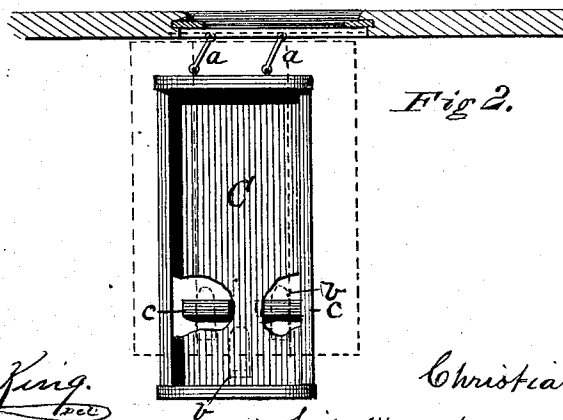
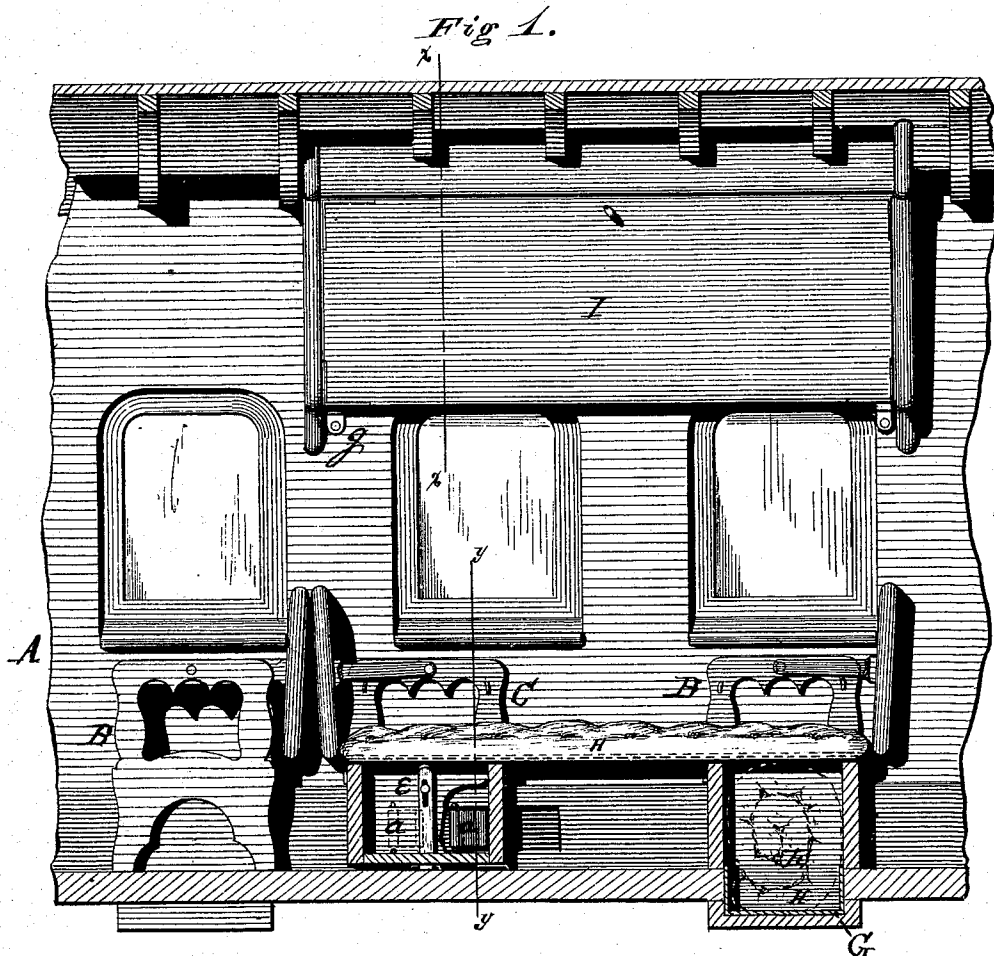


C. E. LUCAS.
Sleeping-Car.

No. 159,428.

Patented Feb. 2, 1875.



