(No Model.)

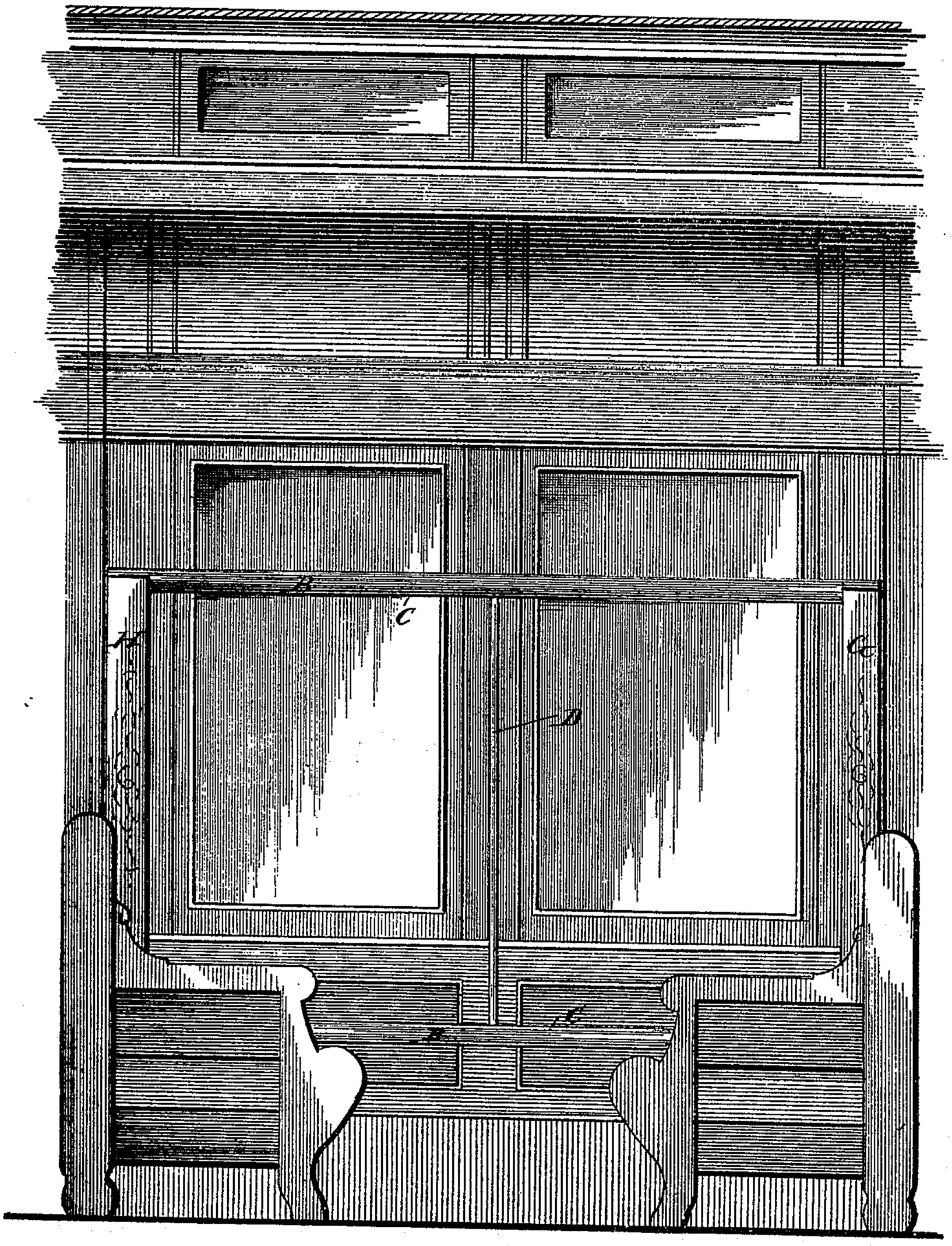
2 Sheets—Sheet 1.

W. H. PAULDING.

SLEEPING CAR.

No. 272,580. Patented Feb. 20, 1883.

Fig. 1.



WITNESSES:

Fred. L. Dieterich.
J. G. Hinkel

INVENTOR.

