(No Model.)

J. H. LASKEY.

SLEEPING CAR.

No. 265,615. Patented Oct. 10, 1882.

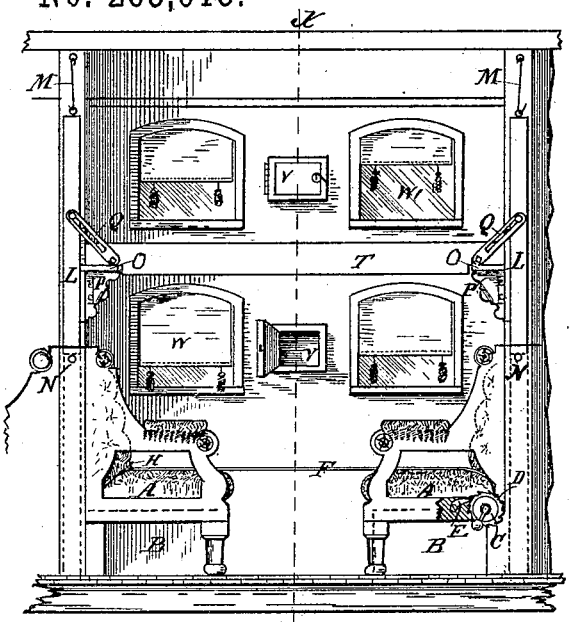

Fig. 1.

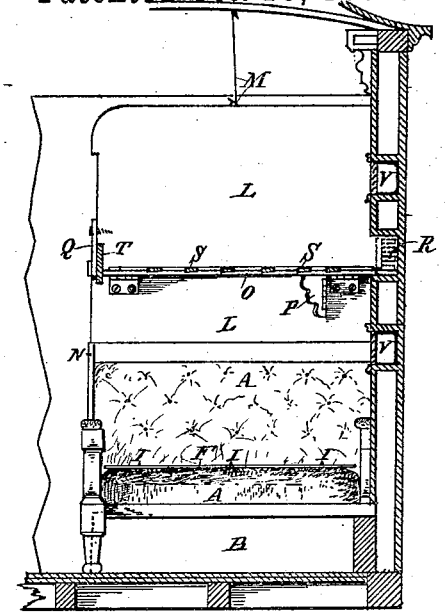

Fig. 2.

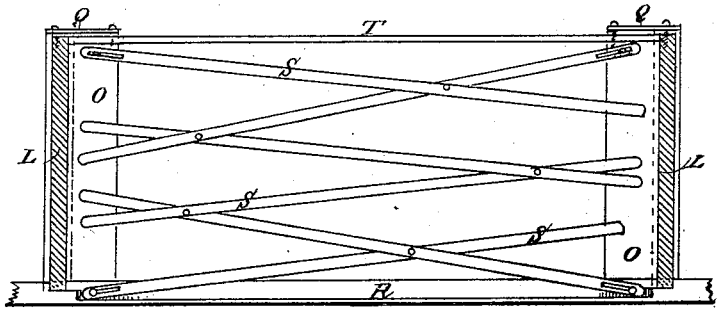

Fig. 3.

Witnesses.
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Inventor.
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by A. H. Spencer
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UNITED STATES PATENT OFFICE.

JOHN H. LASKEY, OF BOSTON, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO ISAAC F. DOBSON, OF SAME PLACE.

SLEEPING-CAR.

SPECIFICATION forming part of Letters Patent No. 265,615, dated October 10, 1882.

Application filed August 25, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. LASKEY, a citizen of the United States, residing at Boston, Massachusetts, have invented certain new and useful Improvements in Sleeping-Cars; and I do hereby declare that the same are fully described in the following specification and illustrated in the accompanying drawings.

The object of this invention is to simplify and cheapen sleeping-cars, and especially to lessen the weight of such cars and the waste of space therein due to the mode of construction of the berths and mattresses commonly adopted.

My improvements include features specially adapted to use as a lower berth, and others designed particularly for the upper berth of the same section. The lower couch is a canvas or other flexible fabric hooked by a bar at one of its ends and stretched over the cushions of two adjacent seats, being secured at its other end to a roller beneath one of the seats and held tightly strained in a horizontal position by a pawl and a ratchet on the roller end. The fabric thus has an elastic hammock action, supported, as it is, at each end by the springs of a seat-cushion. The upper-berth bottom is composed of a series of crossing pivoted slats arranged to draw out from a recess in the side of the car, so as to support the bedding. The slats are themselves supported by a shelf at each end, which shelf is hinged to the vertical partition, and has one or more swinging brackets to sustain it in a horizontal position. The partitions which give this support are upheld by a hook or other device from the ceiling and by a spring-bolt at the top of the seat-back.

In the drawings, Figure 1 is a front elevation of the upper and lower berths of a sleeping-car constructed according to my invention. Fig. 2 is a transverse section of the same at *x*, Fig. 1; and Fig. 3 is a plan of the upper-berth bottom spread for use with the adjacent parts in horizontal section.

A A represent the seats arranged to face each other, as is usual in sleeping-cars.

B B are boxes under the seats, and utilized for storage of bedding.

