

G. F. MORSE.

Sleeping Car.

No. 104,485.

Patented June 21, 1870.

Fig. 4.

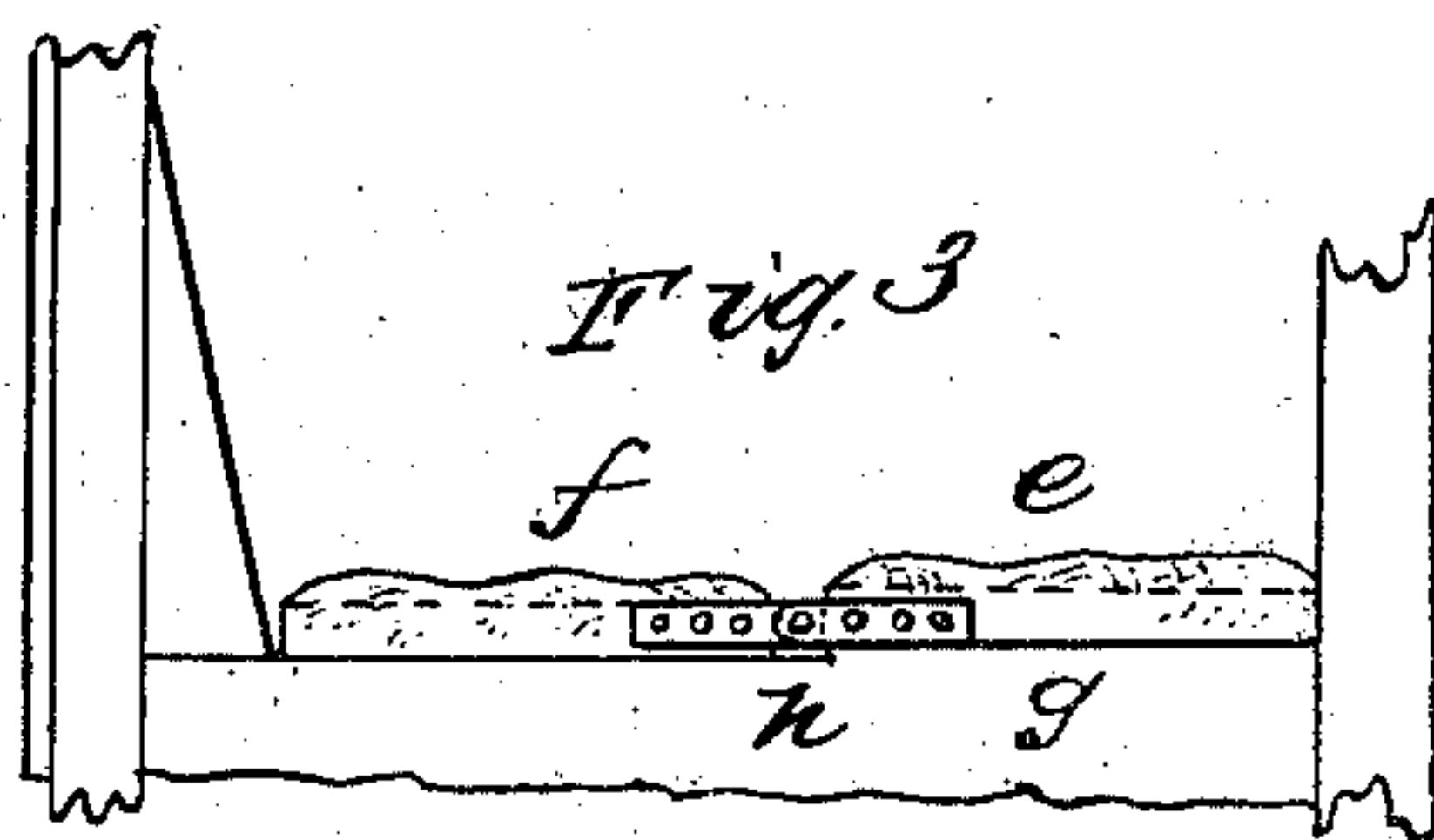
