J. Danner.
Seat & Couch.

No. 26,571. Patented Dec. 27, 1859.

Fig 1.

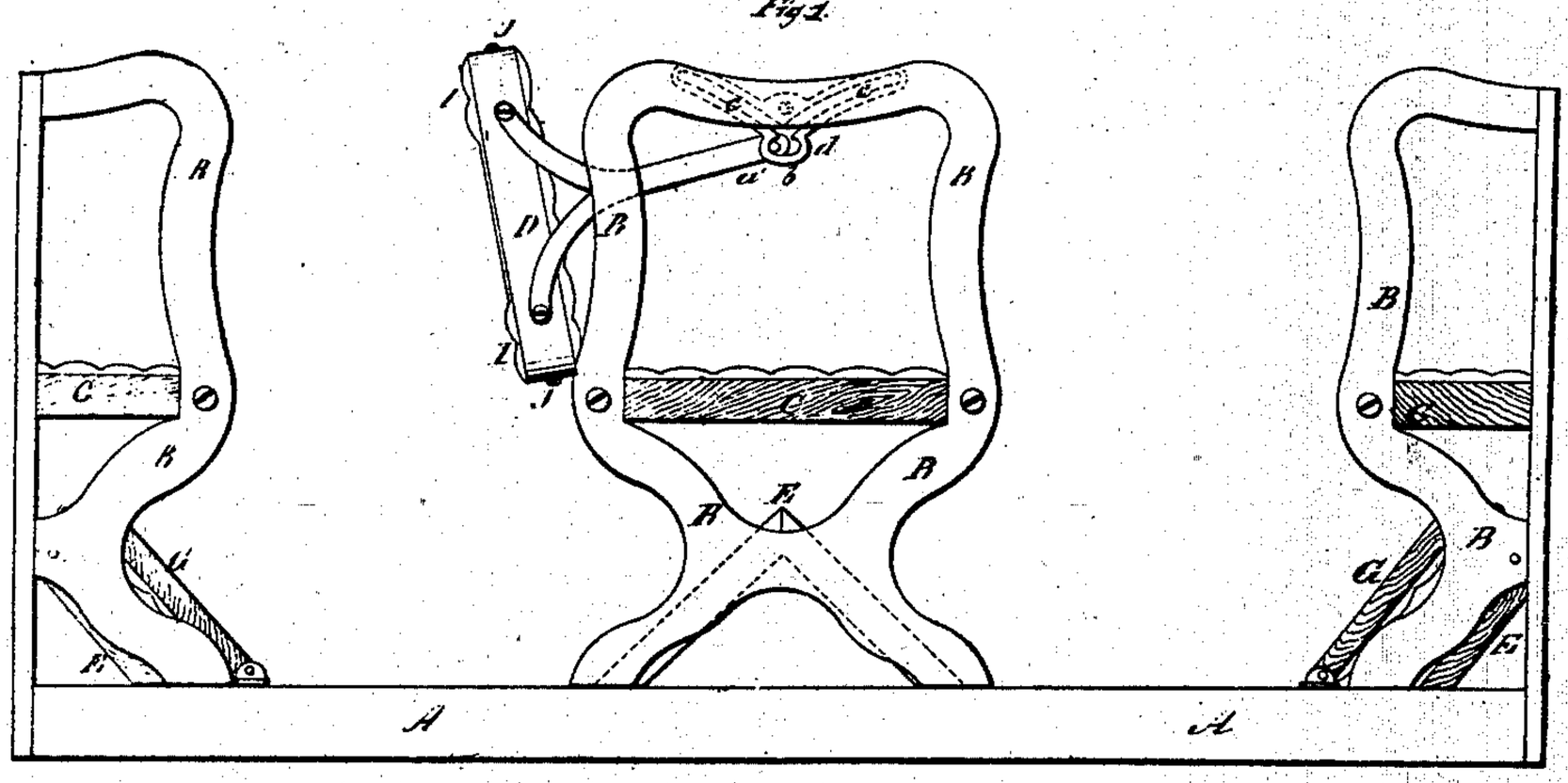


Fig 2.

