(No Model.)

S. M. CHARLES.

SLEEPING CAR.

No. 468,493. Patented Feb. 9, 1892.

Fig. 1.

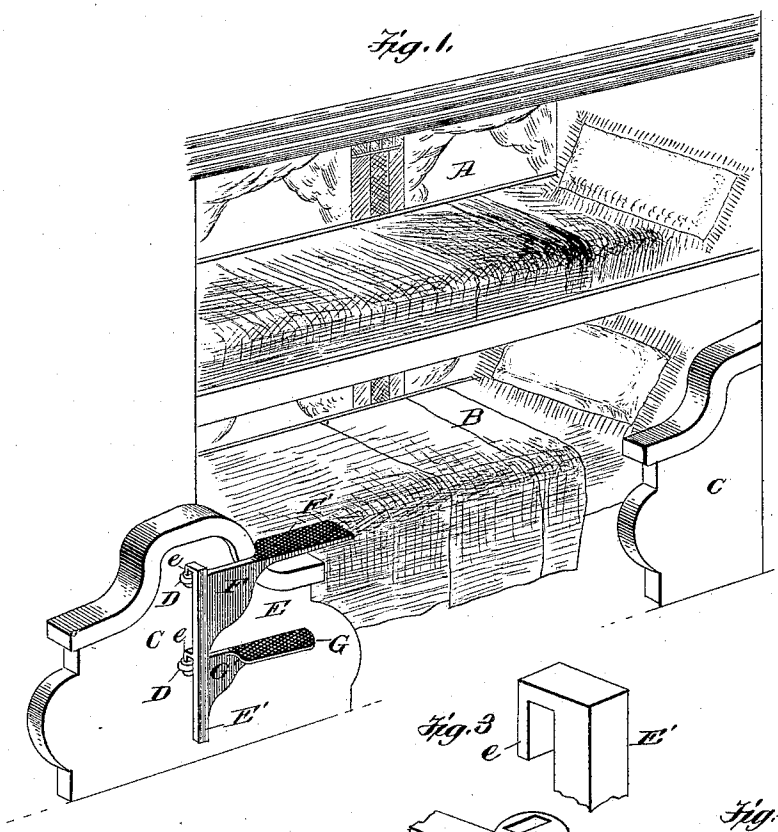


Fig. 3

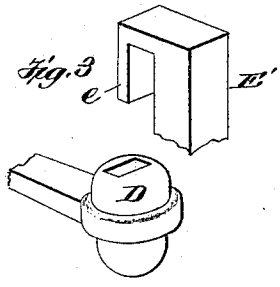


Fig. 2

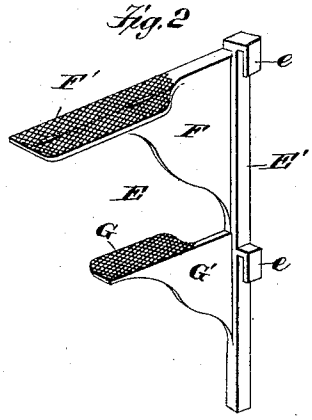
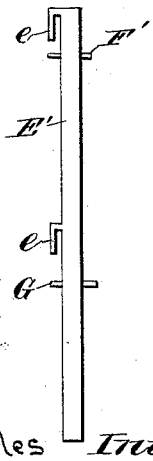


Fig. 4.



Witnesses:
F. P. Cornwall
A. W. Slater

Samuel M. Charles Inventor,
by
Crosby & Dorian
his attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

SAMUEL M. CHARLES, OF TOPEKA, KANSAS.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 468,493, dated February 9, 1892.

Application filed October 19, 1891. Serial No. 409,204. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. CHARLES, a citizen of the United States, residing at Topeka, in the county of Shawnee and State of Kansas, have invented certain new and useful Improvements in Sleeping-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in sleeping-cars; and it consists in the construction and arrangement of parts hereinafter described, and definitely pointed out in the claims.

