

A. RAPP.

Revolving and Reclining Railway Chairs.

No. 133,721.

Patented Dec. 10, 1872.

Fig. 1.

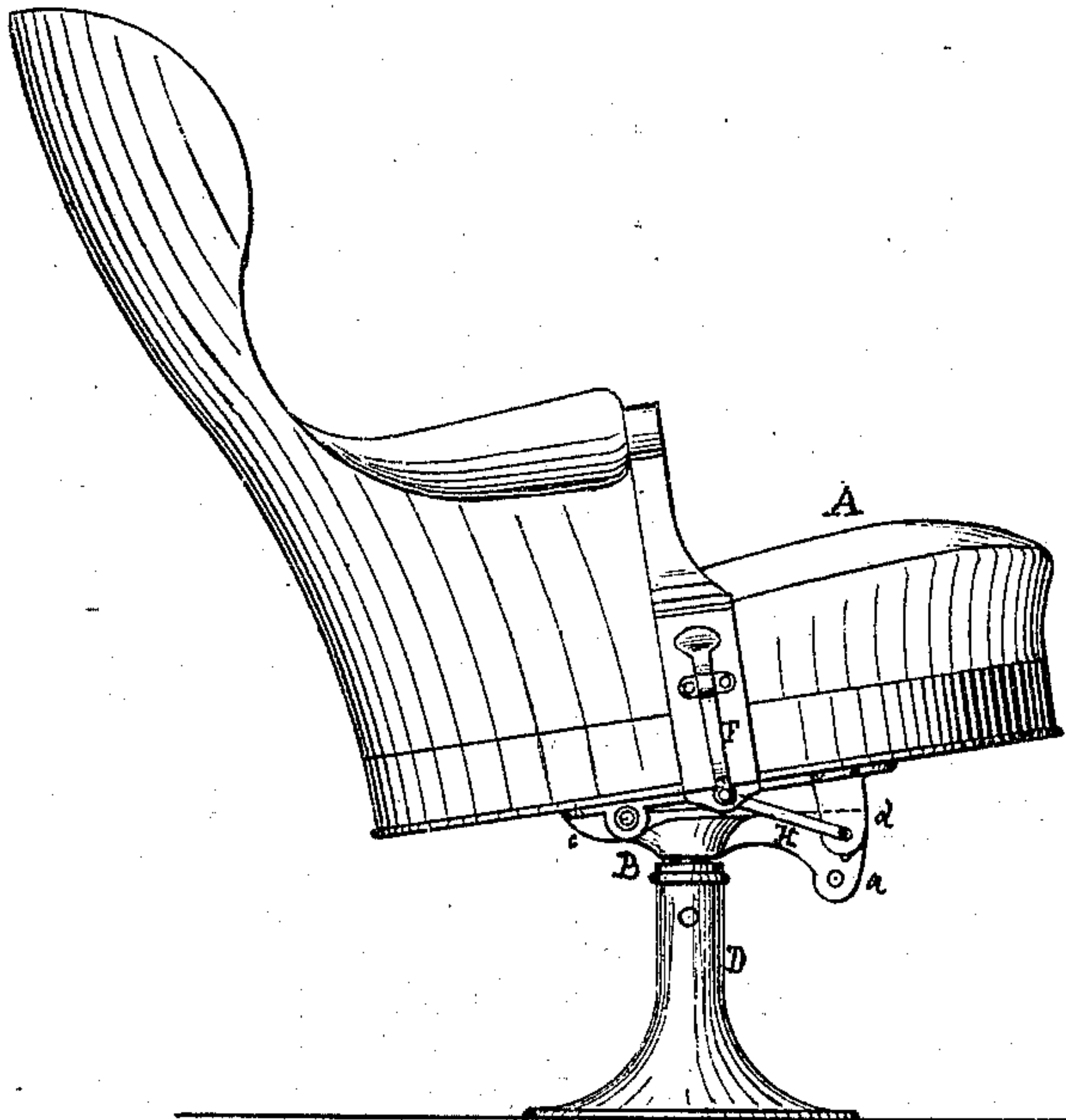


Fig. 2.

