

FIELD & PULLMAN.

Sleeping Car.

No. 49,992.

Patented Sept. 19, 1865.

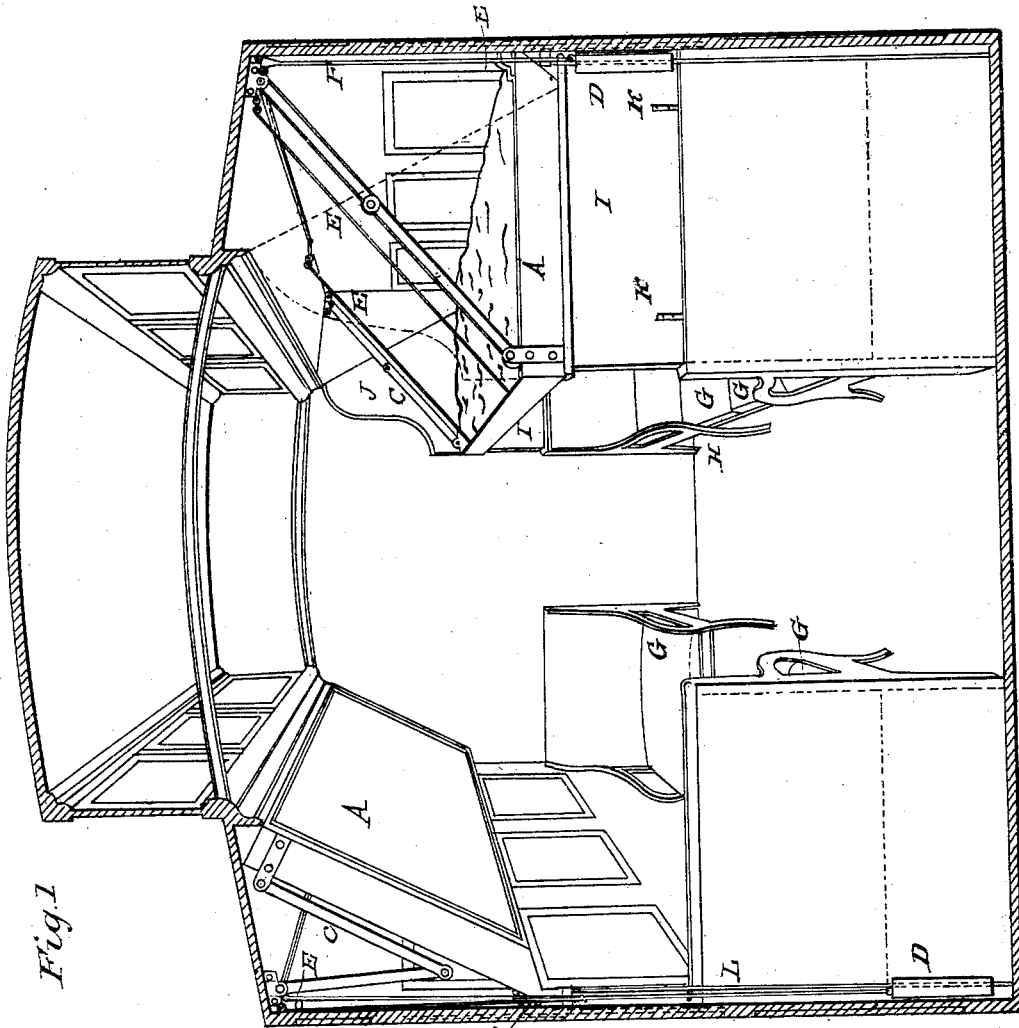


Fig. 1

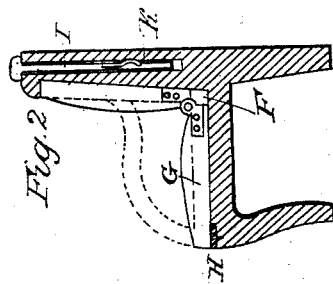


Fig. 2

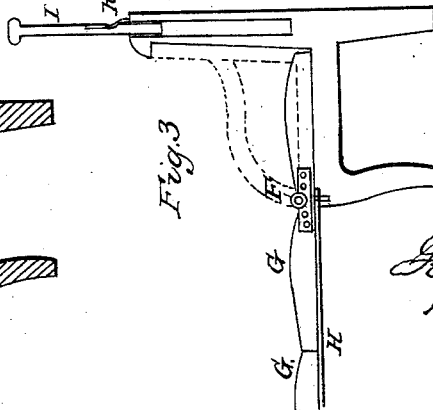


Fig. 3

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UNITED STATES PATENT OFFICE.

BEN FIELD, OF ALBION, NEW YORK, AND GEORGE M. PULLMAN, OF
CHICAGO, ILLINOIS.

IMPROVEMENT IN SLEEPING-CARS.

Specification forming part of Letters Patent No. **49,992**, dated September 19, 1865.

To all whom it may concern:

Be it known that we, BEN FIELD, of Albion, Orleans county, State of New York, and GEORGE M. PULLMAN, of Chicago, county of Cook, State of Illinois, have invented a new and useful Improvement in Sleeping-Cars for Railroads; and we do hereby declare that the following is a full, clear, and exact description of the same, its construction, and operation, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a perspective interior view of a section of car containing one set of berths each side of car, one side being represented in the drawing for use as a day-car, the other side as a sleeping-car. Fig. 2 is a cross-section of one of the chairs as used for a day-car. Fig. 3 is a cross-section of one of the chairs as used for forming a sleeping-couch.

The upper berth, A, is hinged at B to the side of the car. There is at each end of the berth a metallic suspender, C, which has a pin-joint at each end and one near the middle. One end of each suspender is attached to front edge of berth, the other ends to the roof, near corner of car.

When the car is used as a day-car the front edge of the berth A is raised up to an angular position until the front side of it touches the roof of the car, and is held there by a spring-catch, in which position it is entirely out of the way, and the mattresses and bedding of both upper and lower berths are shut out of sight into the triangular recess in corner of car.

The berths are counterbalanced by weights D, running on rods L, to steady them, and the cords E working over pulleys, so that the berths move easily up or down by hand. These weights D are inclosed in a closet in center of car, and wire rope or other cords pass over pulleys to each berth; or the berths may be so constructed as to throw them back against the side of car into a perpendicular position.