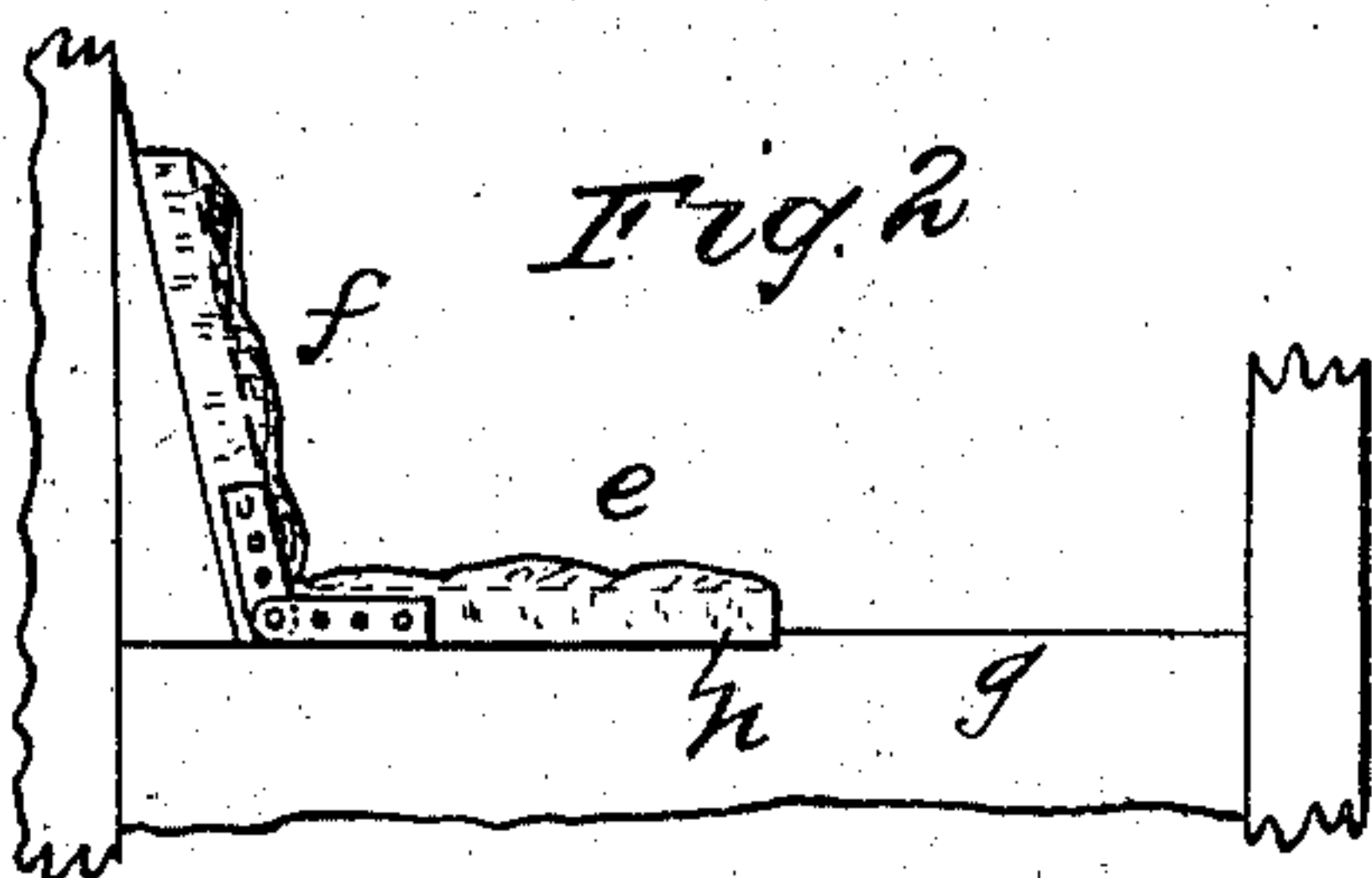
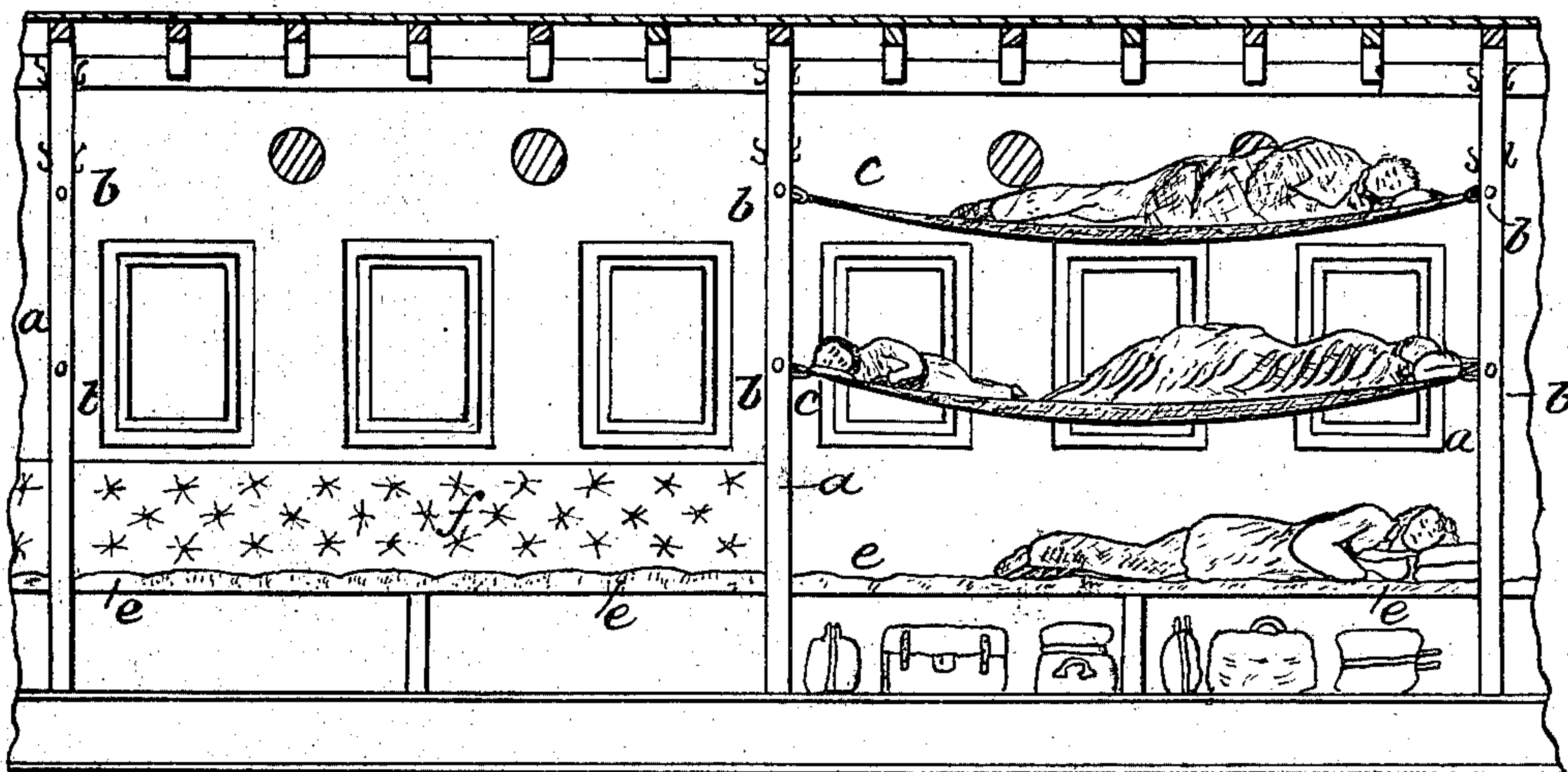