William H. Paulding
By Louis Bagger & Co.
ATTORNEYS

(No Model.)

2 Sheets—Sheet 2.

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SLEEPING CAR.

No. 272,580. Patented Feb. 20, 1883.

Fig. 2.

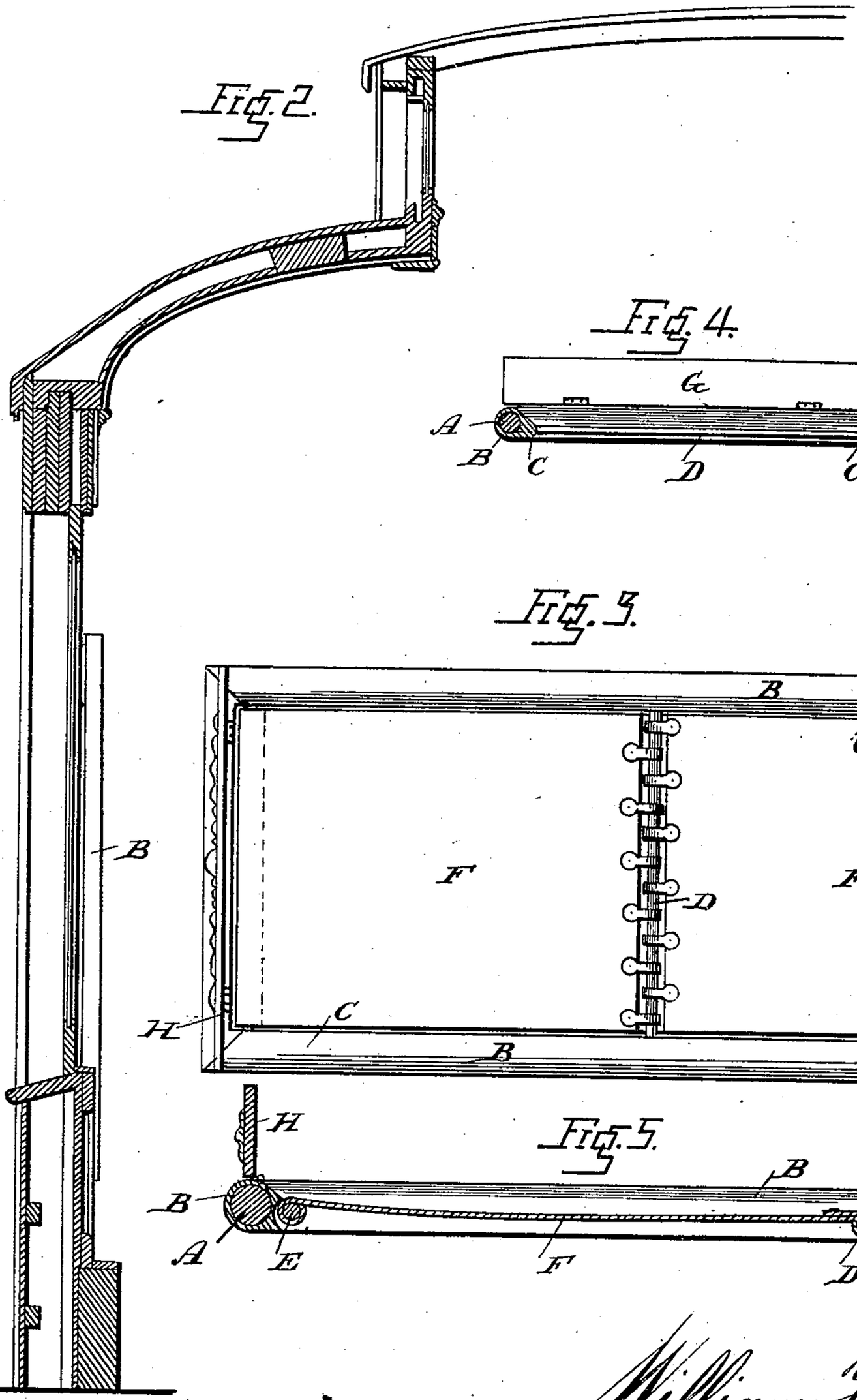

Fig. 4.

