

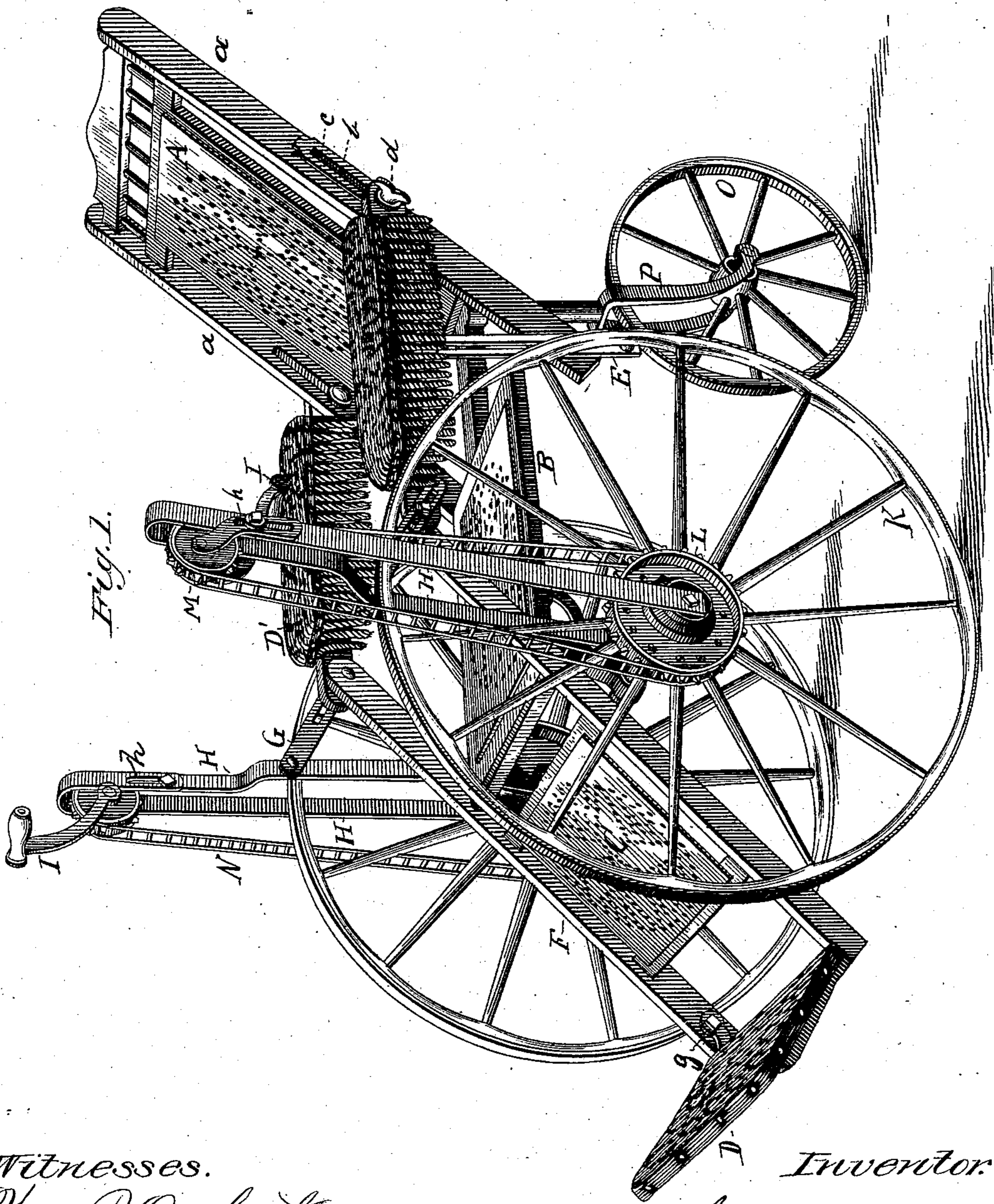
(No Model.)

2 Sheets—Sheet 1.

G. ARBOGAST.
LOCOMOTIVE CHAIR.

No. 287,789.

Patented Nov. 6, 1883.



Witnesses.

Will R. Onohundro.
Louis Kolling

Inventor.

