

G. M. PULLMAN.
Hotel Car for Railways.

No. 89,538.

Patented April 27, 1869.

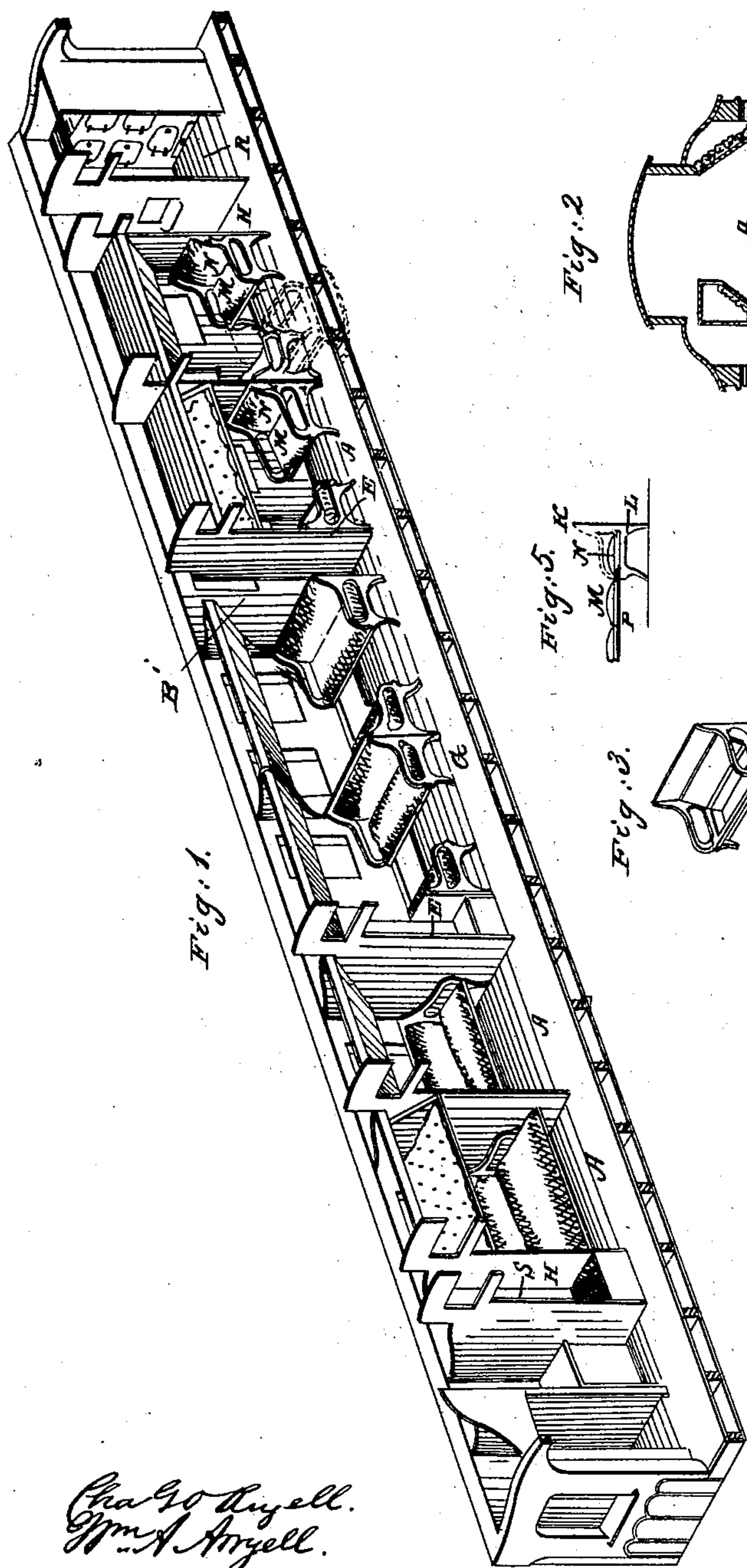


