

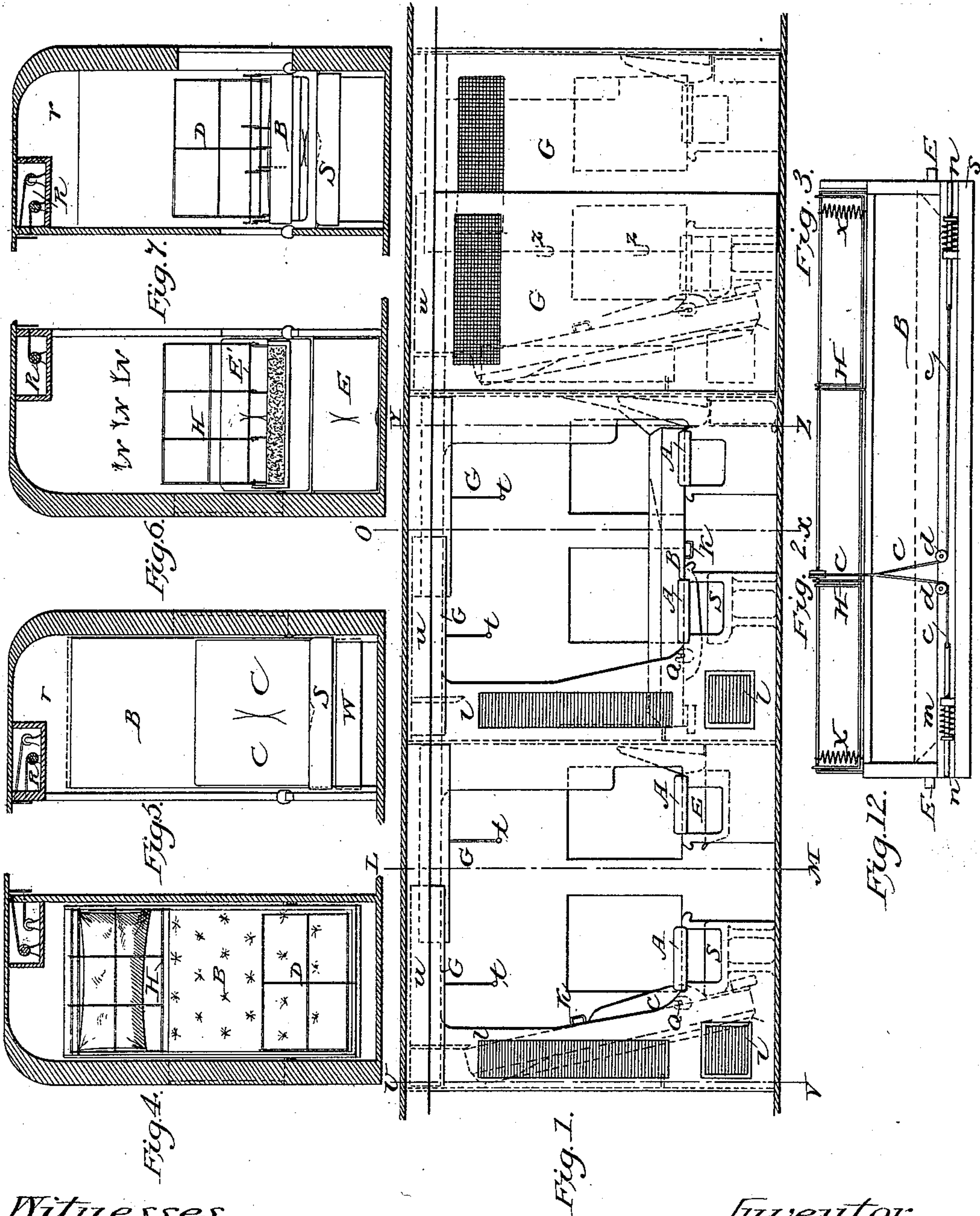
(No Model.)

3 Sheets—Sheet 1.

G. W. PEARSON.  
SLEEPING CAR.

No. 497,457.

Patented May 16, 1893.



Witnesses.  
Joshua Pearson.  
Patrick J. How

Inventor:  
Gardner W. Pearson.

(No Model.)

