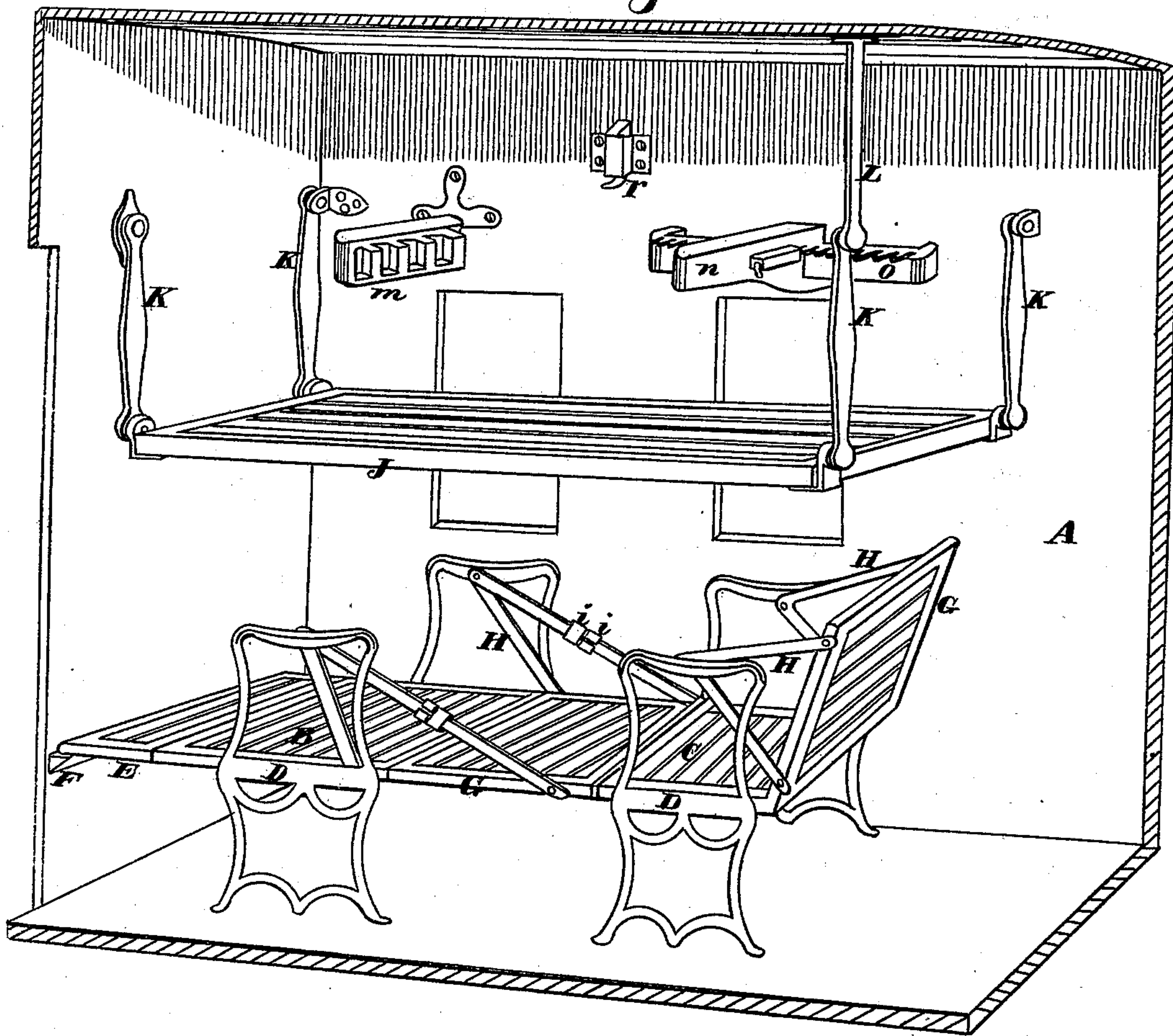


J. BOLT.  
SLEEPING-CAR.

