

D. H. Wiswell,

Reclining Chair,

N^o 9,413.

Patented Nov. 16, 1852.

Fig. 1.

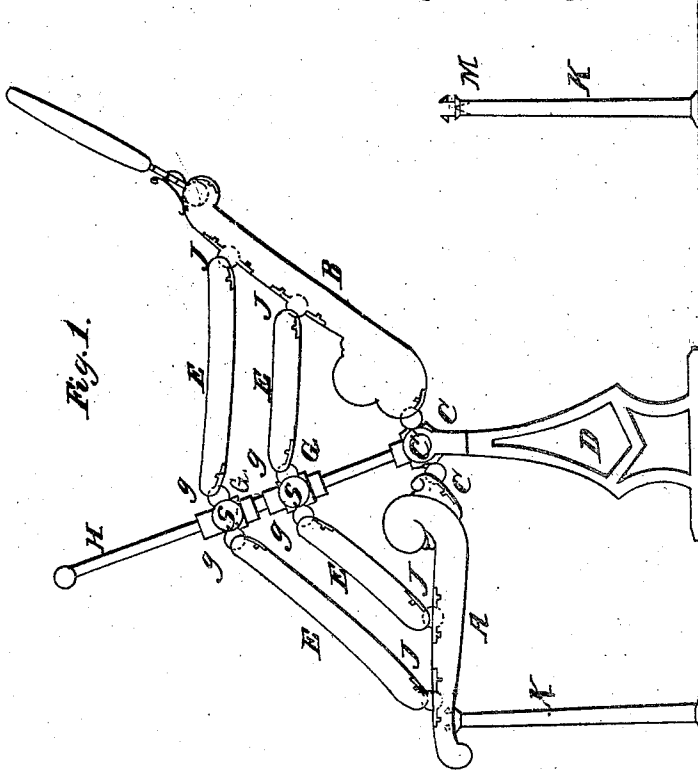
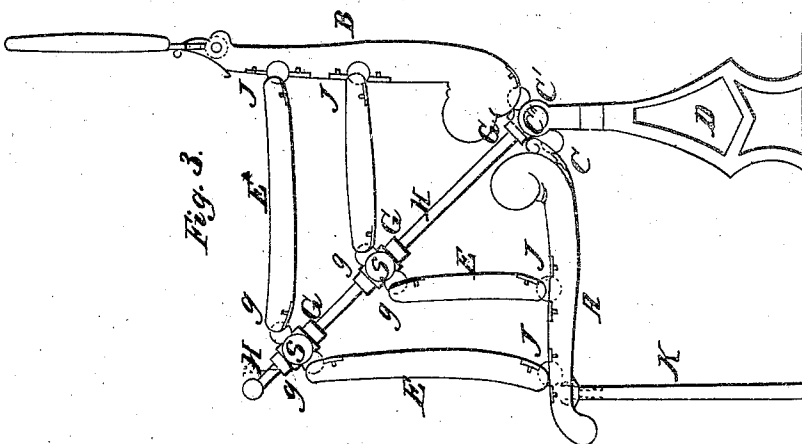


Fig. 3.



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Fig. 4.