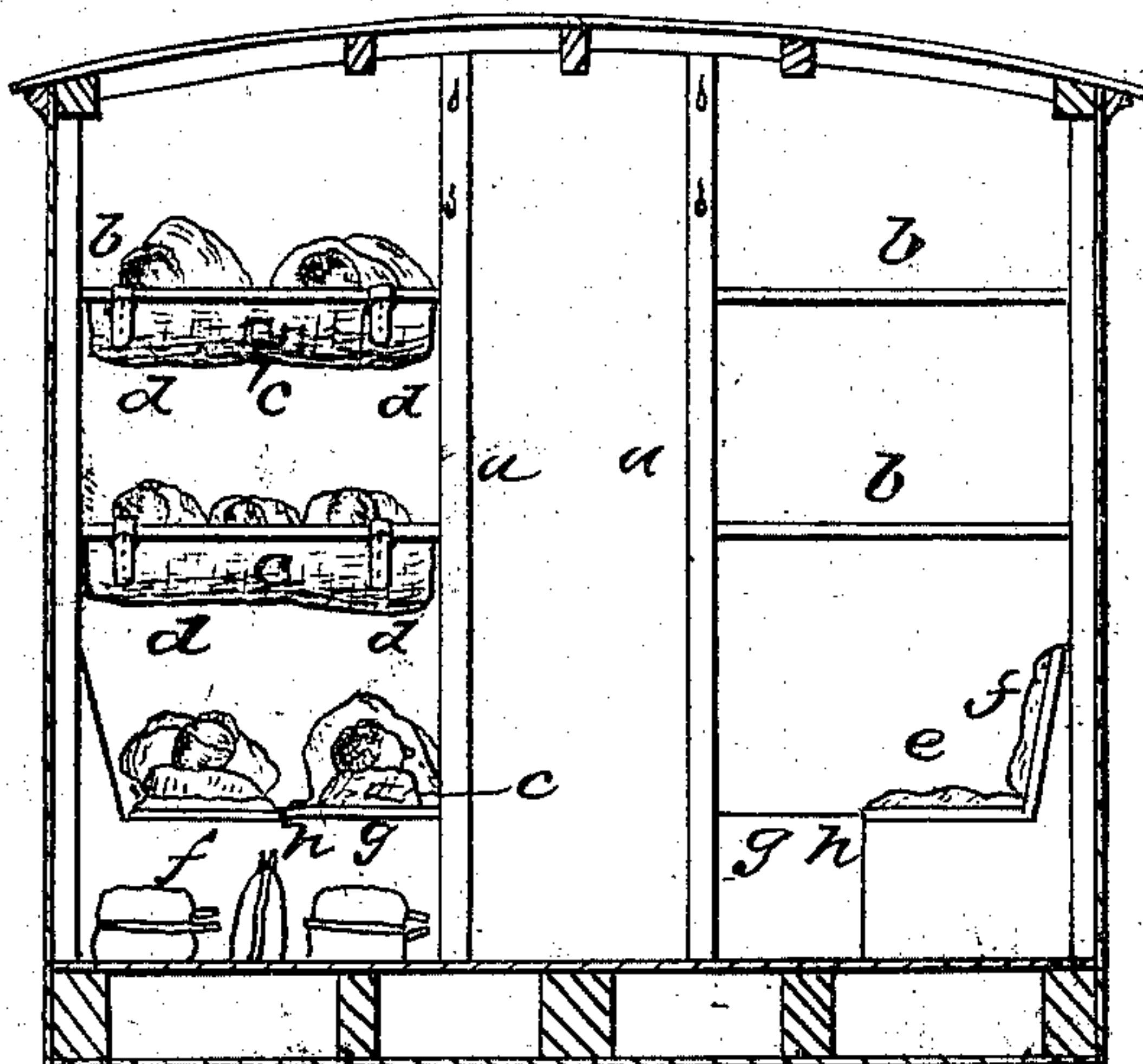