George Arbogast
By Wm H Lotz
Attorney

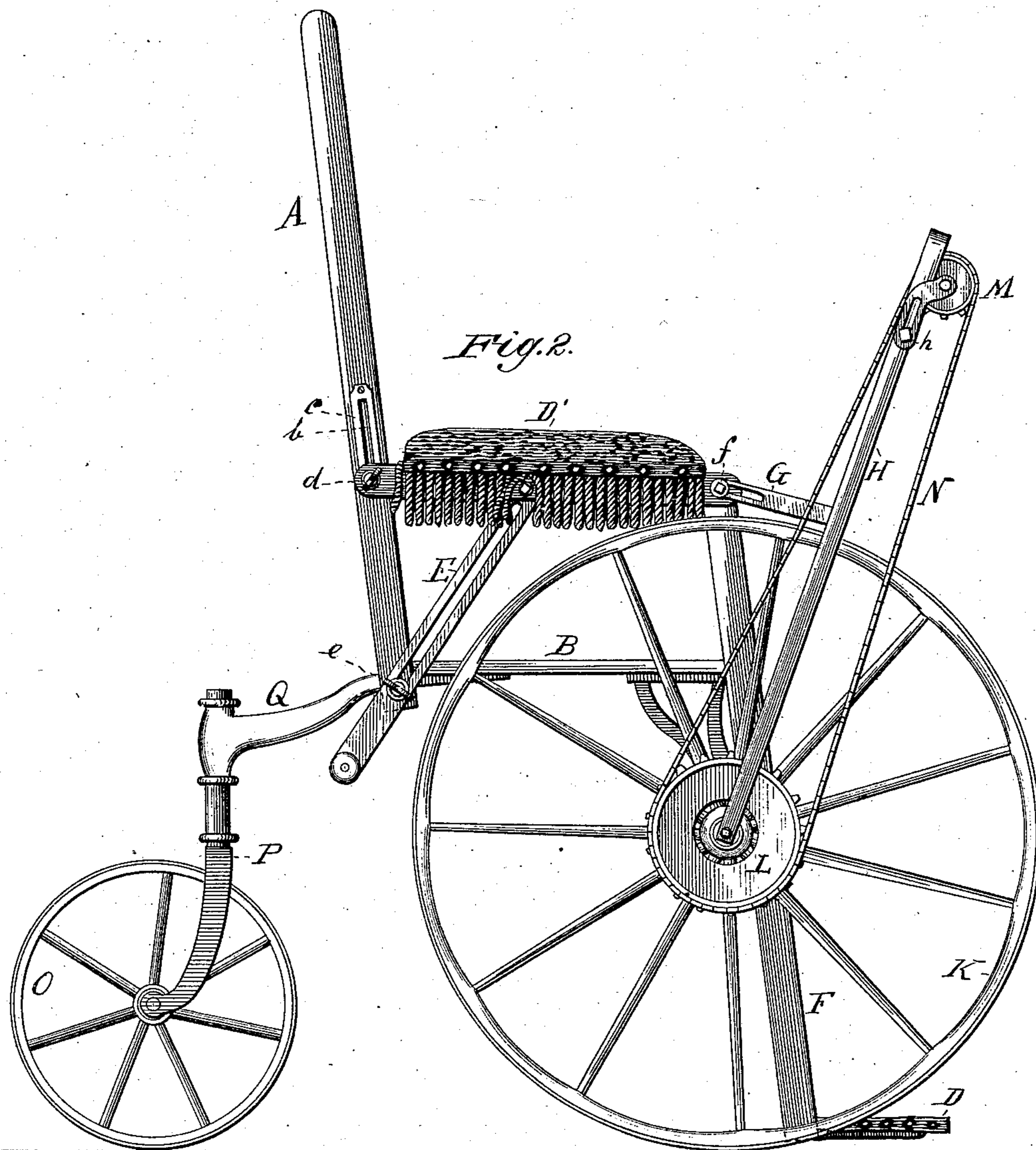
(No Model.)

2 Sheets—Sheet 2.

G. ARBOGAST.
LOCOMOTIVE CHAIR.

No. 287,789.

Patented Nov. 6, 1883.



Witnesses.

Will R. Quinlondo.

Louis Rolling

Inventor.

George Arbogast
By Wm H Lotz
attorney

UNITED STATES PATENT OFFICE.

GEORGE ARBOGAST, OF CHICAGO, ILLINOIS, ASSIGNOR TO ADOLPH SHOENINGER, OF SAME PLACE.

LOCOMOTIVE-CHAIR.

SPECIFICATION forming part of Letters Patent No. 287,789, dated November 6, 1883.

Application filed December 13, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE ARBOGAST, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful
5 Improvements in Locomotive-Chairs; 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,
10 which form a part of this specification.

This invention consists in certain improvements, as will be hereinafter described and claimed, in the locomotive-chair described in Patent No. 229,500, dated June 29, 1880.

15 In the drawings, Figure 1 represents a perspective view of a chair constructed according to my improvements with the parts adjusted to form a reclining-chair, and Fig. 2 represents a side elevation of such a chair with the
20 parts in upright position.

The improvements, as herein described, over the chair shown and described in the above-mentioned patent consist, essentially, in constructing a chair with back and leg-rest capable of adjustment at different inclinations, a
25 pivoted or hinged foot-rest, adjustable arm-rests, and in rendering the sprocket-and-chain supporting and hand-crank standards adjustable toward or from the chair-back.

