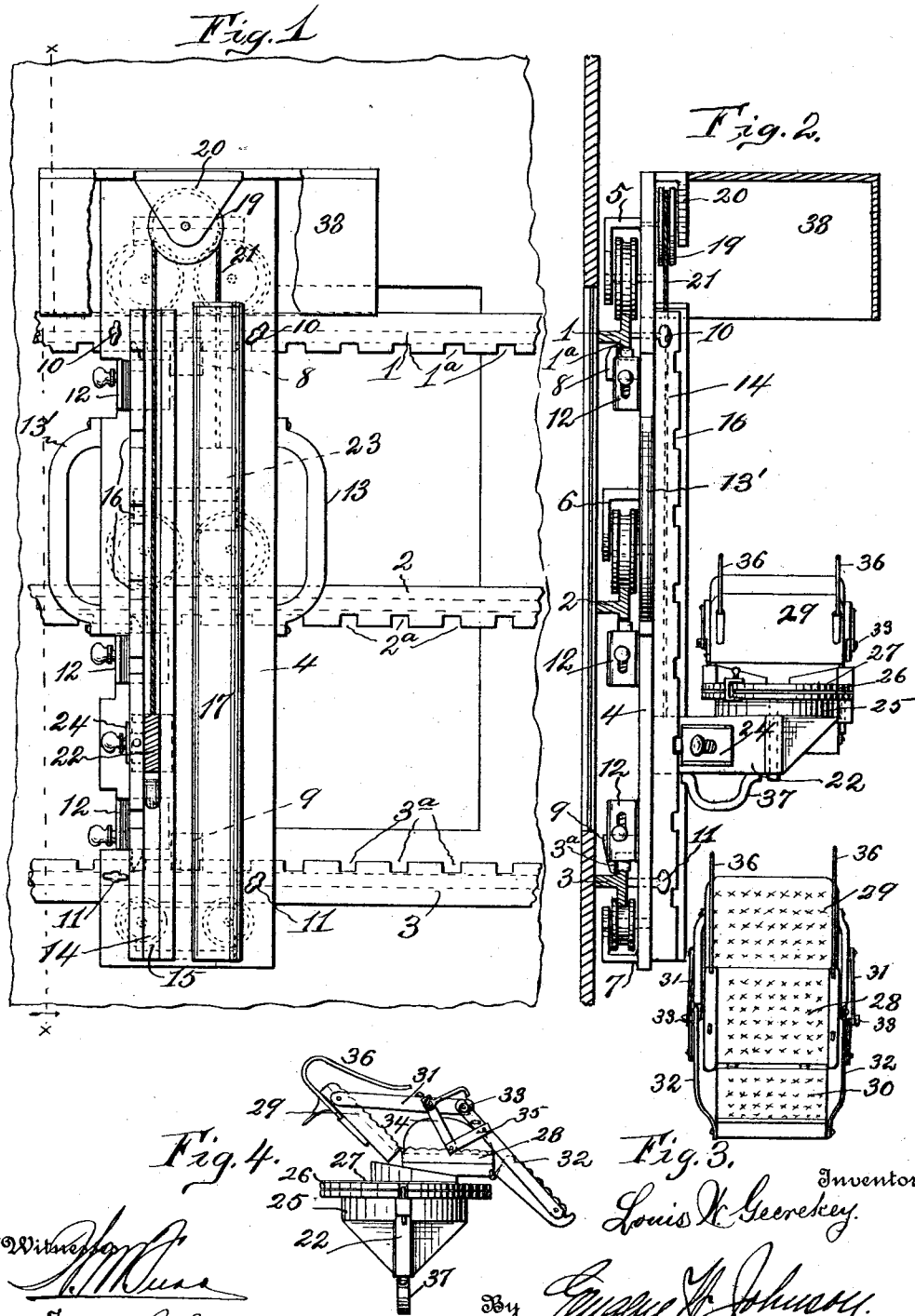


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CHILD'S CRIB OR BERTH ATTACHMENT FOR RAILROAD CARS.
APPLICATION FILED MAY 20, 1912.