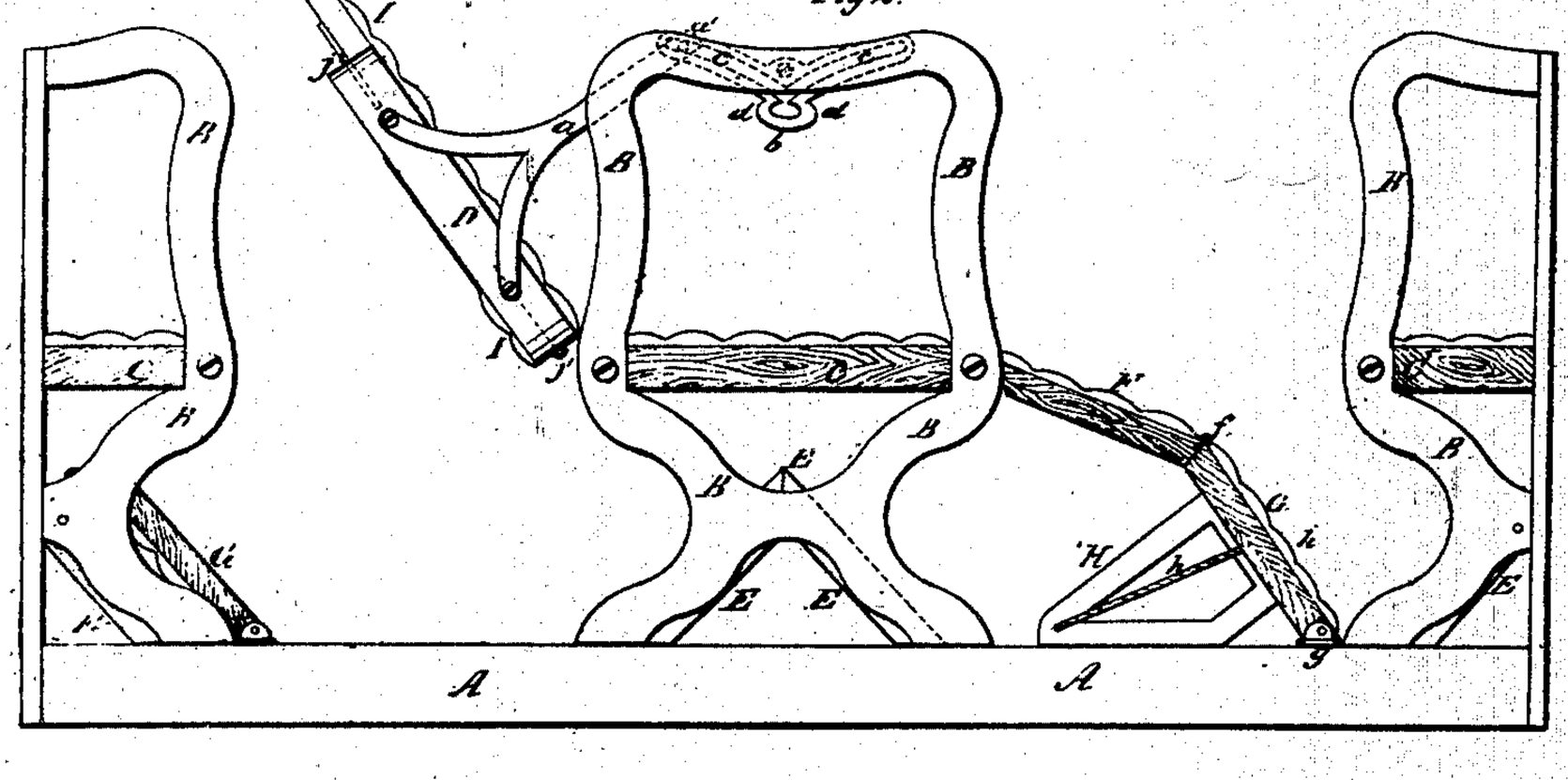


Fig 3.

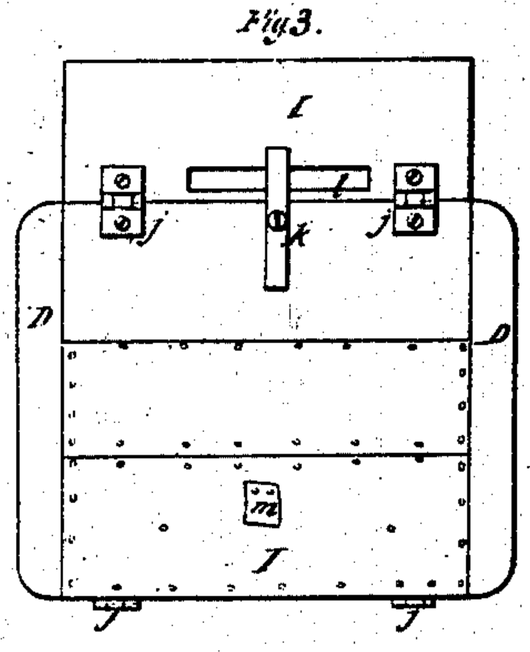
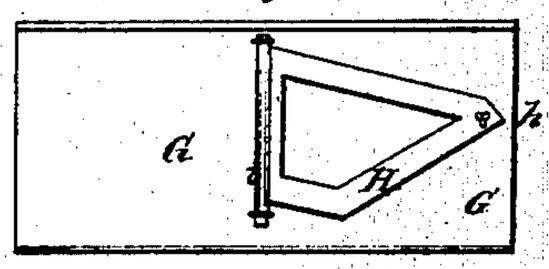


Fig 4.