The object of my invention is to provide an attachment for sleeping-cars designed to assist the occupant of the upper berth in reaching and leaving the same, and also to form a base or platform on which the occupant of the upper berth may stand while removing or replacing their apparel, and, further, to so construct the attachment that it may be quickly applied to the furniture of the car and removed therefrom with but little trouble. I attain this object by the construction illustrated in the accompanying drawings, wherein like letters of reference indicate corresponding parts in the several views, and in which—

Figure 1 is a perspective view of a portion of the interior of a sleeping-car showing my attachment applied thereto. Fig. 2 is a detail perspective view of a platform bracket. Fig. 3 is a detail view of the socket and hook, and Fig. 4 is an end elevation of a bracket.

A is the upper berth; B, the lower berth, and C the end of the seat. On the end of the seat is secured two or more fanciful sockets D, having a squared opening therein. These sockets are arranged permanently in the end of the seat and one directly above the other.

E is a bracket, having a base-bar E′ constructed with rectangular hooks *e*, engaging in the squared openings of the sockets when the device is applied. The end of the bar E is extended down and rests on the floor of the car when the same is in proper position for use. On the bar E near its upper end is a bracket F, extending out therefrom for a considerable distance, so that the outer end thereof will approximate a position midway between the center and end of the berth. On the upper outer edge of the bracket F is secured a platform F′, which extends slightly beyond the end of the bracket in one direction and laterally inward beyond the sides. This platform is of sufficient width to accommodate the feet and allow a limited movement of the same thereon, the position of the platform being midway between the lower and upper berth, at a point from the upper berth, substantially equal to the distance between the lower berth and the floor.

As shown in Fig. 4, the platform F′ is made in two parts, divided longitudinally and hinged together, so that the inner projecting portion may be folded over the other portion.

Below the bracket F and midway between the platform and floor is a step G, secured on a bracket G′, extending out from and supported by the bar E′. This step is arranged so that the passenger can mount the same with ease and from thence step onto the platform, it being arranged on a plane directly below the inner end of the platform. The step may also be divided, if desired, in a manner similar to that of the platform.

By the above construction it will be seen that I provide a very convenient device to be used by the passenger in reaching the upper berth, and also a platform upon which they may stand. When it is desired to remove the bracket, it is only necessary to raise the same, releasing the hooks from the sockets, and by folding the platform the entire device may be stored with the bedding in the upper berth. By the squared hooks and sockets the bracket is prevented from swinging out. It will also be seen that a single bracket may be used for two berths, in which instance it is removed from the sockets and turned in the opposite direction and again placed in the sockets.

I am aware that many minor changes in the construction and arrangement of the parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

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

1. In a sleeping-car, the combination, with the seat, of a removable bracket secured there-

to, consisting of a base and two bracket-arms of unequal lengths, a step on the lower arm, and an extended platform on the upper arm arranged beyond the step, substantially as described.

2. In a sleeping-car, the combination, with the end of the seat, of a bracket removably secured thereto, consisting of two outwardly-extending arms, one arranged above the other, a platform on the upper arm, and a step on the lower arm, substantially as described.

3. In a sleeping-car, the combination, with a seat, of a bracket secured to the center of the end thereof, a platform on the upper outer end of the bracket, arranged to project beyond the seat, and a step below the platform, substantially as described.

4. In a sleeping-car, the combination, with the end of the seat, of sockets therein having angular apertures, a bracket having angular hooks adapted to fit into said sockets, a platform on the upper outer end of the bracket, and a step on the bracket below the platform, substantially as described.

5. In a platform-bracket, the combination, with a supporting-base and means for adjustably uniting the bracket and base, of a platform on the upper outer end of the bracket and a step below the inner end of the platform and secured to the bracket, substantially as described.

6. In a bracket, the combination, with the support and means for uniting the bracket to the support, of a platform on the upper outer end of the bracket and projecting beyond the sides thereof and a step on the bracket below the platform, substantially as described.

7. In a bracket, the combination, with a stationary support and means for adjustably connecting the bracket with the support, of a divided platform on the upper outer end of the bracket and a step on the bracket below the platform, substantially as described.

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

SAMUEL M. CHARLES.

Witnesses:
W. F. EVANS,
A. A. GRAHAM.