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Fig. 9.

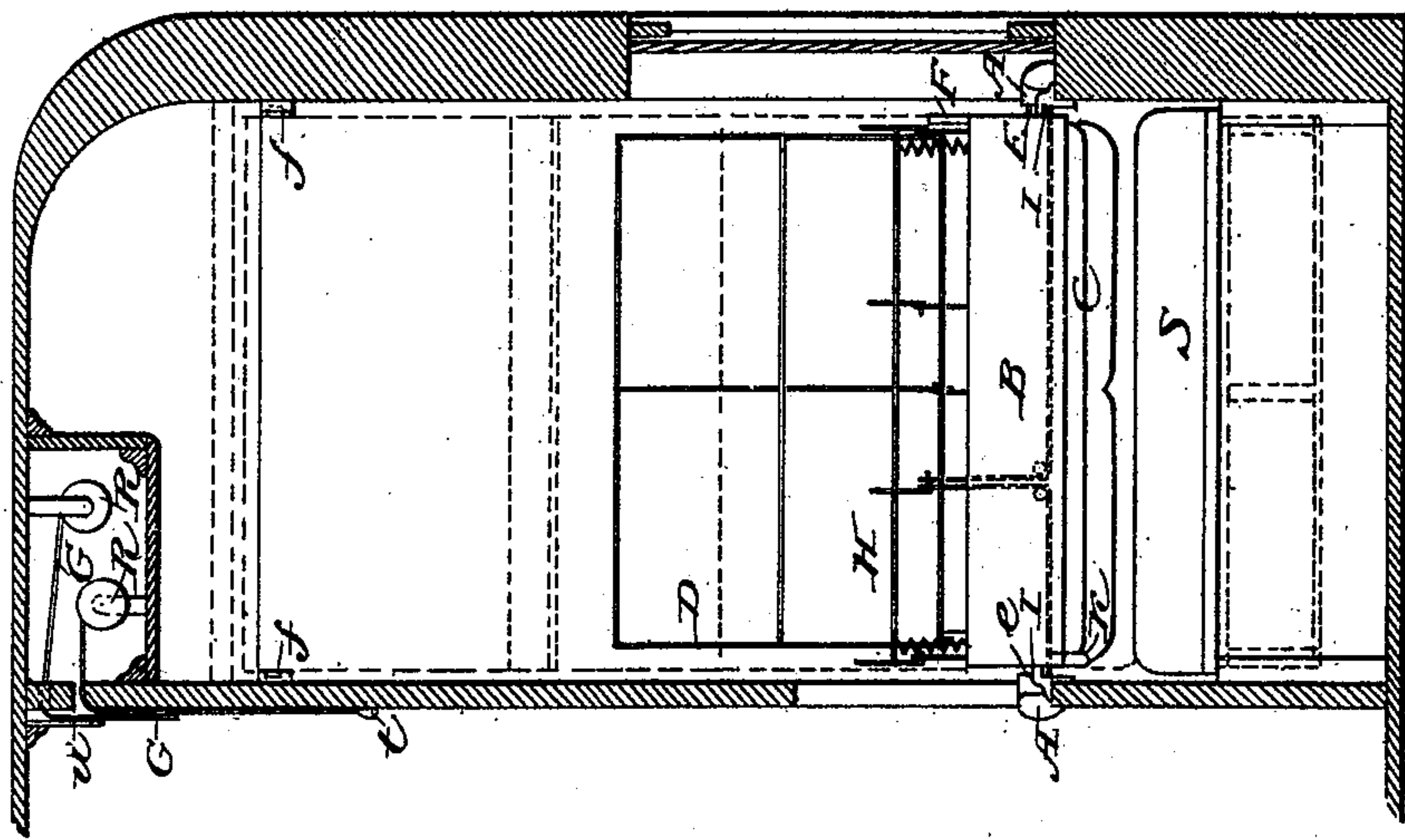
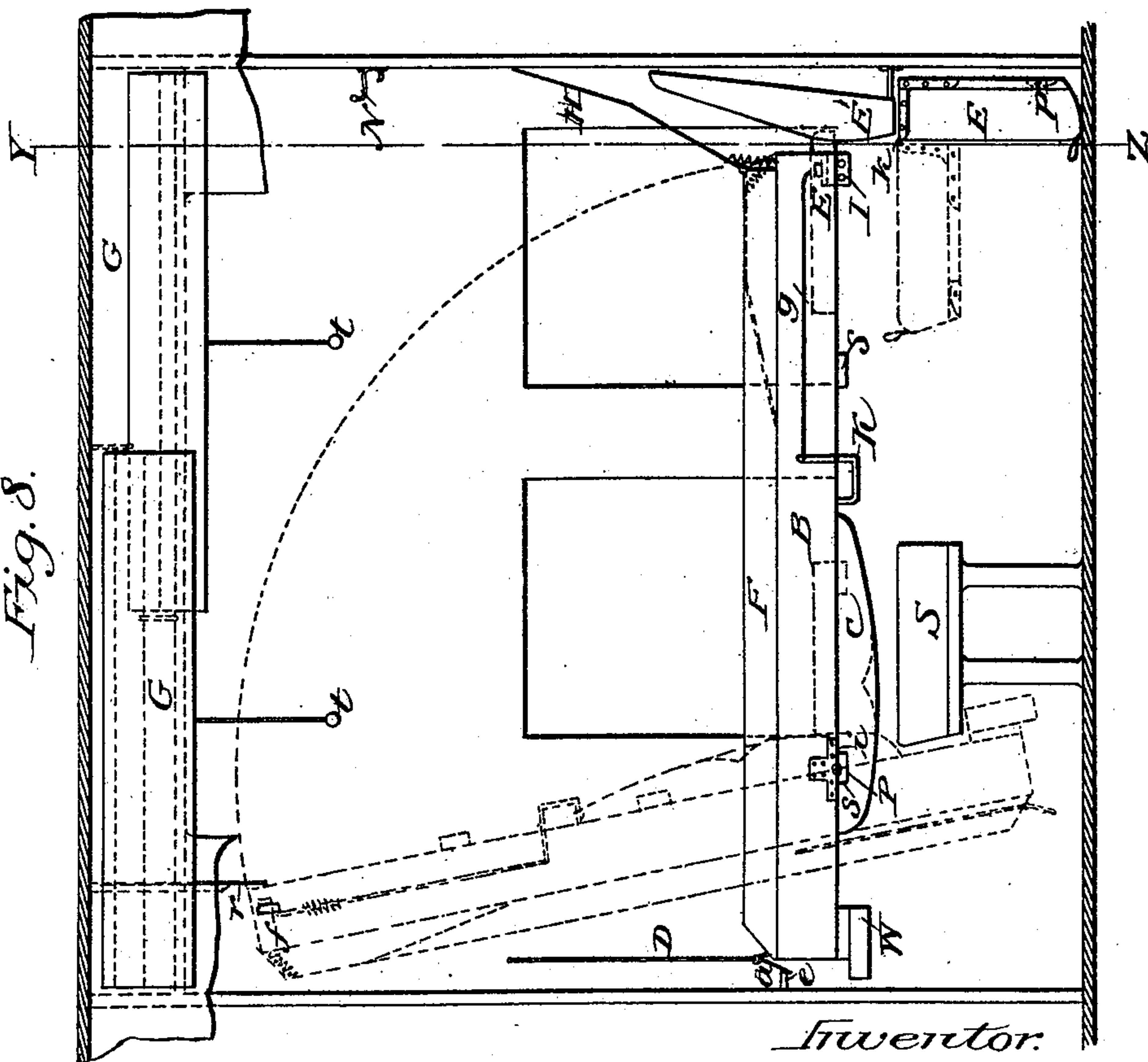