Fig. 3.

Fig. 5.

WITNESSES:

Fred. L. Dieterich.

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UNITED STATES PATENT OFFICE.

WILLIAM H. PAULDING, OF NEW YORK, N. Y.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 272,580, dated February 20, 1883.

Application filed December 16, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. PAULDING, of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Palace Sleeping-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is an elevation of a section of a railway-car, showing the upper berth in the position which it occupies during the day-time. Fig. 2 is a sectional view of the same. Fig. 3 is a top or plan view of my improved upper berth. Fig. 4 is a cross-section of the berth-frame; and Fig. 5 is a longitudinal sectional view through one end of the berth, ready to receive the bedding.

Like letters of reference indicate corresponding parts in all the figures.

My invention has relation to sleeping-cars or railway passenger-cars adapted to be transformed into sleeping-cars; and it consists in the improved construction and arrangement of parts of an upper berth for the same, as hereinafter more fully described and claimed.

For the purposes of strength and economy of space I construct the frame A of my improved upper berth of wrought-steel or its equivalent, covered with wood B, the wood covering extending inwardly, (that is, toward the interior of the frame,) so as to form a beveled ledge, C. This combined wood and steel frame is of rectangular shape and any desired size—say about six feet and two inches long by three feet wide. A steel rod (shown at D) connects the side pieces of the frame midway, and at opposite ends of the frame are placed spring-rollers E, having curtains F, of sheeting, duck, or other suitable material, which, when extended, as shown in Figs. 3 and 5 of the drawings, to form the bottom of the berth, may be hooked or otherwise fastened with their free ends upon the middle cross-bar, D.

G and H are respectively the head and foot boards, which are hinged at opposite ends of the frame. In the day-time, when the berth is not in use and the sheeting wound upon the rollers, these, with the sheeting, are covered by the hinged boards G and H, which are folded down upon them, as shown in Fig. 1, and suitably fastened in their folded position, the boards being paneled or otherwise decorated to present an ornamental appearance on the side exposed to view. This frame is not hinged or fixed permanently to any part of the interior of the car, but when not in use is stowed away by placing it against the sides of the car across the windows, as shown in Figs. 1 and 2, the lowermost side resting on hooks, brackets, or other suitable supports projecting from the wainscoting. When in this position the thin rod or cross-bar D will run along the panel, dividing the pair of windows of each section, and the rollers, with their curtains, will be concealed from view by the folded ornamental panels G and H. The upper side piece, stretching across the windows, is so thin and slender as not to obscure or otherwise interfere with the view, or obstruct the admission of fresh air when the windows are raised.

I do not confine myself to any specific means for supporting the berth in a horizontal position in the night-time, as there are various ways in which this may be done, which will readily suggest themselves. For example, one of the sides of the berth-frame may be provided with projections fitting into sockets in the timbers of the car-side, while the other side, facing the middle aisle of the car, may be supported upon braces, the lower ends of which are fixed in the car-floor or in the seat-arms, and the berth-frames may be locked together endwise by sliding bolts or other suitable means. Nor do I confine myself as to the construction and disposition of the bedding, which may, if desired, be formed by the removable backs of the seats of each section, each chair-back being made either in one or two pieces, as may be found expedient, to adapt it to this purpose.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The berth-frame composed of a rectangular frame of steel or its equivalent, A, covered with wood B, shaped to form an inwardly-projecting beveled ledge or shoulder, C, substantially as and for the purpose set forth.

2. An upper berth for sleeping-cars, consisting of the rectangular frame A B C, having middle cross-bar, D, and spring-rollers E E, hung in opposite ends of the frame, and having curtains F F, adapted to be fastened with their free ends to the middle cross-bar, substantially as and for the purpose shown and set forth.

3. An upper berth for sleeping-cars, consisting of the rectangular frame A B C, having middle cross-bar, D, spring-rollers E E, having curtains F F, provided with suitable fastening devices at their free ends, and hinged boards or panels G and H, constructed and combined substantially as and for the purpose herein shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

WILLIAM HENRY PAULDING.

Witnesses:
ADRIAN A. POTTIER,
THEODORE E. SMITH.