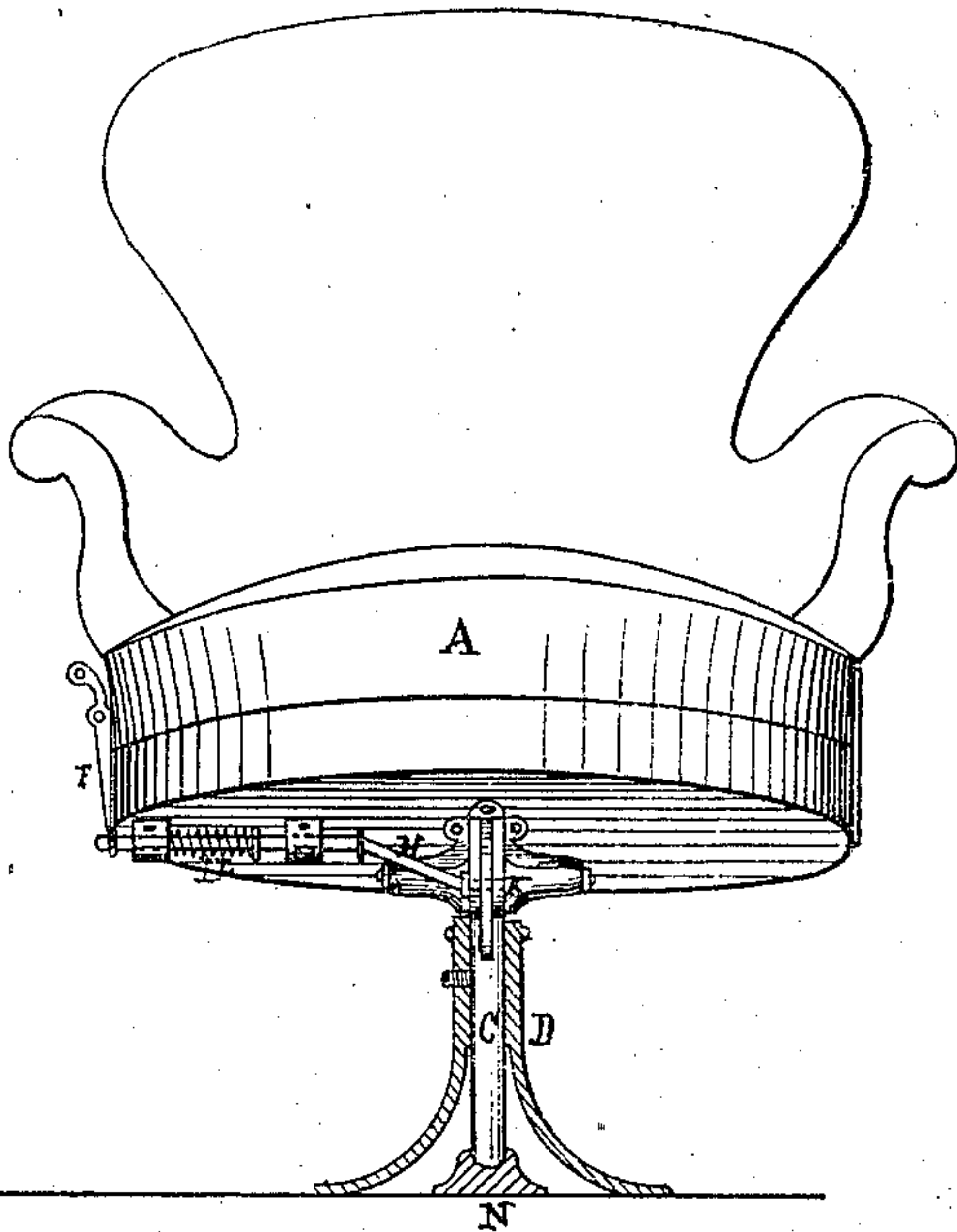


Fig. 3.