Fig. 1.



WITNESSES

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GEORGE F. MORSE, OF PORTLAND, MAINE.

Letters Patent No. 104,485, dated June 21, 1870.

IMPROVEMENT IN SLEEPING-CARS.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, GEORGE F. MORSE, of Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Sleeping-Cars; and I hereby declare the following to be a full, clear, and exact description thereof, which will enable others to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a transverse sectional view of my improved car, showing the appearance thereof by day, and, also, when prepared for night use.

Figure 2 is a detail, showing the position of the seat for use during the day.

Figure 3 is a detail, showing the same when brought into position for use as a bed or berth.

Figure 4 is a longitudinal section of a portion of a car, showing it both as a day, and, also, as a night or sleeping-car.

My invention is designed to supply a want which has been long felt, and to furnish a cheaply-constructed sleeping-car, which can be used by the poorer class of railway travelers.

In the sleeping-cars now in common use there is necessarily considerable expense in the construction and running thereof, and it is, perhaps, nothing more than a fair remuneration which the railroad companies require, and charge over the regular fare, for the privilege of traveling in a car of this nature. But the expense, although not large, is yet more than a large majority of railway passengers can afford to pay in addition to their regular fare; and, in consequence of this inability, many of this class of passengers, even feeble women and children, are compelled to suffer all the painful consequences of long journeys without sleep, for, perhaps, several days and nights. For such a class of passengers my invention is particularly designed.

It consists in the arrangement of a railway-car, in the manner hereinafter more fully described, so that it may be easily changed from a day-car to a sleeping-car, or *vice versa*, without the expensive devices usually pertaining to sleeping-cars, and, at the same time, presenting no obstruction to the view, or to the free circulation of air.

The advantages of the use of hammock-beds in railway sleeping-cars are as follows:

First, much greater economy in the construction of sleeping-cars; and

Secondly, greater space for sleeping purposes, both of which will enable the proprietors of a sleeping-car, constructed on this plan, to place the privilege of lying down to sleep within the means of the poorer class of railway-travelers.

Other advantages are the greater cleanliness of such cars, and their greater capability for easy cleansing.

The arrangement of the hammocks and seats, as shown in the drawing, possesses the advantages of economy of space, and good ventilation, as well as economy of construction.

The construction of my improved sleeping-car is as follows; viz:

At intervals of the desired length, say, about nine feet, in a car of the usual size, I place two standards *a a*, one on each side of the centre of the car, as shown in figs. 1 and 4.

From these standards the rods or supports *b b* extend, cross-wise of the car, to the sides thereof, as seen in fig. 1. These rods *b b* are to receive the hooks, straps, or other convenient device by which the hammocks are held in place.

In the drawing, the hammocks *c c* are shown suspended from the rods by the straps *d d*. When not desired for use, or during the day-time, these hammocks may, it is evident, be easily removed from the supporting-rods and packed away, occupying but a small space.

The seats *e e* of these cars are constructed longitudinally of the car, and hinged to the back *f f* in such a manner that, when in use as a seat merely, (as, for instance, during the day,) the seat and back occupy the positions, relative to each other, shown in fig. 2, being secured by any of the well-known devices for such purpose.

As shown in the drawing, the frame-work on which the seat rests has a slight depression or shoulder therein, which serves to keep the seat in place, but out of which the seat can be easily lifted.

g shows the frame-work.

h, the shoulder therein.

When desired for use as a bed or berth, the seat *e* may be grasped, lifted up from the frame-work, and drawn forward, bringing with it, by means of the hinge connecting the two, the back *f*, and thus assuming the relative position shown in fig. 3.

It will be seen that, by the general arrangement of hammocks and seats as proposed, a railway passenger-car of ordinary length, capable of seating sixty passengers, could be made to accommodate the same number lying down, after leaving space for a closet and wash-room.

The hammocks could be fitted up with pillows and coverlets, and would then compare favorably with the softest couches of the palace sleeping-cars, and, at the same time, the poorer class of railway travelers would thus be enabled to lie down to sleep during night-traveling, at a small expense in comparison to present rates.

Thus, it will be seen that my invention embraces a car which is capable of use as an ordinary passenger-car during the day-time, and which is yet readily converted into a sleeping-car at night, by reason of the construction of its seats, &c., and the employment of hammocks.

I do not claim a couch of canvass, or other material, rigidly stretched and fixed, nor an arrangement of such couches with transverse seats; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

The hammock *c c*, suspended to cross-bars, and free to swing laterally, with the seat *e f* placed longitudinally below, and capable of adjustment from seat to couch, all constructed and arranged as set forth.

Witnesses:

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