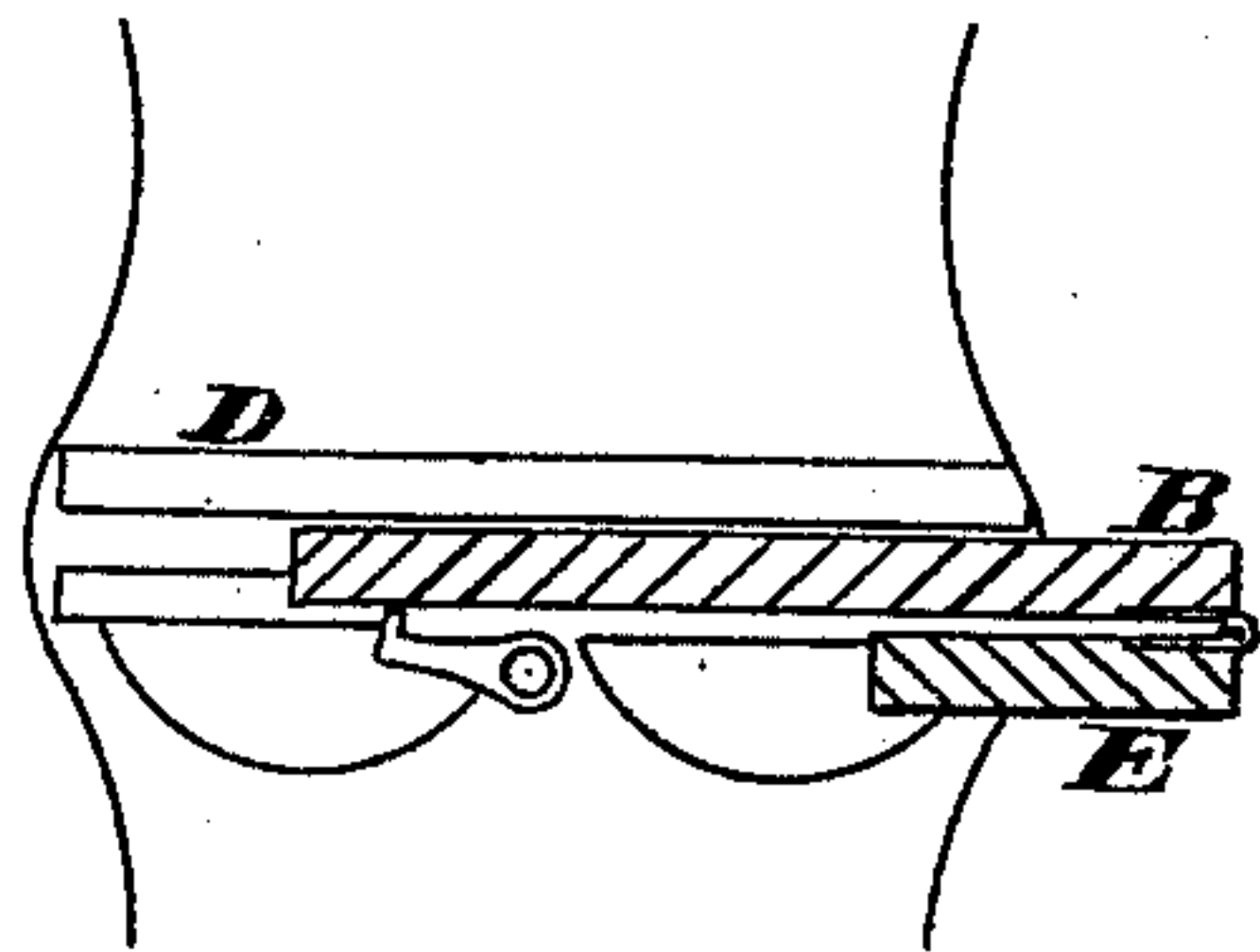
No. 170,985.

Patented Dec. 14, 1875.