1,055,897.

Patented Mar. 11, 1913.



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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, LOUIS W. GEEREKEY, a citizen of the United States, residing at Douglas, in the county of Cochise and State of Arizona, have invented a Child's Crib or Berth Attachment for Railroad-Cars, of which the following is a specification.

My invention relates to passenger coaches for railroads, and is more especially a crib attachment for use in connection with what are commonly known as day coaches or chair-cars.

The primary object of the invention is to provide a day coach or chair-car with an adjustable and folding child's crib or berth which is supported at one side of the car in such manner that it may be conveniently brought into position in front of any one of the seats and lowered to the desired height, thereby providing an accommodation for a baby or small child.

With this primary object in view my invention consists in providing either side of the car with a set of supporting and locking rails, horizontally disposed and spaced apart and upon said rails mounting a vertically disposed supporting frame or carriage which carries a crib or berth slidable and adjustable on said frame; whereby the supporting frame may be moved along the rails to a position in front of any one of the regular seats of the car and the crib or berth lowered to receive the child and then elevated if desired to be out of the way, the crib or berth then being housed within a receptacle that is carried by the vertically disposed supporting frame.

My invention further consists in the particular construction and arrangement of parts, all as hereinafter fully described and specifically set forth in the appended claims.

In the accompanying drawings, which form part of this specification: Figure 1 is a front elevation showing the carriage applied to the side of a car, the support for the crib or berth being in vertical cross section. Fig. 2 is a sectional view on the line $x-x$ of Fig. 1, such view showing a rear elevation of the crib or berth. Fig. 3 is a plan view of the crib or berth, and Fig. 4 is a side elevation of the crib or berth and its support.

In carrying out my invention I attach to the inner wall at either side of the car three horizontally disposed rails 1, 2 and 3, that preferably extend the full length of the car and are spaced apart, as shown. These rails are made of metal, and may be comparatively light so as to not disfigure the appearance of the car, the upper and intermediate rails 1 and 2 have guide-flanges with while the wheels of the carriage engage to maintain said carriage in vertical position and the lower rail is provided on its underside with a flange that serves with the wheels on the carriage to hold the carriage against upward displacement. The upper rail 1 and the intermediate rail 2 are each provided with downwardly projecting flanges in which are formed notches 1^a and 2^a, and similar notches 3^a are formed in the upper edge of the lower rail 3. The notches in the rails are for cooperation with catches on the carriage for holding the latter in locked position.

The carriage consists of a vertical back-plate or board 4, to the rear side of which is secured wheel-boxes 5, 6 and 7, said wheel-boxes being similar to the ordinary form of sliding door hanger, the wheel-boxes and the back-plate have fixed axles upon which are mounted grooved wheels the flanges of which overlie the rails. The wheels are arranged in pairs and the two upper sets of wheels support the back-plate and the lower wheels engaging with the underside of the lower rail prevent the removal of the back-plate from the rails. To provide additional security against removal of the back plate from the rails said back-plate has attached thereto angle plates 8 and 9, the upper angle plate 8 overlying the depending flange of the rail 1, and the angle plate 9 having a part that depends to overlie the upward extending flange of the lower rail 3. The angle plates 8 and 9 are positioned between set screws 10 and 11, which are present to provide means for clamping the back-plate to the rails, as the set screws may be turned to impinge against the face of the rails 1 and 3 to hold the carriage in positive non-movable engagement with the rails. In addition to the set screws the back plate is also provided with spring actuated catches 12

for engagement with the notches in the rails and these catches are all arranged with the bevel of their bolts in one direction, so that when the set screws are out of engagement with the rails the carriage may be moved along the rails in one direction.

In order to move the carriage each vertical edge of the back plate is provided with handles 13, 13', and to move the carriage one direction along the rails it is only necessary to draw upon the handle, but when moved in an opposite direction the spring catches 12 will have to be manipulated to hold the bolts thereof within the frames of the catches, or retracted.