30 A represents the back, B the seat, C the leg-rest, and D the foot-rest.

Within each side bar, *a*, of the back I form a slot, *b*, which may have a guard-plate, *c*, as shown, to protect the wood during the operation of the devices.
35

The rear end of each arm-rest *D'* is provided with a thumb or set screw, *d*, which is passed through said slot, in order that the rear ends of said arm-rests may be raised or lowered, and
40 thus vertically adjusted as it is desired to impart to said arm-rests a greater or less degree of angularity. The slot *b* also permits of the changing of the inclination of the back relatively to the leg and foot rests.

45 E E represent slotted brace-bars pivotally secured, one on either side of the chair, at their upper ends to the arm-rests. These brace-bars, through the medium of thumb-screws *e*, adjustably connect the arm-rests to
50 the lower end of the back, in order that the

back leg-rest standards, F, and arm-rests may be rigidly held in a vertical or more or less inclined position.

To the front ends of the arm-rests I attach by screw-nut *f* one end of a slotted link, G, 55 whose other end is attached to the standards H of the hand-crank I. By loosening this nut *f* the hand-crank standards H can be drawn rearwardly or pushed away outwardly, and by tightening said nut clamped firmly at any desired inclination, so as to bring the cranks I in the most convenient position for being actuated by the occupant of the chair. 6c

The foot-rest D is pivoted at *g* within or between the leg-rest standards F, in order that 65 such foot-rest may be folded back upon the leg-rest and out of the way, to permit of a person easily getting into the chair.

As will be observed on reference to Fig. 1, this chair can be readily converted into a reclining or semi-reclining chair, or, as shown in Fig. 2, into a straight-back chair, with the foot-rest in a horizontal position. 70

In Fig. 2 the hand-crank standards are shown in their foremost position of adjustment; but 75 they can be readily brought back to a straight position, or to any rearwardly-inclined angle, by the occupant of the chair, who would simply have to loosen the screw-nut, draw the standards H back, and then again tighten the 80 nut. Similarly, the set or thumb screws for clamping the arm-rests, back, and leg-rest in position are within easy reach of the occupant of the chair, and can be readily operated therefrom to adjust such parts to the degree of inclination desired. 85

The standards H are bifurcated, as shown, and are sleeved upon the axle of the drive-wheels K; and L represents a sprocket-wheel mounted upon the hub of each wheel K; and 90 M represents another sprocket-wheel, journaled within vertically-slotted brackets *h* in the upper part of the standards H, and having a crank I, by which said wheel M is turned. The endless open-linked chain N travels 95 around the sprocket-wheels L M, as in the before-mentioned construction.

The object of the slot *h* is to permit of chains N of different lengths being used; or, should one or more links of the chain become broken, 100

by reuniting the loose ends and lowering the sprocket-wheel M said reunited chain can again be used.

5 O represents a caster-wheel, which is pivoted in a curved bifurcated stock, P, having a bracket, Q, for supporting the rear portion of the chair.

Having thus described my invention, what I claim therein is—

10 1. The combination, in an adjustable chair, of the slotted back-frame *a*, arm-rests D', adjustably secured at their rear ends within the slotted frame *a*, and the slotted brace-bars E, pivotally secured at their upper ends to the
15 arm-rests, and adjustably connected at their lower ends by thumb-screws to the lower end of the back, substantially as and for the purpose set forth.

2. In a locomotive-chair, the combination of
20 the arm-rests D', hand-crank standards H, slotted link G, attached at one end to said standards, and adjustably secured at the other end by nut *f* to the arm-rests, crank I, chain N, sprocket-wheels L M, and drive-wheels K,
25 substantially as and for the purpose set forth.

3. A locomotive-chair having adjustable back, and arm and leg rests, sprocket-wheels L and M, cranks I, bifurcated standards H, and slotted links G, substantially as and for
30 the purpose set forth.

4. A chair having a vertically-slotted back, arm-rests adjustably secured at their rear ends within said frame by set-screws, slotted brace-bars pivotally secured at their upper ends to the arm-rests, and adjustably connected at their
35 lower ends by thumb-screws to the lower end of the back, and a leg-rest pivotally secured at its upper end to said arm-rests, substantially as and for the purpose set forth.

5. A locomotive-chair having a vertically-
40 slotted back, arm-rests adjustably secured at their rear ends within said frame by set-screws, slotted brace-bars pivotally secured at their upper ends to the arm-rests, and adjustably
45 connected at their lower ends by thumb-screws to the lower end of the back, and a leg-rest pivotally secured at its upper end to said arm-rests, hand-crank standards H, crank I, slotted link G, chain N, sprocket-wheels L M, and
50 drive-wheels K, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

GEORGE ARBOGAST.

Witnesses:

LOUIS NOLTING,
R. G. SCHMID.