Fig. 2

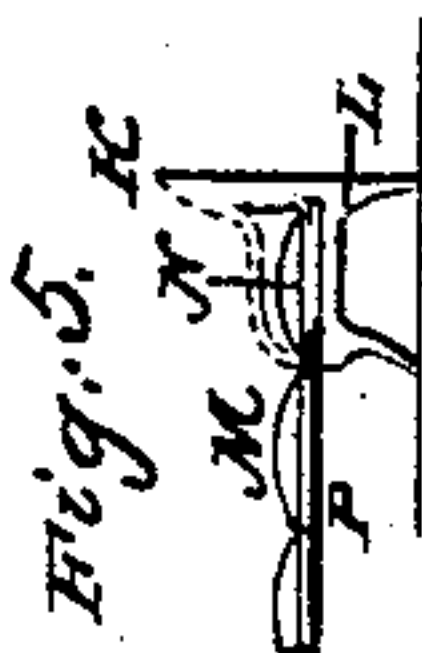
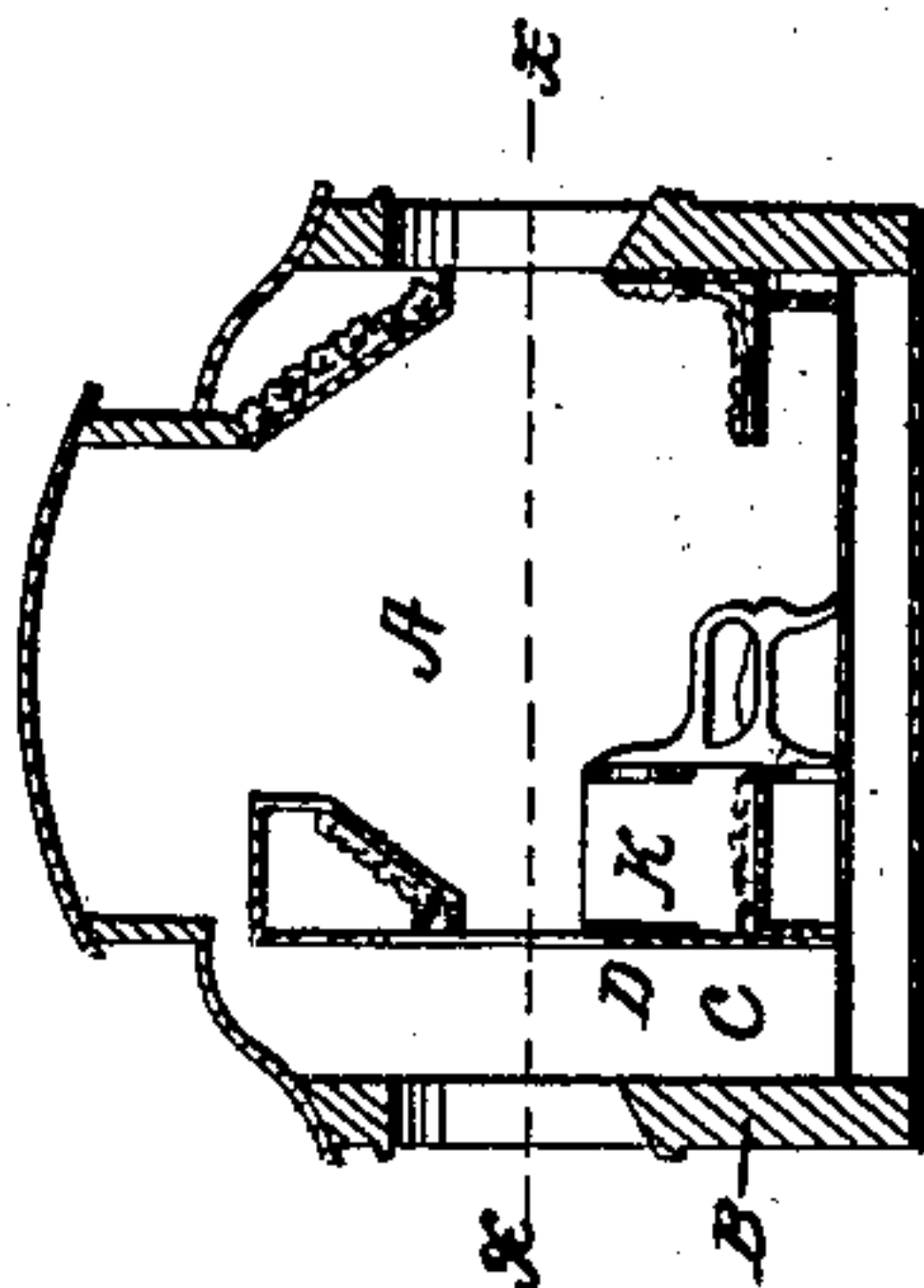


