W. A. COOPER.

BERTH ATTACHMENT.

APPLICATION FILED JUNE 18, 1915.

1,198,009. Patented Sept. 12, 1916.

Fig. 1.

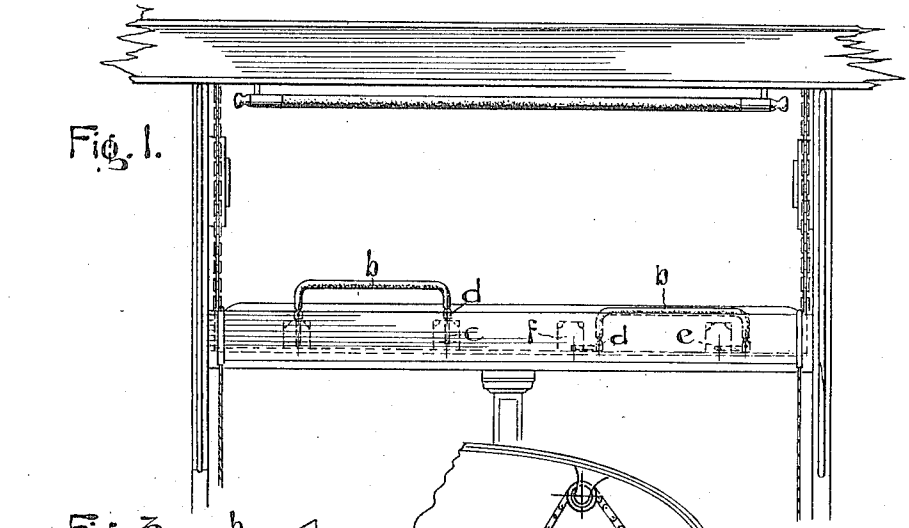


Fig. 3.

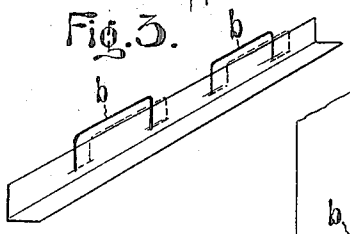


Fig. 2.

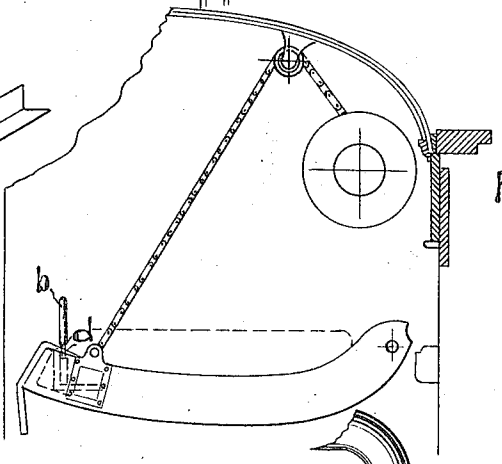
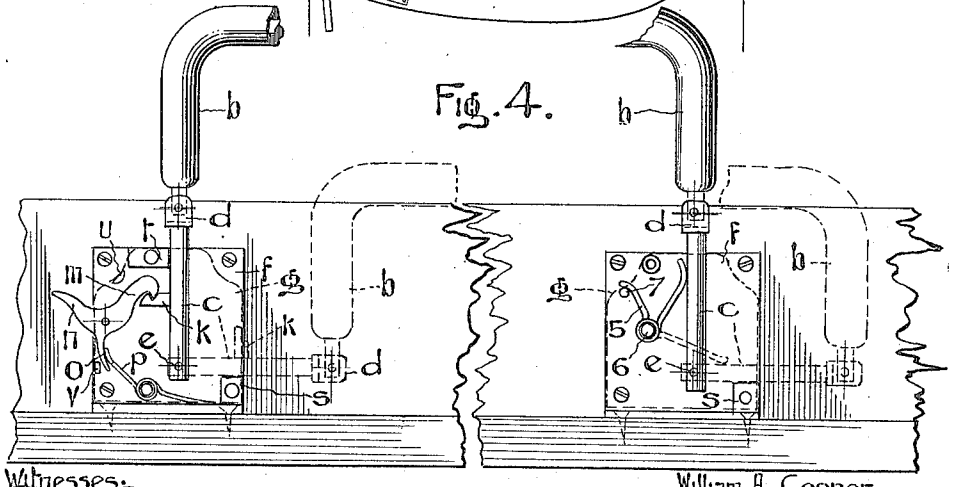


Fig. 4.



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

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BERTH ATTACHMENT.

1,198,009. Specification of Letters Patent. Patented Sept. 12, 1916.