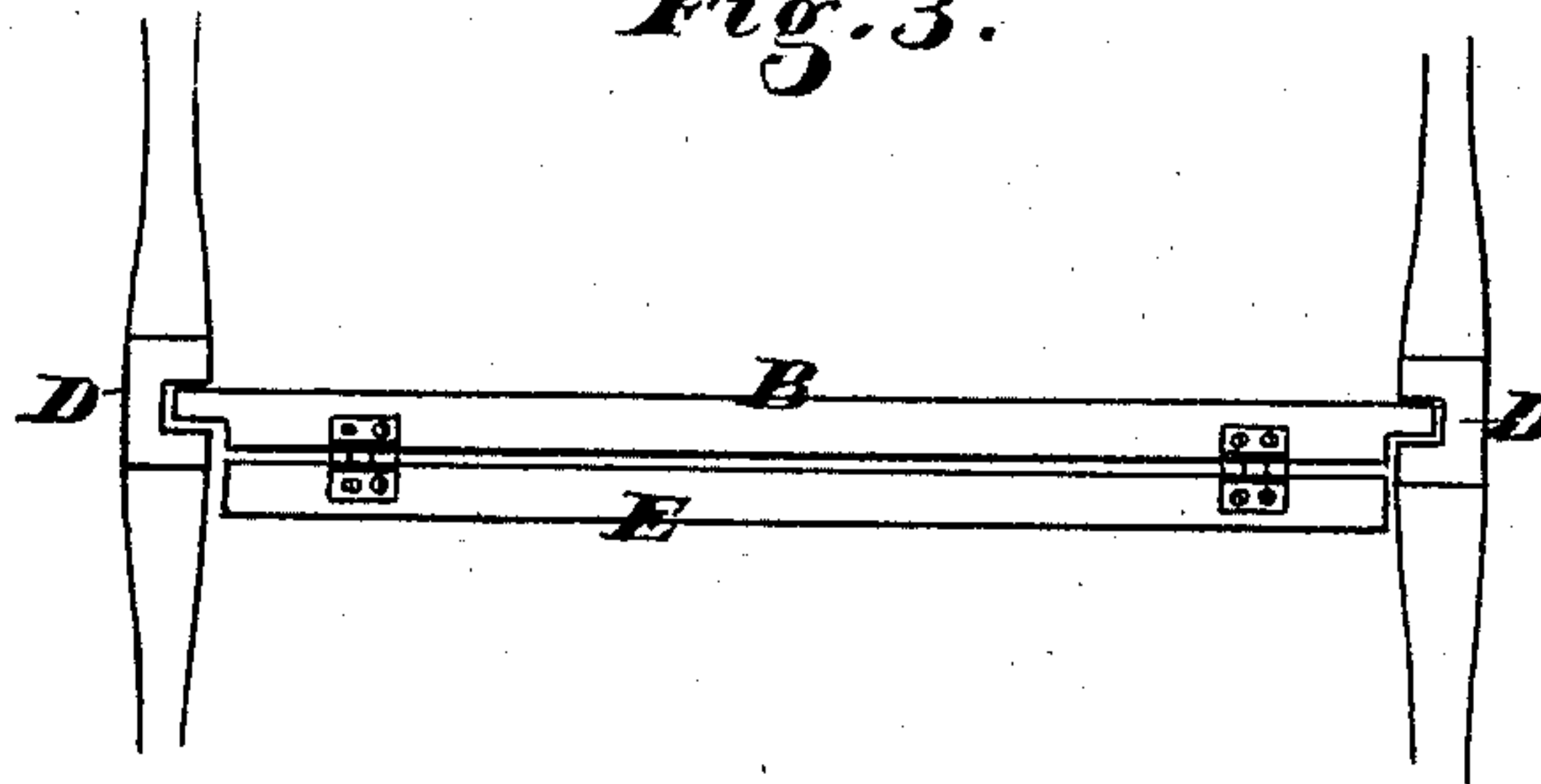
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses

Geo. L. Boone  
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# UNITED STATES PATENT OFFICE.