Fig. 8.



Inventor.

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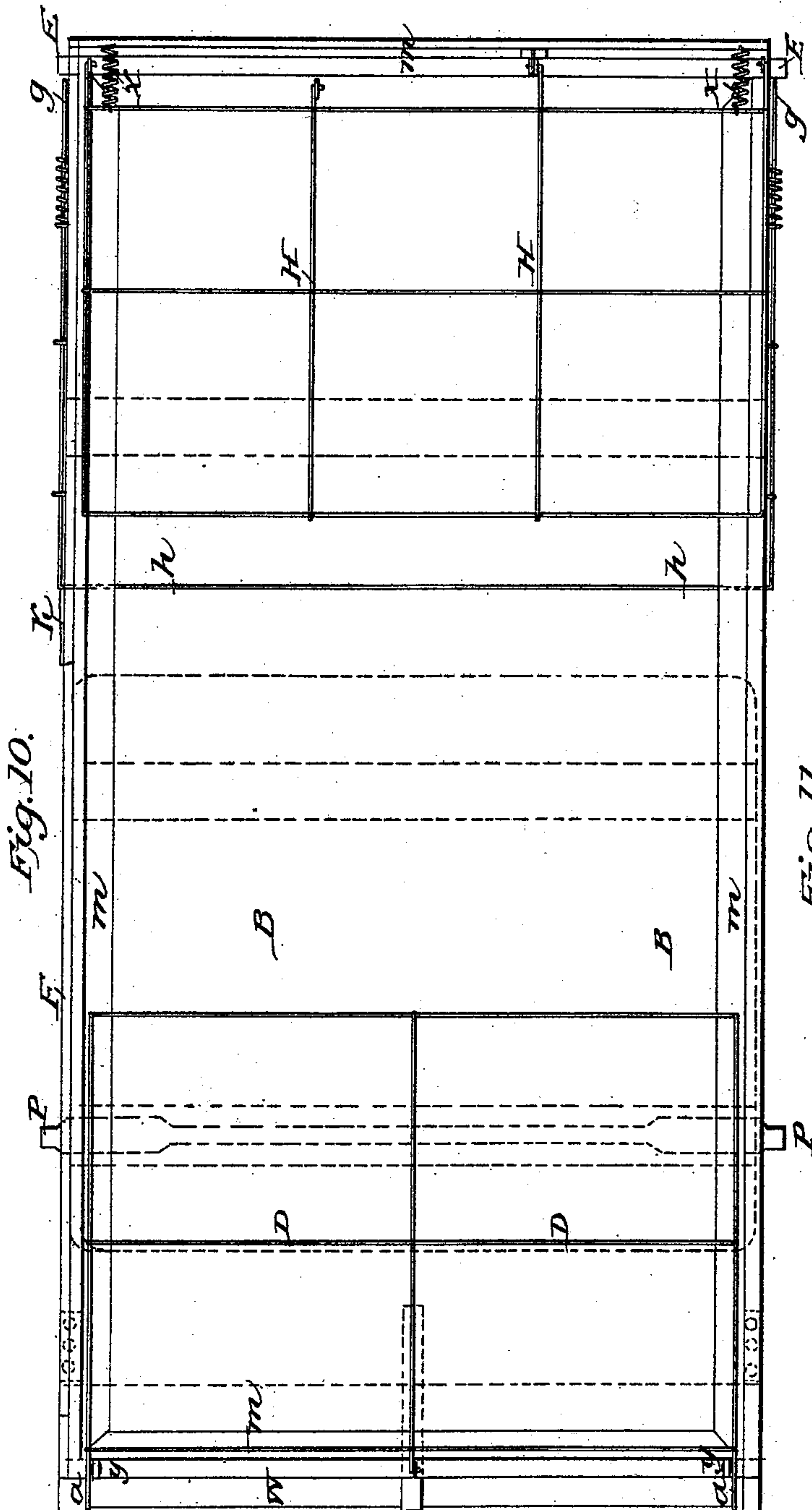
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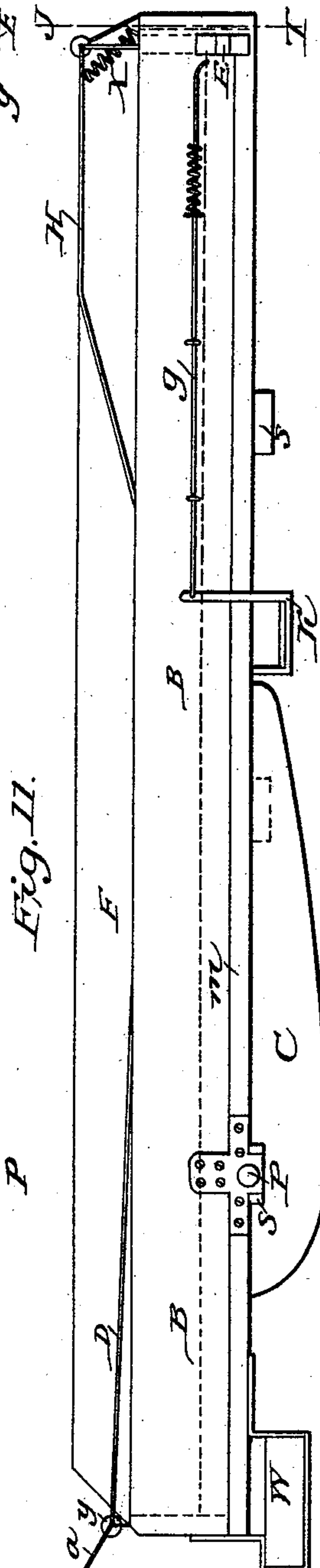
G. W. PEARSON.  
SLEEPING CAR.

