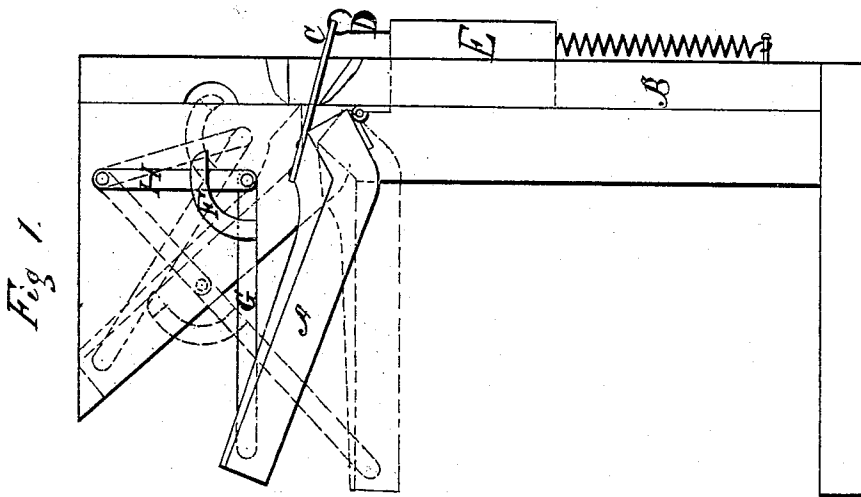
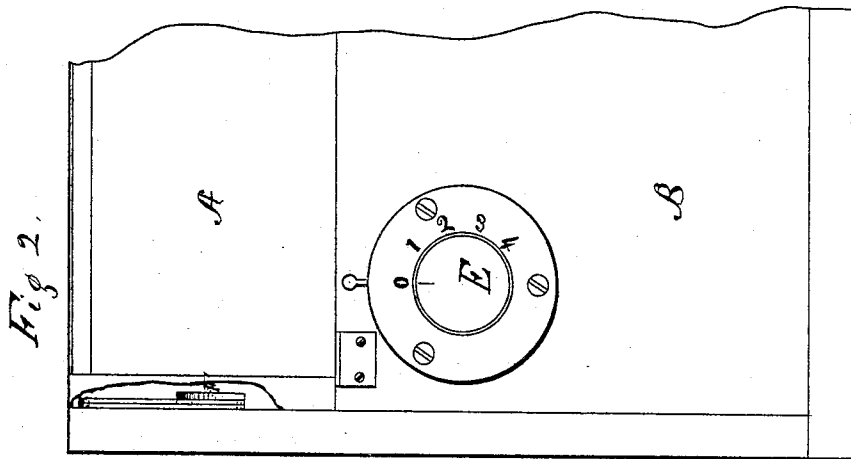


C. E. SARGEANT.

REGISTERS FOR SLEEPING-CAR BERTHS.

No. 188,420.

Patented March 13, 1877.



Witnesses:

Thos. B. Jeffery.
E. A. Orvis

Inventor:

Chas. E. Sargeant.

UNITED STATES PATENT OFFICE.

CHARLES E. SARGEANT, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN REGISTERS FOR SLEEPING-CAR BERTHS.

Specification forming part of Letters Patent No. **188,120**, dated March 13, 1877; application filed June 29, 1876.

To all whom it may concern:

Be it known that I, CHARLES E. SARGEANT, of Chicago, in the State of Illinois, have invented Improvements in Sleeping-Car Berths, of which the following is a specification:

The object of my invention is to register the number of times the upper berth of a sleeping-car has been adjusted for use; and consists of a register fastened to the side of a car, having a suitable dog for turning the dial or pointer forward, also a connecting-link between the dog and an extension of the hinged berth. It consists, also, in the device for preventing the hinged berth registering a movement when required to be only partially lowered, the device being a spring-catch attached to one of the jointed supports of the berth, which prevents the said jointed supports becoming straight until the spring-catch is released.

The invention is more fully illustrated in the accompanying drawing, in which Figure 1 shows a vertical end section, and Fig. 2 a vertical elevation, of an upper berth of a sleeping-car.

The bed A is hinged to the side of the car B, and has an extension, D, projecting through the inside casing of the car. This extension has a cord or link, D, communicating with the register E. It is evident that the act of lowering the berth will raise the extension and link, and in this way move the register. Sometimes, in use, it is necessary to lower the

berth partially to take out articles that may be therein, on which occasions it is desirable that the register should not operate. To prevent the berth coming clear down at those times, a catch, F, is employed, which, by engaging with the support H, prevents it becoming straight, thus preventing the berth going so low as it otherwise would, and in this way failing to pull the register dog and wheel far enough to engage another tooth.

The catch F is elastic, fastened to the support G, and capable of being pulled out of contact with H, when it is required to adjust the berth for sleeping on, at which time the link D will be moved far enough to catch another tooth.

I do not claim the jointed supports.

What I claim, and desire to secure a patent for, is—

1. The catch F, fastened to the jointed support of a sleeping-car berth, for the purpose described.

2. The extension C, in combination with the berth of a sleeping-car, for the purpose described.

3. In combination with an upper berth of a sleeping-car, the register E, operated by the movement of the extension C of the said berth, substantially as described.

CHAS. E. SARGEANT.

Witnesses:

THOS. B. JEFFERY,
C. A. ORVIS.