The cushions forming the back and seat of each chair are hinged together at F. When the lower couch has to be made up ready for sleeping the seat-cushions G are drawn for-

ward until the cushions forming the back lie horizontally on the seats, the cushions G meeting together and one end resting on the bar H, which turns on a hinge or pivot from one of the seats or chairs, as shown in the drawings. The other end of the cushions are held by resting on a cleat of wood fastened to side of car. A continuous horizontal couch is thus formed by the four cushions.

The backs of the chairs are made double, so as to admit a sliding head-board, I, to sink into the backs when used as a day-car, or to be pulled up until the top of head-boards I touch the bottom of berth A when used as a sleeping-car.

J is a movable head-board, slipped in, when the berth is made up, to fill up the balance of space each end of berth, and rests on the top of the sliding head-boards I when I is raised up. The sliding head-board I is held up by a spring-catch, K.

We do not claim as our invention the use of sliding head-boards; but

What we claim, and desire to secure by Letters Patent, is—

1. Constructing a car-seat with back and seat cushions hinged together and disconnected with said seat, so that the back-cushion may be placed on the seat and the seat-cushion extended to meet seat-cushion of the opposite chair, in the manner and for the purpose herein set forth.

2. The berth A, connected to the side of the car by hinges B, and supported by jointed suspenders C, so as to be turned up into an inclined position during the day and lowered to a horizontal position at night, all as herein described, and for the purposes set forth.

BEN FIELD.
GEO. M. PULLMAN.

Witnesses to Ben Field's signature:

E. H. BATES,
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Witnesses to George M. Pullman's signature:

FREDERIC COOK,
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