No. 497,457.

Patented May 16, 1893.



Witnesses:  
Fishel & Pearson  
Patrick J. Hoar



Inventor:  
Gardner W. Pearson



# UNITED STATES PATENT OFFICE.

GARDNER W. PEARSON, OF LOWELL, MASSACHUSETTS.

## SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 497,457, dated May 16, 1893.

Application filed August 3, 1891. Serial No. 401,619. (No model.)

*To all whom it may concern:*

Be it known that I, GARDNER WHITMAN PEARSON, a citizen of the United States, residing in the city of Lowell, in the county of Middlesex and State of Massachusetts, have invented a new and useful Sleeping-Car, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of my invention is to economize space in sleeping cars by utilizing the space which the bed occupies at night, as a dressing-room and sitting room for travelers in the day-time, or whenever the bed is not being used to sleep in; to provide ample room in which to dress and undress, and a well ventilated and sufficiently large sleeping apartment. It also does away with the necessity of waiting in turn for the car porter to make up the bunks, as the bed may be made up at any time and turned back against the wall, there to remain until wanted.

My invention consists in the combination of a revolving bed, with the back of a seat, and applied to railway cars, in such a manner that it may be used as a part of a seat in the day-time, and revolved at night in such a manner as to bring the bed into a horizontal position.

The apparatus is intended to be placed in a compartment, of the width of an ordinary car seat, and somewhat longer than the bed. These compartments are closed on the two ends, and are formed on the one side by the wall of the car, and on the side next the aisle are partially closed with paneling and lattice work (*l l*) as shown in Figures 1 and 2, and, on this side, are also provided with curtains, which run upon spring rollers (*R R*) at the top of the car, and which can be lowered to the ground, so as to completely shut off the interior of the compartment from the aisle of the car.

The mode of operation is as follows: When the occupant for the time being, gets ready to retire for the night, he draws the curtains to the floor, folds up the supplementary seat (*E*), if that be used, and undresses in the space between the permanent seat (*S*) and the farther wall. This space will be about three feet (or more) square at the bottom, and larger at the top. The clothing may be hung upon pegs (*N. N.*) on that wall which is op-

posite the bed, when raised. When undressed, and ready to get into bed, he steps into the aisle, being still behind the curtains (*G*) which are flexible, and pulls the catch (*K*), which releases the bed, and he then gently lowers the bed to a horizontal position, where it rests firmly upon projecting lugs (*e* and *I*). He then raises the bedclothes holder (*H*), which releases the bolts (*n n*) which hold the bed in the horizontal position; then climbs into the bed and goes to sleep.