WITNESSES
Harry King.
C. M. Parks

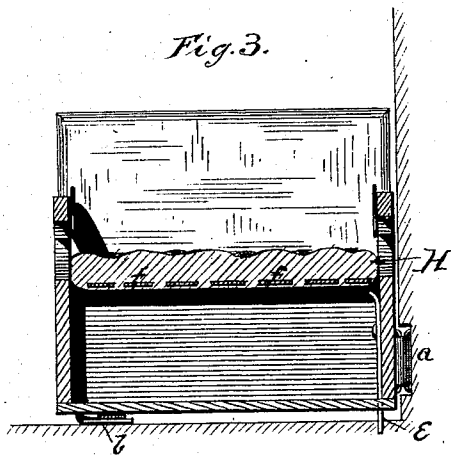
INVENTOR
Christian E. Lucas
By his Attorneys
Stansbury & Munro

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Fig. 3.



WITNESSES

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INVENTOR

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By *his Attorneys* *Hensbury & Munn*

UNITED STATES PATENT OFFICE.

CHRISTIAN E. LUCAS, OF ATLANTA, GEORGIA, ASSIGNOR OF ONE-HALF
HIS RIGHT TO JOHN F. DIVINE, OF WILMINGTON, N. C.

IMPROVEMENT IN SLEEPING-CARS.

Specification forming part of Letters Patent No. 159,428, dated February 2, 1875; application filed
December 11, 1874.

To all whom it may concern:

Be it known that I, CHRISTIAN E. LUCAS, of Atlanta, Fulton county, Georgia, have invented certain new and useful Improvements in Railway Sleeping-Cars; and I do hereby declare the following to be a full and correct description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a portion of the interior of a sleeping-car; Fig. 2, a top plan view of one of the adjustable seats, with a portion broken away; Fig. 3, a vertical section on the line *yy* of Fig. 1.

In the drawings, like letters of reference indicate like parts wherever they occur.

The object of my invention is to provide a car with a portion of its seats connected by novel mechanical devices, so that they may be easily and quickly adjusted and secured for sleeping purposes without being disconnected from the car; also, to combine with the seats a self-supporting mattress, and extend the recess under the fixed seats through the floor, and insert therein a galvanized-iron bottom.

A represents the interior side of a portion of a car; B, the fixed or stationary seats; and C, an adjustable seat. All the seats are provided with the usual swing-backs, and are arranged for seating purposes at the distance apart usually adopted. The adjustable seats C are connected to the side of the car by parallel link-hinges *a*, of the proper length to give the seat the adjustment required, as shown in Fig. 1, but more clearly in Fig. 2, and has attached to the under side of its outer foot a fixed hook or catch, *b*, which engages alternately in loops or staples *c*, fastened to the floor, as shown in said Fig. 2, while to the side of the inner side is attached a bolt, *e*, as shown in Figs. 1 and 3, for securing the seat in place when adjusted. E is a recess, extending through the floor of the car under the stationary seats, and is provided with a removable galvanized-iron bottom, G, as shown in Fig. 1.

This extended recess is for the purpose of

giving more storage-room, in which the articles can be kept dry and secure.

H is a mattress, of peculiar construction, to be used in combination with the seats without the necessity of employing any central support. It is provided longitudinally through the lower part of its body with a series of supports, *f*, as shown in Fig. 5, made of metal or other suitable material.

In this way a car is provided in which the seats may be turned all one way and fixed at the same distance apart usual for passengers sitting up only, yet with a portion of the seats adjustably attached, so that they may be quickly and securely arranged, in combination with a self-supporting mattress, for sleeping purposes; also, in which recesses for storage are provided under the fixed seats extending through the floor of the car, with galvanized-iron bottoms.

Having thus described my invention, what I claim is—

1. The combination of the seats C with the parallel link-hinges *a*, catch *b*, staples *c*, and bolt *e*, substantially as and for the purpose set forth.

2. In combination with the seats B and C, the mattress, provided with the longitudinal supports *f*, substantially as and for the purpose set forth.

3. The recess E, extending through the car floor, and provided with a removable galvanized-iron bottom, G, as and for the purpose set forth.

4. In a railway-car, a car-seat attached to the side of the car by means of parallel link-hinges, as and for the purpose set forth.

The above specification of my said invention signed and witnessed at Washington, District of Columbia, this 28th day of November, A. D. 1874.

CHRISTIAN E. LUCAS.

Witnesses:

W. P. BELL,
H. B. MUNN.