Fig. 3.

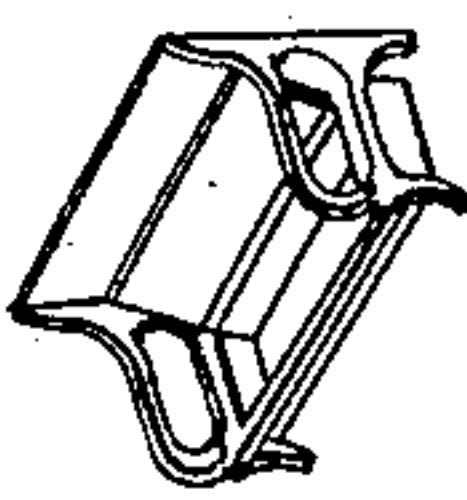
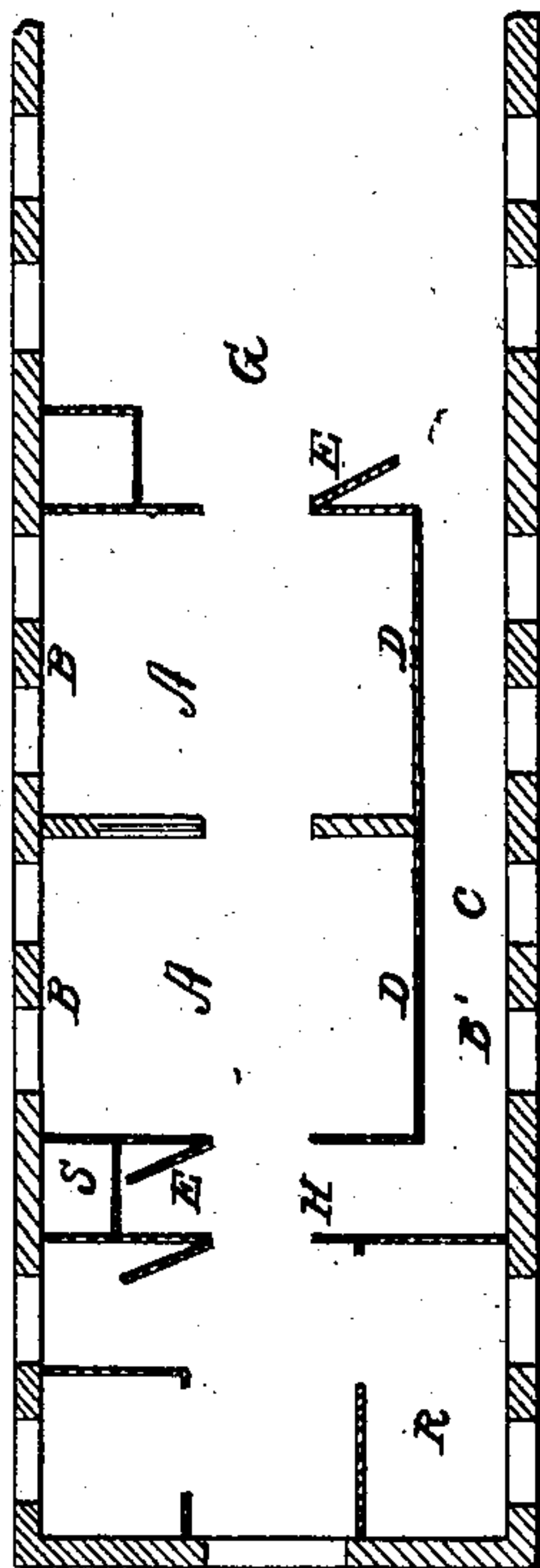


Fig. 4.



