improved bunk. Fig. 2 is an inverted plan view of the bunk. Fig. 3 is a side elevation of the side extension. Fig. 4 is a side elevation, partly in section, showing a modified form of suspension of the bunk; and Fig. 5 is an end elevation of the bunk.

Similar letters of reference indicate corresponding parts in the different figures of the drawings.

The object of my invention is to provide a bunk for attachment to passenger railway-cars for the use of children while traveling.

My invention consists in a crane having a hollow vertical post journaled in bearings attached to the side of the car, and carrying two sheaves, and in the combination therewith of a bunk provided with one or more chains extending over pulleys and a weight connected with one end of the chain for counterbalancing the bunk; also, in the combination, with the standard of the crane, of a binding-screw for clamping it in any desired position and a catch for engaging the chain.

My invention further consists in an extension for the bunk, formed of a strip of wire-cloth arranged to be hooked on the sides and ends of the bunk, all as hereinafter more fully described.

To the side of the car A are attached bearings B B′ for the hollow standard C of the crane D. The horizontal arm E of the crane is provided with two rubber-lined sheaves, F F′, over which extends a chain, G, which passes down through the hollow standard C into a casing, H, below the standard, and is attached to a counterbalance-weight, I, contained by the casing. To the end of the chain G are secured two short chains, *a*, which are connected with arms *b*, projecting upward from the ends of the bunk J.

The bunk J is formed of two similar halves, each provided at opposite ends with arms *b*, which curve upwardly and over toward the middle of the bunk. The halves *i i′* of the bottom of the bunk are connected by grooved pieces *j*, attached to the part *i*, and the tongue *k*, secured to the part *i′* and adapted to slide in the grooves of the strips *j*. This arrangement permits of sliding the two halves of the bunk toward each other when not in use, so that it will occupy less space. When thus contracted, it may be used as a receptacle for small articles of luggage. The sides and ends of the bunk are provided with studs *c*, for receiving the wire-cloth extension K, which reaches around the sides and ends of the bunk, forming an upward extension which increases its depth. The wire-cloth extension K is received on studs *c*, projecting from the body of the bunk, and is held in place by hooks *e*, which swing over the side of the wire-cloth extension and engage the said studs.

The lower bearing, B, of the standard C is provided with a thumb-screw, *f*, for clamping the standard C in any desired position. A bolt, *g*, is inserted in a hole in the standard C near its lower end, and is pressed by a spring, *h*, which tends to force it into the standard and hold it in engagement with one of the links of the chain G.

In Fig. 4 is shown a modification in which two chains, G′, are employed for suspending the bunk J, and the arms *b* are provided with sheaves *b′* for receiving the chains G′. In this case the horizontal arm E of the crane D is provided with one wide sheave, F′, or with two sheaves for receiving the two chains G′. The crane D and bunk J are arranged to fold snugly against the side of the car when not in use.

My improved crib or bunk may be used by day or night, and will greatly relieve mothers in the care of small children while traveling, besides adding to the comfort of the children. It answers as a perfect substitute for a cradle, and will, by the swinging motion imparted to it by the cars, tend to induce quiet and sleep. When not employed as a crib or bunk for a child, it will occupy the place of the usual baggage-rack.

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

1. The combination, with a railroad-car, of a crane journaled in bearings attached to the

side of the car and an expansible bunk suspended from the same, substantially as herein shown and described.

2. The combination, with a railroad-car, of a crane having a hollow vertical post and journaled in bearings attached to the side of the car, sheaves journaled in the horizontal arm of the crane, a bunk, a chain connected to the bunk, passed over the sheaves and down through the hollow post, and provided with a weight at its lower end, substantially as herein shown and described.

3. In a bunk for railway-cars, the combination of a crane having a hollow vertical post and provided with sheaves on its horizontal arm, a bunk, a chain connected to the bunk and passed over the sheaves and down through the hollow post, and provided with a weight at its free end, substantially as herein shown and described.

4. In a bunk for railway-cars, the combination, with a crane having a hollow post, a bunk, and a chain connected to the bunk, passed down through the hollow post, and provided with a weight on its free end, of a bolt passing through the hollow post and engaging a link of the chain, substantially as herein shown and described.

5. A swinging bunk for railway-cars, consisting of two sections adjustably connected together, substantially as herein shown and described.

6. A swinging bunk for railway-cars, consisting of the sections *i i'*, the section *i* provided with the grooved pieces *j* and the section *i'* with the tongues *k*, substantially as described, whereby the bunk can be contracted or expanded, as and for the purpose set forth.

7. The combination, with the bunk J, provided with hooks *e* and studs *c*, of the extension K, adapted to surround the bunk and receive the studs *c*, substantially as described.

CORNELIA C. WOOD.

Witnesses:
Mrs. C. I. HILL,
DAVID B. WOOD.