C is a roller located in the upper outer corner of one of the boxes, just beneath the rear edge of the seat-cushion. This roller is mounted in bearings, in which it may revolve, and has a ratchet-wheel, D, at one end with which a pawl, E, engages. The outer end of the shaft of the roller is made square to receive a crank by which it may be rotated.

The roller C has coiled upon it in the box B a canvas or other flexible fabric, F, of sufficient width to constitute a support for the mattress and bedding. The inner end of this fabric is secured to the roller, and the opposite end is provided with a cross bar or head, H, to engage with hooks I, located in the angle of the opposite seat A, or with some equivalent devices, so that the fabric F may be stretched over the two seat-cushions and the space between them to receive and support the mattress and bedding. The fabric may be re-enforced along its front edge, if desired.

In this way a cheap, light, and most compact bed-bottom is provided, utilizing the springs of the seat-cushions to give elasticity to the bed, but without moving or in any way disturbing the cushions of the seat or back or requiring any transverse central support. This arrangement also gives an increased amount of space beneath the middle of the bed for baggage, &c.

I propose to employ instead of the bulky mattresses and pillows generally used air-bags of suitable size and shape, made of some strong impervious material, and provided with an air inlet and exit controlled by a cock or valve, so that the bags may be inflated with a bellows or otherwise, and used in that condition as a bed and as pillows, and be readily collapsed when desired to roll up and pack in small compass beneath one of the seats. Besides the economy of space, weight, and original expense, these beds and pillows will be found most comfortably cool, and they are specially adapted for use on railway-cars, since the compressed air they contain does not transmit to the occupant of the bed the jars due to the movements of the train.

The backs of the seats form suitable barriers between the adjacent lower berths, and have within or between them a recess or cavity of suitable dimensions to receive a broad and

strong partition, L, preferably of wood, adapted to serve when raised up as a support for as well as partition between the adjacent upper berths. This partition is shown as supported in part by a hook, M, from the ceiling, and by one or more spring-bolts, N, at the lower edge concealed in the upper edge of the seat-back.

The partition L carries on each side a hinged shelf, O, supported in a horizontal position, when required, by brackets P, hinged vertically to the partition and swinging out at right angles thereto beneath the shelf for its support, but, like the shelf, adapted to fold flat against or into a recess in the partition, so as to drop with it into the cavity between the seat-backs when desired.

Each shelf O may be further supported at its front end by an oblique hanger, Q, pivoted to the shelf end and engaging by a long slot with a stud or pin on a casting on the front edge of the partition L.

It is obvious that other means of supporting the bed-bottom may be adopted.

S S are slats, preferably of elastic steel, pivoted together, as shown, so that they can be drawn out to rest upon the shelves O for use, as in Fig. 3, or closed one above another into a recess, R, during the day, as indicated in Fig. 2. In order that they may fold in this way, and also that they may re-enforce each other between their supported ends, I pivot one end of the first or bottom slat to the side of the car, the next slat above the first near one of its ends, and beneath the third slat near its other end, and so on, as will be clear from Fig. 3. The ends of the outer or uppermost slats may be secured in position for use by pins and slots, or in any convenient manner, and the end of the lowermost of two pivoted slats may rest in a depression in the shelf, if desired, so as to have a support for each and hold them in position. I provide for the upper berth a front piece, T, which rests edgewise on the shelves O, between the partitions L, and is held in position by any efficient means. When the slats are folded into the recess R the front piece, T, placed before them has the appearance of an ornamental finish for the side of the car, covering and concealing the slats. These slats, recess, and front piece, T, may also be applied for the lower berth.

Windows W are provided, as usual, adjacent to the seats, and I also furnish windows W′ to give light in the upper berths.

Between the windows I form for each berth as a permanent fixture in the building of the car, and concealed in or flush with the side thereof, a small safe, pocket, or receptacle, V, for valuables, so that the passenger on retiring may without risk deposit therein money, jewelry, &c., and lock the same securely. I make these safes of wrought or cast metal and secure them between the walls of the car so that nothing but the door is visible, and I finish that to correspond with the adjacent parts of the car, making the device as unobtrusive as possible. I do not, however, at this time claim such safes, since an improved form thereof is fully set forth in another patent granted to me simultaneously herewith.

I am aware that a slide dropping between seat-backs has been employed as a partition between upper berths, but not provided with the attachments for supporting said berths which my invention contemplates. Slats and flexible sheets have also been used for berth-bottoms in various combinations other than those originated by me. Hence I do not claim said devices, broadly; but

I claim as of my invention—

1. The described berth for sleeping-cars, consisting of the flexible fabric F, stretched across and resting at its ends upon the yielding seat-cushions while in their normal positions, so as to receive elastic support from the springs thereof and to leave the space beneath the fabric and between the seats free for the storage of baggage, substantially as set forth.

2. The partitions L, each provided with the hinged shelves O, brackets P, and hangers Q, in combination with the folding slats S, substantially as and for the purpose set forth.

3. The upper-berth bottom herein described, consisting of crossing pivoted slats, suitably supported when spread for use, in combination with the recess R, to receive the folded slats, and the front piece, T, to conceal them when not in use.

In testimony whereof I hereto affix my signature in presence of two witnesses.

JOHN H. LASKEY.

Witnesses:
A. H. SPENCER,
W. D. THAYER.