Figs. 1, 2, 3, 4, 5, 6 and 7 show the compartments from the side next the aisle and at various sections. Fig. 1 shows it from the aisle with the bed upright and with the seats and backs in position for occupancy in the day-time. Fig. 3 shows the curtains drawn and the supplementary seat closed; this being as it will appear while the occupant is dressing and undressing. Fig. 2 shows the bed lowered, the curtains being shown as raised, to give a better view of the interior (otherwise it appears as it will at night). Fig. 4 shows the cross section to the right of the line *U V*. Fig. 5 shows the cross section to the left of the line *L M*. Fig. 6 shows the section to the right of the line *O X*. Fig. 7 shows the section to the left of the line *Y Z*. Fig. 8 shows Fig. 2 with its differences from Fig. 1, the whole being enlarged and more of the details shown, while the partitions next the aisle and the apron *u* are taken away so as to show the details more clearly. Fig. 9 shows a section of the same at the lines *Y Z*, though here the partitions and apron are shown in their proper places. Figs. 10, 11 and 12 show the views of the box containing the bed mattress. Fig. 10 shows a view of the interior of the box when the mattress is removed. Fig. 11 is a side view of the box and shows the catches and holders, lugs, &c., and Fig. 12 shows a top end section, at the left of the line *J. T.*, with the holder (*H*) and the manner of its connection with the bolts (*n n*) which hold the bed down, and also the projecting lugs which help support the weight of the bed.

The box (*B*) containing the mattress (or springs and mattress) is constructed (see Figs. 10, 11 and 12) of stiff boards about an inch or more in thickness, and reinforced on the inside by wooden molding (*m*) and on the outside by wooden strips (*s*) and at the pivotal



line or center of revolution by a metal strip  
strip (*i*, Figs. 8, 10 and 11) which is formed  
into pivots or swivels (P) on which the bed  
swings, and which rest in sockets (Q) firmly  
5 attached to the sides of the compartment.  
This box contains the mattress or springs and  
mattress with bed clothing, pillows, &c. The  
mattress is firmly attached to the bottom or  
sides of the box by means of hooks and eyes,  
10 or in such other manner as will hold it firmly  
in place and prevent its falling out, when the  
bed is raised. The bed clothing and pillows  
are held in place by stout wire holders (H  
and D) which are pressed down by powerful  
15 springs (*x* and *y*) and one of which (D) (that  
at the bottom) rises automatically as the bed  
is lowered, by means of projections (*a*), which  
come in contact with rollers (*b*) attached to  
the end wall of the compartment; while the  
20 other (H) is intended to be raised by the oc-  
cupant's hands, after the bed is lowered, un-  
til it passes its dead center, when its spring  
(*x*) holds it back against the wall and out of  
the sleeper (as shown in Figs. 2 and 8). Rais-  
25 ing this holder also slackens cords (*c c*, Fig.  
12) which pass over spools (*d d*, Fig. 12), and  
this releases two bolts (*n n*, Figs. 9 and 12),  
allowing them to project beyond the sides of  
the box and under lugs (I, I, Fig. 9) which are  
30 firmly attached to the sides of the compart-  
ment and which may be surrounded by the  
cushioned arms of the seats (A A), thus hold-  
ing the bed in place and preventing its tip-  
ping up under any circumstances. Upon  
35 these lugs, together with the sockets (Q) rests  
the whole weight of the bed, when down; as  
lugs (*e e*) project from the sides of the box,  
near the top, and rest upon the lugs (I, I), and  
the pivots (P P) rest on the sockets (Q Q).  
40 Therefore, these lugs, pivots and sockets sup-  
port the whole weight of the bed and occu-  
pant, when the bed is lowered. These same  
lugs (*e e*) also, when it is raised, hold the bed  
away from the rear wall, as they then rest  
45 upon lugs (*f f*, Fig. 9) which are firmly at-  
tached to the sides of the compartment, near  
the top.

The bed is prevented from falling from its  
upright position by bolts (*g g*, Figs. 10 and 11)  
50 which are placed on each side and are pressed  
forward by springs so as to come behind the  
lugs (*f f*) and are bent at the end in such a  
manner as to be self closing. These bolts are  
connected with arms on the ends of a shaft  
55 (*h h*, Fig. 10) which extends through the box.  
One of these arms, (the one nearest the aisle)  
is continued out and curved so as to form a  
handle, (that is the catch K) by pulling which,  
the bolts may be released.

60 The side of the bed farthest from the aisle  
is extended upward (F) a few inches above  
the mattress, in order to prevent the bed cloth-  
ing from slipping over and being caught be-  
tween the bed and the side of the car.

65 The cushioned back of the seat (C) is at-  
tached firmly to the back of the bed box, and  
is so formed and placed, as to give the largest

amount of comfort attainable. When the  
bed is down it comes in to the space between  
the seat and the bed and is thus entirely out 70  
of the way.