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To all whom it may concern:

Be it known that I, WILLIAM A. COOPER, a subject of the King of Great Britain, residing in the city of Montreal, Province of Quebec, Dominion of Canada, have invented certain new and useful Improvements in Berth Attachments; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates particularly to the upper berths of sleeping cars, steamboats and the like and has for its object to provide means for preventing the occupants from accidentally falling out.

The invention may be said briefly to consist of an attachment extending the full length of the berth and having a pair of guards located one near each end thereof, such guards being adapted to extend sufficiently above the level of the mattress to prevent the occupant from rolling out while asleep, and to be depressed to permit the occupant to descend, means being provided to lock each guard in its elevated position and yieldingly retain it when depressed.

For full comprehension, however, reference must be had to the accompanying drawing, in which similar reference characters indicate the same part and wherein:

Figure 1 is a side elevation of an upper berth equipped with my invention. One of the devices is shown elevated and the other depressed. Fig. 2 is a transverse vertical sectional view thereof. Fig. 3 is a diagrammatical perspective view of my improved attachment illustrating the guards in elevated position; and Fig. 4 is a fragmentary side elevation of my improved attachment illustrating particularly the means for retaining the guards in elevated and depressed positions.

My improved device may be applied to the berths of railway cars and steamships and the like, without in anyway altering the construction of the berth and it comprises a guard *b* preferably in the form of a bar covered with plush or other cushioning material and having its ends bent down and pivoted to a pair of oscillatory devices adapted when released to automatically depress the guards and when these guards are returned to their raised positions to rigidly retain them against being accidentally depressed. These oscillatory devices consist of bolts *c* having forked heads *d*. The downwardly turned ends of the guards are pivotedly connected in the forked heads of these bolts which are pivoted at their lower ends on pins *e* each mounted at one end in a frame plate *f* and braced at their outer ends in cover plates *g*. The bolt at one end of each device has a latching finger *k* rigidly secured thereon and adapted to be engaged and retained by a latch *m* having a finger piece *n* projecting through one side of the case and a tail *o* upon which a coiled spring *p* bears and keeps the latch yielding in position to engage the latching finger. A pair of stops for limiting the depression and upper throw of the bolt is constituted by blocks *s* and *t*, and the movement of the latch is limited when depressed to release the latching finger by a stop *u* and its return movement under the influence of the spring is limited by a stop, *v*.

The bolt *c* at the opposite end of each device is acted upon by a coiled spring 5 of sufficient tensional strength to oscillate the bolts and depress the guard when released; these springs being each carried by a rigid pin 6 and having one end bearing upon a second pin 7 and its opposite end engaging the bolt.

When in use the guard may be raised to effective position by the simple operation on the part of the porter or other attendant or the occupant of the berth, by simply lifting the same, the bolts swinging on their pivots until engaged and retained by the latches, their movement being limited at the same time by the stops. When the occupant wishes to descend from the berth, either or both guards may be released by operating the latch or latches, after which the guards may be depressed, their downward movement being limited by the stops for the purpose.

The construction above described provides a pair of guards adapted to prevent the occupant of the berth from accidentally rolling out and such guards may be readily operated to protect the occupant while asleep and permit him to descend when he desires.

The guards are preferably mounted upon the vertical side of an angular member 10 extending the full length of the berth and consisting of a pair of boards fastened rigidly together at their edges. This member is located within the berth proper, in close proximity to the front side and may be readily removed from one berth to another. There are preferably two guards to each

berth and they are spaced far enough apart to permit a passenger to descend, the guards serving as handles assisting the passenger in the descent.

What I claim is as follows:

1. An attachment for a berth comprising a displaceable guard, means for yieldingly retaining the same in its lowermost position, and means for rigidly retaining same in its elevated position.

2. An attachment for a berth consisting of a guard comprising a main member, a pair of oscillatory bolts pivoted to the ends of the main member; means yieldingly retaining one of the bolts, and through it the guard in its lowermost position; and means for locking the other bolt, and through it the guard in its raised position.

3. An attachment for a berth comprising a guard consisting of a bar with downwardly bent ends; a pair of casings; a pair of bolts; means pivoting the guard to the upper ends of the bolts; means pivoting the lower end of the bolts within the casings; one of the said casings containing a coiled spring constructed and arranged to bear upon the bolt therein and yieldingly depress the same, and the other casing containing latching means for locking the guard in raised position, and means for limiting the movement of the bolt in opposite directions.

In testimony whereof I have signed my name to this specification in the presence of two witnesses.

WILLIAM A. COOPER.

Witnesses:
JOHN ELLIS,
GORDON L. COOKE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."