Upon the front of the back-plate or board 4 of the carriage is a vertical guide-rail 14, having a groove 15 therein and notches 16 along one edge, and alongside of this guide-rail is a vertical tube or housing 17 for a counterbalancing weight.

The front upper portion of the back-plate 4, carries a pulley 19 maintained by a bearing pin seated in the back-plate and in the depending portion of a hanger 20, and over this pulley passes a cord 21 which enters the groove 15 in the guide-rail 14 for attachment to a bracket-arm 22 that is a part of the support for the crib or berth, the other end of the cord passes down in the housing or tube 17 and is attached to a counterbalancing weight 23 which slides in such tube or housing 17.

The inner end of the sliding-bracket 22 fits slidably in the correspondingly shaped groove or recess in the guide-rail 14 of the carriage, and for the purpose of supporting this bracket at any desired elevation on the carriage the former is provided with a sliding catch 24, the bolt thereof being adapted to engage any one of the notches 16. The catches are of any suitable type in which the bolts are spring actuated for engagement with the notches and the bolts may be retracted and held in such position by the usual retaining catch which is manually positioned to hold the bolt out of operative position.

At the outer end of the slidable supporting bracket 22 is a bowl-shaped socket 25, to receive a corresponding member 26 on a turn-table 27, to which latter the crib or berth is secured.

In the present instance the crib or berth comprises three sections, the center section 28 which is attached to the upper horizontally rotative part of the turn-table, a head section 29, and a foot section 30, the head and foot sections being suitably hinged to the center section. In one form of the crib, seat or berth, the hinged head and foot sections are connected at each side by means of bars 31 and 32, the bars 31 being secured to the upper portions of the sides of the

head section and the bars 32 to the lower portion of the foot section, the bars overlap and are connected by bolts which are provided with clamp-nuts or thumb-screws 33. The bars 31 and 32 are further connected by links 34 and 35 which are pivotally secured to each other and to the bars 31 and 32, and there is also provided a hook and eye to hold the parts rigid when set up as a seat. As will be seen when the head section is moved up or down a corresponding movement, though in an opposite direction will be imparted to the foot section and when these sections are adjusted to different positions they are held by simply tightening the nut 33 on the bolt that connects the bars 31 and 32. The center section may be and preferably is provided with raised sides, and the several parts of the crib, berth or folding seat are suitably upholstered, and when desired the rear of the head section may have attached thereto sockets to receive bent arms 36 to carry a cover or netting for the berth or crib.

It will be understood, that instead of providing a folding crib or berth, as described, any other suitable form may be adopted, though it is preferable to provide a folding device of this kind in order that it may occupy but little space when not in use.

In the application of this invention several carriages may be provided for each set of rails, and when not in use said carriages, with their berth or crib attachments may be stored at either end of the railroad car, to be out of the way, and the carriages may be detached by being slid off of the ends of the rails, and when desired for use a carriage may be slid or moved along the rails to the desired location. When one of the cribs or berths is required the carriage is slid along the rails to position the same in front of one of the car seats and will be locked in place by the means hereinbefore described, after which the crib, berth or seat may be lowered by retracting the catch 24 and then drawing down the seat support by grasping the handle 37. The seat support will be held in place by the bolt of the catch 24 entering one of the notches 16.

The turn table enables the seat to be turned upon its support to face in either direction and to face outward, the turn table having formed in its upper section notches with which a bolt of a spring catch will engage, and if desirable a further clamp or fastening may be provided. When the child is sleeping in the berth or crib it may be elevated and locked at the desired height or may be raised to its full extent to enter the housing or receptacle 38 which is attached to the upper portion of the carriage and is rigidly maintained thereby, said receptacle

being of such dimensions that the same will receive therein the berth or crib.

It will be noted that the fastening devices have in many cases been duplicated in order to insure safety and it is obvious that such duplication of such parts is not an essential feature of my invention, as such parts may be changed without departing from my invention.

I claim.

1. In a railroad-car, the combination of horizontal rails secured to one side of the car, a carriage slidable along the rails to change its position with respect to the seats of the car, a crib or berth supported by the carriage and means for vertically adjusting the crib or berth upon the carriage.