A sufficient weight (W) is rigidly attached  
to the lower part of the bed to counter-bal-  
ance the weight of the mattress and of the box  
above the pivotal points, and is disposed in 75  
such a way as to make the center of oscilla-  
tion, or line between the pivots (P P), run as  
nearly as possible through the center of grav-  
ity of the movable mass. The whole body  
(bed and weights) is intended to be so bal- 80  
anced and weighted that it will require only  
a slight pull to revolve it.

The seat (S) is an ordinary cushioned one,  
supported from the bottom, and so constructed  
and placed that it will not interfere with the 85  
free movement of the bed and its moving ap-  
pendages. And it forms with the cushioned  
back (C) a complete and comfortable seat.

The supplementary seat (E E'), which may  
be dispensed with entirely if desirable, swings 90  
on pivots (*k*, Fig. 8) and is held in place by  
bolts (*p*, Fig. 8) which may be easily released,  
allowing it to drop back against the wall, so  
as to give more standing room in which to  
dress and undress. 95

The partitions of the compartment, next to  
the aisle, at one end, conceal the bed when  
raised, and at the other end project a short  
distance to help conceal the interior. It is  
partly composed of lattice work (*l l*, Figs. 1 100  
and 2) to give ventilation to the bed, which  
may be made movable, in order to reach the  
interior.

The curtains (G G) run upon spring or self-  
acting rollers (R R) and overlap each other. 105  
They are provided with frogs and connecting  
cords (*z* Fig. 3) to prevent their swinging and  
disclosing the interior, and with tassels (*t t*),  
which, when the curtains are raised, hang  
within easy reach of the hand. 110

A sort of apron or narrow portière (*u*) hangs  
from the top of the car, to conceal the open-  
ing through which the curtains run.

The sub partition (*v*) which has also a nar-  
row apron or fringe at the bottom, conceals 115  
the opening between the top of the bed and  
the top of the section.

The interior of the car may be ornamented  
in any artistic manner desirable, providing it  
does not interfere with the raising and lower- 120  
ing of the bed. The car must also be built in  
such a manner that the sides extend up per-  
pendicularly to the height of the bed, when  
standing upright.

The curtains may be made of open work, 125  
near the top, to act as a sort of transom and  
to admit light to the interior.

What I claim for my invention is this:

1. In a compartment of a sleeping car, the  
combination of the bolts *g g* having bent or 130  
beveled ends, placed on the sides of a revol-  
ving bed, and pressed forward by springs, with  
the shaft *h h*, running through the bed from  
side to side, having the arms attached to said



bolts and the handle K, and with the lugs *f f*, all substantially as described and for the purpose specified.

2. The combination in a compartment of a sleeping car, of the stout wire framework D, attached to the revolving bed B, and pressed down thereon by the springs *y y*, and having projecting arms *a a*, with projections *b b*, from the wall of the compartment so placed that they come in contact with the arms when the bed is revolved, substantially as described.

3. The combination in a compartment of a sleeping car, of the stout wire framework H pivoted to raised supports attached to the revolving bed, B, with the spiral springs *x x*, which are so attached that they pull said framework downward, in whatever position it may be, with the bolts *n n*, and cords *c c*, passing over the pulleys or wheels *d d*, and the lugs *l l*, all substantially as described and for the purposes specified.

4. The combination of long curtains forming part of the open side of a compartment in a sleeping car, with spring rollers placed at the top of the compartment which are long enough to have their ends project beyond each

other, as described and for the purpose specified.

5. The combination in a railway car of oblong compartments made partially of woodwork, with overlapping cloth curtains running upon spring rollers at the top of the compartment and forming a movable inclosure for one side of the compartment as set forth and for the purposes specified.

6. The combination of a revolving bed with a compartment of a sleeping car, very little larger than the bed, with the overlapping curtains running upon spring rollers at the open side of the compartment all substantially as described and for the purpose specified.

7. An inclosure for sleeping car berths, consisting of long curtains, placed in such a manner that they overlap from top to bottom, and attached at their upper ends to horizontal spring rollers, in such a way that they may be rolled up out of the way, for the purpose specified and in the manner shown.

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Witnesses:

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