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UNITED STATES PATENT OFFICE.

GEORGE M. PULLMAN, OF CHICAGO, ILLINOIS.

HOTEL-CAR FOR RAILWAYS.

Specification forming part of Letters Patent No. 89,538, dated April 27, 1869.

To all whom it may concern:

Be it known that I, GEORGE M. PULLMAN, of Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improved Hotel-Car for Railways; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 represents a perspective view of one side of the interior of my improved hotel-car. Fig. 2 represents a cross-section of the car, taken through the middle of a state-room. Fig. 3 represents a perspective view of one of the transverse seats. Fig. 4 represents a plan of one end of the car, showing the location of the state-rooms and passages. Fig. 5 represents a side view of one of the movable chairs with the cushions extended.

My improvements are designed to provide a convenient car in which passengers, and especially families, may ride, eat, and sleep; and they consist, first, in the location and arrangement of the state-rooms; second, in an improved movable and convertible chair; and, third, in providing a sleeping-car with a kitchen and range or cooking apparatus.

A A, Figs. 1, 2, and 4, are state-rooms located near the ends of the car. In the drawings two are shown at each end, and this number may be increased or diminished. These rooms are located on one side of the car, the side forming one wall of the room, as shown at B, Fig. 4, and they extend across the car nearly to the opposite side, leaving only a passage-way, C, Figs. 1 and 4, between the side of the car B' and the partition of the room D. There is no communication between this passage and the state-rooms. The latter are entered by means of doors E E, opening from the middle aisle G and from the vestibule H in the end of the car.

If ladies and children, or families, wish to occupy the state-rooms, they can be entirely closed, and the other passengers and the employés of the train may pass around them; but if persons who are strangers to each other

are assigned to the different berths in these rooms, by leaving the doors open at either end the passage-way is continued directly through the rooms, which then become part of the common apartment of the car, or, in effect, sections upon either side of the central aisle.

The passage-way between the side of the car and the rooms may pass to the right of the rooms at one end of the car and to the left at the other end, as shown by C and C', Fig. 1.

The number of rooms and of intermediate sections of seats and couches may be varied according to circumstances. For the purpose of furnishing these rooms for the more perfect accommodation of families or parties, they are provided with movable chairs K, Figs. 1, 2, and 5, which are of the size of large arm-chairs, designed to seat a single person. These chairs may be turned upon one foot, L, as a pivot, or they may be free to move about the room.

The seat and back frames M N, Figs. 1 and 5, of these chairs are movable, so that at night, by placing two of the chairs opposite to and facing each other, as shown in Fig. 1, and securing them in place by placing the feet in sockets in the floor, or otherwise, and connecting them by bars extending from one chair to the other at the level of the bottom of the seat-frames, as shown at P, Fig. 5, the seats may be drawn forward and the backs may be let down, Fig. 5, so as to unite with the seat and back of the opposite chair and form a couch suitable for one person.

My improved car is also provided with a kitchen, R, in which is located a small cooking-stove or range for the preparation of meals for the passengers. This kitchen is also provided with suitable shelves and boxes for provisions, while the closet S, on the opposite side of the aisle, may be used for table-furniture and linen.

The stove or range may be of any suitable kind, as my invention does not relate to the details, but broadly to the combination, with a sleeping-car, of a cooking-apartment for the

preparation of the meals of travelers, who are thus enabled to ride, sleep, and eat in the same car.

Having thus described my invention, what I claim therein as new is—

1. A state-room or rooms located on one side of a railway-car, with passages on the opposite side of the car, and also longitudinally through the room, so that the room may

be isolated or thrown open as part of the car, as may be desired.

2. A kitchen provided with a cooking apparatus, in combination with a sleeping-car, for the purpose described.

GEO. M. PULLMAN.

Witnesses:

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