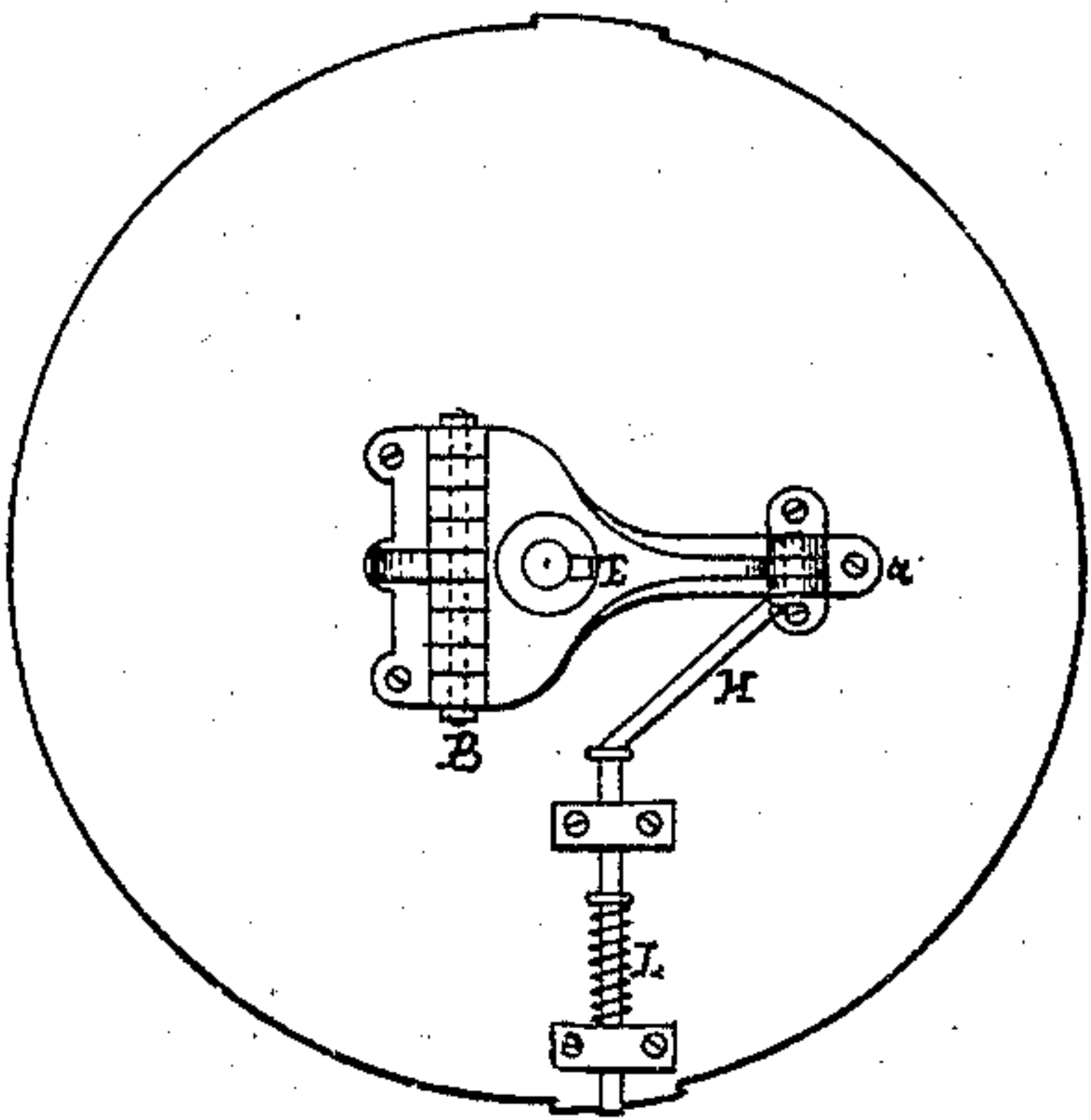


Fig. 4.

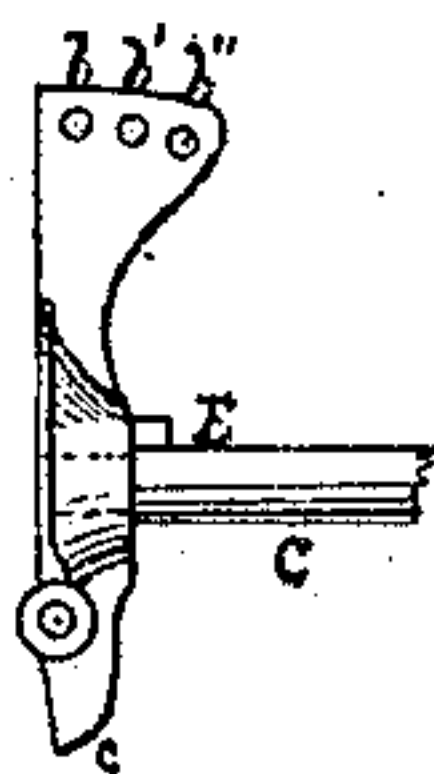
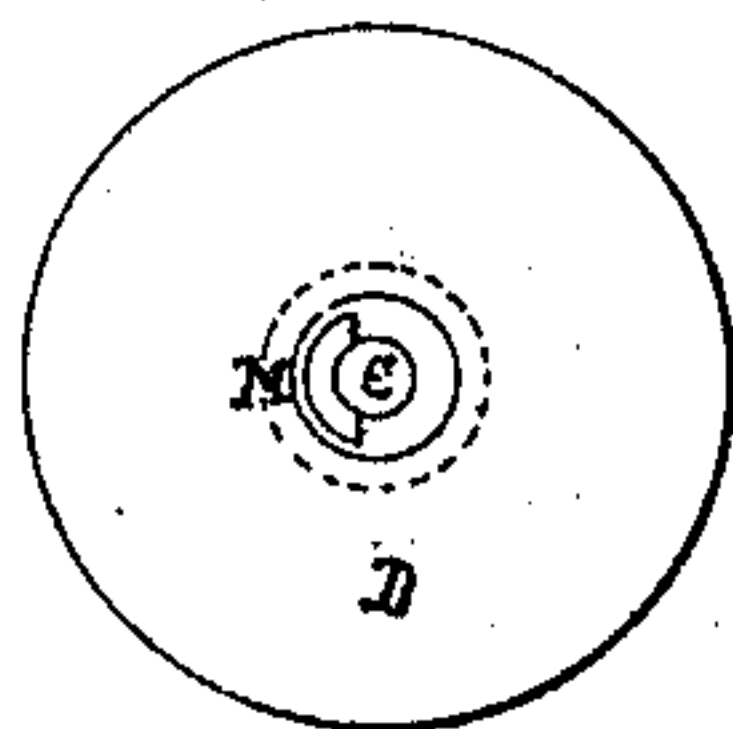