2. In a railroad-car, the combination of horizontal rails secured to one side of the car, a carriage slidable along the rails to change its position with respect to the seats of the car, a crib or berth slidable vertically on said carriage, and means for supporting the crib or berth at different heights.

3. In an attachment for railroad cars, the combination of horizontal rails secured to one side of the car, a carriage slidable along the rails to change its position with respect to the seats of the car, means for locking the carriage on the rails, a crib or berth adjustable vertically on the carriage, and means for supporting the crib or berth in an adjusted position.

4. In an attachment for railroad-cars, the combination of three horizontal rails secured to one side of the car, a carriage having wheels or rollers for engagement with the rails, means for locking the carriage upon the rails, and a crib or berth supported by said carriage.

5. In an attachment for railroad-cars, the combination of horizontal rails secured to one side of the car, one of the rails having notches therein, a carriage slidable along the rails, a catch adapted to engage any one of the aforesaid notches to lock the carriage at any point along the rails, and a crib or berth which is adjustable vertically on the carriage.

6. In an attachment for railroad-cars, the combination of horizontal rails secured to one side of the car, one of said rails having notches therein, a carriage slidable along the rails, a catch on the carriage adapted to engage any one of the aforesaid notches to lock the carriage at any point along the rails, a vertical guide rail on the carriage having notches therein, a crib or berth slidable on the guide-rail, and means for supporting the crib or berth at any desired elevation.

7. In an attachment for railroad-cars, the combination of horizontal rails secured to one side of the car, one of the rails having

notches therein, a carriage slidable along the rails, a catch on the carriage adapted to engage any one of the aforesaid notches to lock the carriage at any point along the rails, a crib or berth slidable vertically on the carriage, a counterbalancing weight attached to the crib or berth and means for supporting the crib or berth at a desired elevation.

8. In an attachment for railroad-cars, the combination of horizontal rails secured to one side of the car, a carriage maintained in movable engagement with the rails, means for locking the carriage at any point along the rails, a crib or berth maintained by the carriage to be slidable vertically thereon, means for locking the crib or berth at a desired elevation and a housing attached to the upper portion of the carriage for the crib or berth.

9. In an attachment for railroad-cars, the combination of horizontal rails secured to one side of the car, a carriage slidable along the rails, a supporting bracket associated with the carriage to be movable vertically thereon, a turn table carried by the bracket and a crib or berth maintained by the turn-table.

10. In an attachment for railroad-cars, the combination of a carriage mounted to be movable along one side of the car, a supporting bracket slidable vertically on the carriage, means for supporting the bracket at a desired elevation, and a folding crib or berth secured upon the bracket.

11. In an attachment for railroad-cars, the combination of rails secured along one side of the car, a carriage slidable on said rails, a vertical guide-rail on the carriage having notches therein, a crib or berth slidable on the guide-rail, a counterbalancing weight in a tube or housing, a pulley at the upper end of the carriage over which the cord passes from the counterbalancing weight to the crib or berth and means for supporting the crib or berth at a desired elevation.

12. In an attachment for railroad-cars, the combination of rails secured along one side of the car, a carriage slidable on the rails, a supporting-bracket which is vertically adjustable on the carriage and a crib or berth mounted on the supporting-bracket by means which will admit of the crib or berth being turned horizontally upon the supporting-bracket.

13. In an attachment for railroad-cars, the combination of rails secured along one side of the car, a carriage slidable on said rails to a position adjacent to any of the seats on one side of the car, a supporting-bracket maintained by the carriage to be vertically adjustable thereon, a turn-table mounted on the supporting-bracket and a crib or berth secured to the turn-table.

14. In an attachment for railroad-cars, the combination of rails secured along one side of the car, a carriage slidable on said rails, a housing comprising a top and sides associated with the carriage to project outward therefrom, a supporting-bracket vertically adjustable on the carriage, a turn-table mounted on the supporting-bracket and a crib or berth secured to the turn-table.

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Witnesses:

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