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UNITED STATES PATENT OFFICE.

JOHN DANNER, OF CANTON, OHIO.

SLEEPING-CHAIR FOR RAILROAD-CARS.

Specification of Letters Patent No. 26,571, dated December 27, 1859.

To all whom it may concern:

Be it known that I, JOHN DANNER, of Canton, in the county of Stark, in the State of Ohio, have invented certain new and useful Improvements in Sleeping-Chairs for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, forming a part of this specification, in which—

Figure 1, represents an end view of so much of three seats or chairs, as is necessary to illustrate my invention, when the said seats or chairs are used for day travel or ordinary seats or chairs. Fig. 2, represents a similar view when the chairs or seats are used for night travel or sleeping chairs. Fig. 3, represents a rear view of back D, Fig. 2. Fig. 4, represents a rear view of G, showing the manner in which the supporting piece H, is folded up when the chairs are used as shown in Fig. 1.

A, A, represent the floor of the car to which are fastened the frames B, B, of the seats C, C. The frames B, B, and seats C, C, do not differ materially from the frames and seats in common use. To the top of the inside of the frames B, B, are attached the back supporting pieces *b*, having long slits or openings *c*, and curved bottom openings *d*, all as fully shown in dotted and full lines Figs. 1 and 2.

The backs D, are supported by side arms *a*, one on each end. The arms *a*, have pins or projections *a'*, which fit into the slotted pieces *b*, so that when the backs D, are to be used for day travel, the pins or projections *a'*, in the arms *a*, are slid down so as to catch into the curved openings *d*, as shown in Fig. 1, and if it be desired to reverse the backs D, so as to have the seats face or front the other way, all that is necessary to do, is to turn the backs over and let the pins or projections *a'*, catch into the other side of the curved openings *d*.

A stationary foot rest E, is placed under each seat, and in addition thereto a limb supporting device F, G, H, is hinged to the floor, or to ears attached to the floor or bottom of frames B, on both sides of each seat or chair, only two of them being shown in the drawings.

Each back D is provided with two folding head supports I, which are hinged to the back D, as shown at *j*, Figs. 1, 2, and 3, so that when not in use they can be folded back as shown in Fig. 1, and there held by a spring catch or any other suitable device.

To arrange the seats for night travel, or to be used for sleeping chairs, the projections *a*, of the arms *a*, are raised out of the curved openings *d*, in the back supports *b*, so as to allow the backs D, to fall back as shown in Fig. 2, where they are held by means of the projections *a'*, striking against the upper and outer ends of the slots *c*, in the back supports *b*. The head supports I, are now turned up as shown in Figs. 2 and 3, and there held by hinged holding pieces K or their equivalent, which can be made so as to support the folding pieces I, at any desired inclination. The limb supporting devices are then unfolded as shown in Fig. 2, the parts F, resting against the front of the seats, while the bottom supporting pieces H, which are hinged to the backs of G, being swung around as shown in Fig. 2, keep the parts F, and G, in the position shown in Fig. 2, thus affording an easy and convenient support or rest for the limbs.

The bottom supporting pieces H, can be made to rest on the floor at a different angle, so as to support the parts F, and G, in any desired position or inclination.

It will be seen from the above description of my improved sleeping chair for rail road cars, that they are not only simple and convenient, but can be arranged with great ease and rapidity for either night or day travel.

To fold up the limb supporting device the cord *h*, which is attached to H, and is then passed through the piece G, as shown in Fig. 2, is pulled so as to swing and fold the part H, into a recess cut in the back of G, when the part F, which is hinged to G, at *f*, is folded over so as to bring the upper part of F, in contact with the lower part of G, and then the whole device is turned on the hinges *g*, back against the foot supports E, as shown in Fig. 1, thus answering for foot rests.

The head supporting pieces I, are recessed as shown at *l*, Fig. 3 so as to fit over the pieces *k* when the parts are folded together as shown in Fig. 1.

It will be obvious that the bottom riser or supporting piece H, can be constructed differently from the mode herein described, without departing from the principle of my invention.

Having described my improved reclining or sleeping chair for rail cars, what I

claim therein as new and desire to secure by Letters Patent is:

1. I claim the limb supporting device F, G, H, in combination with the seats, constructed substantially as described and for the purposes set forth.

2. I claim the combination with the seats C, and frames B, of the backs D, folding head rests I, slotted pieces *b*, arranged and operating in relation to and in combination with the limb supporting device F, G, H, substantially as and for the purposes set forth.

JOHN DANNER.

Witnesses:
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