Fig. 5.



Witnesses:

Edgar A. John

F. B. Drake.

Inventor.

Augustus Rapp.



# UNITED STATES PATENT OFFICE.

AUGUSTUS RAPP, OF ELMIRA, NEW YORK.

## IMPROVEMENT IN REVOLVING AND RECLINING CAR-SEATS.

Specification forming part of Letters Patent No. 133,721, dated December 10, 1872.

*To all whom it may concern:*

Be it known that I, AUGUSTUS RAPP, of Elmira, in the county of Chemung and State of New York, have invented an Improved Revolving and Reclining Railway Chair, more particularly adapted for use in drawing-room coaches; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawing, in which—

Figure 1 is a side elevation of my improved chair; Fig. 2 is a front elevation of the same, partly in section; Fig. 3 is an inverted plan view of the seat with the adjusting apparatus attached to it; and Figs. 4 and 5 are detached views of details.

My improvements relate, in the first place, to providing individual railroad chairs with a means of adjustment from an upright to a more or less reclining position at the desire of the occupant; and, secondly, to a new device for limiting the movement of the seat of the chair on its axis to one-half of a revolution, so as to admit of its being placed closer to the side of the car and surrounding chairs or seats without danger of the back striking the same.

In order to enable those skilled in the art to make and use my improved chair, I will proceed to describe its construction and mode of operation.

In the drawing, A is the body or seat of the chair. B is an adjustable hinge connecting the bottom of the chair-seat A with the pivot-pin C. D is a standard or support made hollow to receive the pivot-pin C. E is a projection or stud placed on the pivot-pin C, so as to strike against a counter projection on the top of the standard D. F is a lever placed at the side of the seat A, and works the rod H, which withdraws the pin K that locks the upper and lower jaws of the hinge B, and thus admit of the chair being placed at a greater or less recline. L is a spring which serves to force the rod H and pin K into position. M is a projection on the top of the standard D, against which the stud E will strike and prevent the chair-seat from being turned more than half way round, and the size of the projection M and stud E should be regulated to accomplish this result. The hinge B is composed of two halves or plates, more particularly shown in Figs. 3 and 4, the lower part or plate

of which is attached to the pivot-pin C, and has a projection, *a*, with the holes *b b' b''* made therein sufficiently large for the pin K to pass through. It has also a projection, *c*, back of the knuckle of the hinge, which forms a positive stop and arrests the recline of the chair when the pin K is opposite the hole *b''* or the point of greatest recline. The upper part of the hinge is attached to the bottom of the chair-seat, and has a slotted projection, *d*, with a hole through which the pin K passes on one side, and is guided into one of the holes *b, b',* or *b''* in the projection on the lower part of the hinge.

The standard D being screwed or otherwise fastened to the bottom of the car, and the seat A placed in position by the pivot-pin C passing down into it and resting upon a step or socket, N, placed therein, the chair will be ready for use. If the lever F be pressed the bolt or pin K will be withdrawn from the holes *b b' b''*, and the chair-seat placed at a greater or less recline at the pleasure of the occupant, and upon the pressure being removed from the lever F the spring L will force the bolt or pin K through whichever of the holes it may be opposite, and thereby hold the chair-seat firmly in that position.

By reason of the chair-seat being confined to one-half of a revolution the standards may be placed near the side of the car and closer to each other, as it is only necessary to allow sufficient room for the front part of the seat to turn past the side of the car or the next chair, and there is no danger of the back striking either the side of the car or each other when in an upright or inclined position.

Having described my improved railroad chair, what I claim therein as new, and desire to secure by Letters Patent, is—

1. The construction and arrangement of the hinge B and the adjusting mechanism of the chair, in the manner and for the purpose substantially as shown and described.

2. The combination of the hinge B and the adjusting mechanism of the chair with the stud E and projection M, substantially as and for the purposes shown and described.

AUGUSTUS RAPP.

Witnesses:

EDGAR ST. JOHN,  
F. B. DRAKE.