JOSEPH BOLT, OF BENICIA, CALIFORNIA.

## IMPROVEMENT IN SLEEPING-CARS.

Specification forming part of Letters Patent No. **170,985**, dated December 14, 1875; application filed October 4, 1875.

*To all whom it may concern:*

Be it known that I, JOSEPH BOLT, of Benicia, Solano county, State of California, have invented an Improved Railway-Carriage; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvement without further invention or experiment.

My invention relates to certain improvements in the construction of railway-coaches of that class which are intended to be used for day and night travel, and in which provision must be made for sleeping at night as well as for seats by day.

Referring to the accompanying drawing for a more complete explanation of my invention, Figure 1 is a perspective view of a section of my carriage. Figs. 2 and 3 are enlarged detailed views of the seats.

A is a section of a car, containing two seats, B and C, which will accommodate four persons in a sitting position, such as would ordinarily be taken during the day.

In order to accommodate these persons in a recumbent position at night, it will be necessary to convert the seats into a continuous surface or bed for two, while the space above them will be occupied by another mattress or bed for two more persons.

I am aware that this is the general method adopted upon sleeping-cars, and shall therefore confine myself to my especial devices for accomplishing these results.

The seat-frames D are made of wood or metal, in any ornamental design, and are grooved, so that the seats B and C will slide a short distance forward or back, as may be desired. To the edges of each seat which are nearest the ends of the sections are hinged the extension-pieces E. These pieces may fold beneath the seat during the day; but they are allowed to rest upon a supporting ledge, F, at the ends of the sections, and thus form a continuation of the seat, to serve as a part of the bed. The backs G of the seats are provided with arms H H', which are pivoted, near the top and bottom of the back-piece, at the ends; and these arms meet upon a pivot-pin at the center of the side arms of the seat, so

that the seats may be reversed in the usual manner. In order to make the backs available to form a portion of the bed-bottom, when desired, one of the arms, H', is made in two pieces, each having a clasp, i, which holds it to the other, so that they may slide past one another, and form a double arm of the same length as the arm H. A spring-catch holds the arm in this position when the backs are to be retained in an upright position; but by releasing this catch the arms H' will draw out to about double the length of the arms H, and as the seat B is drawn forward, and the extension E rests upon its supporting-ledge, the back G will lie down and fill the space between the two seats, thus making a complete bed-bottom, upon which bedding will be placed. The seats may be reversed, so as to have the head at either end, as may be desired. The upper mattress J is made in one piece, and is suspended from arms K, which are pivoted to the ends of the section or to hangers L, so that during the day this bed may be retained close to the top of the car and out of the way; but when needed the spring-catch r may be released, and the bed lowered to its place.

By means of the arms or links K, it will be seen that the bed, when lowered, will make a curve outward around the point of attachment of the links, and thus it will be thrown out so far as to entirely clear the hooks or brackets, which are usually placed on the sides of cars to hold various articles.

My improvements are equally well adapted for use in finely-finished cars, or for those which are more cheaply made.

When the cars are to be employed for the transportation of troops it will be necessary to have some means of carrying the guns securely, and for this purpose I employ racks m n, which are secured to the wall of the car. The rack m is stationary, and is fitted to receive the butts of the guns of the four occupants of the seats below, while the rack n receives the muzzles of the guns. As the guns may vary in length the support n is made adjustable longitudinally, moving upon a toothed slide, o, and it is held at any point by means of a spring-catch.

By this construction, and the peculiar method

of suspending the upper mattress, I am enabled to employ all the conveniences of racks without any interference with the raising and lowering the mattress.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The sliding seats B and C with their extensions E, in combination with the backs G, so supported as to lie between the seats and

form a continuous bed-bottom, substantially as and for the purpose described.

2. The attachments, consisting of the stationary rack *m* and the adjustable rack *n*, for the purpose of supporting guns, substantially as described.

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Witnesses:

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JNO. L. BOONE.