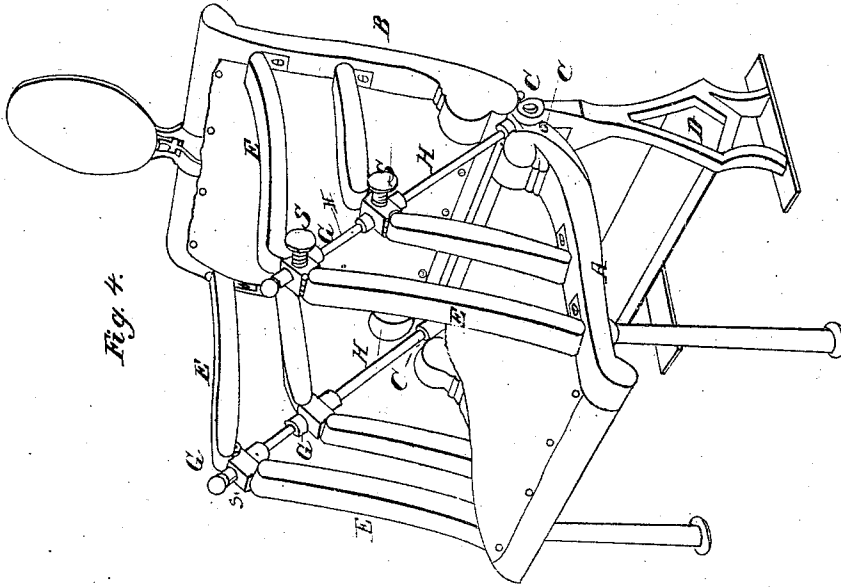
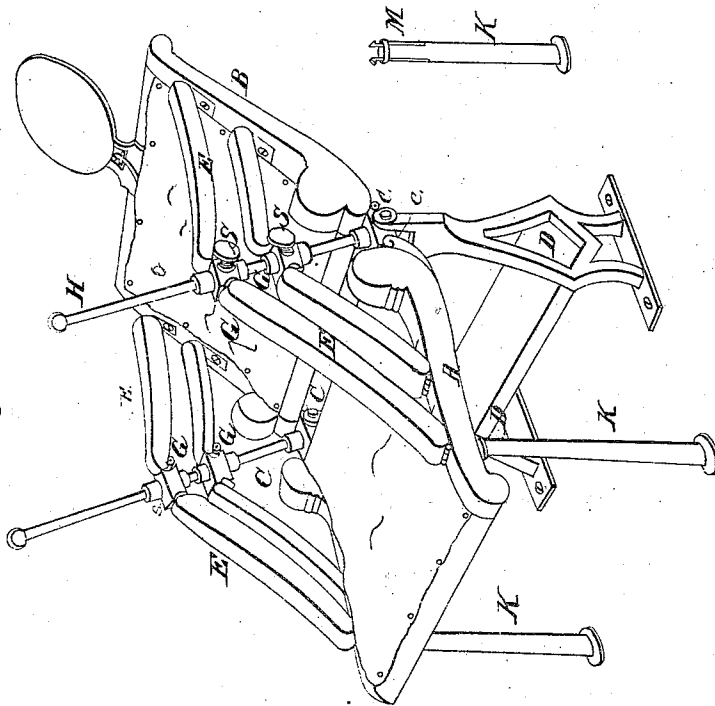


Fig. 2.



UNITED STATES PATENT OFFICE.

DANIEL H. WISWELL, OF BUFFALO, NEW YORK.

RAILROAD-CAR SEAT.

Specification of Letters Patent No. 9,413, dated November 16, 1852.

To all whom it may concern:

Be it known that I, DANIEL H. WISWELL, of Buffalo, in the county of Erie and State of New York, have invented a new and useful Changeable Chair for Railroad-Cars and other Purposes, called "Wiswell's Protean Railroad-Chair," which is described as follows, reference being had to the annexed drawings of the same, making part of this specification.

Figure 1, is a side elevation of the chair adjusted for a reclining position. Fig. 2, is a perspective view of ditto. Fig. 3, is a side elevation of the chair arranged for a sitting posture. Fig. 4, is a perspective view of ditto.

Similar letters refer to corresponding parts.

The nature of my invention and improvement consists in connecting the bottom A, and back B of the chair by joints C C' C'' to the head of upright posts or standards D, secured to the floor of the car; and the arms E connecting said bottom and back being each divided at the middle of its length into two sections, which are connected at their outer extremities to the bottom and back by joints J, and at their inner extremities by joints g to a double jointed sliding hinge G, moving over an inclined jointed rod H, so that as the slides G are depressed, the arms are made to approximate straight lines, and consequently to extend the outer extremities of the bottom and back from each other when it is required to adapt the back of the chair to a reclining posture; and when said slides are moved in an opposite direction or obliquely upward over the inclined ways or rods H, the arms are bent at the joints and at the back of the chair made to form an obtuse or nearly a right angle with the bottom to adapt the chair to an easy sitting posture, at which position it is held firmly by a set screw S, whose point is made to penetrate slightly the inclined rod H, which stands at an angle of about forty-five degrees, with the seat when adjusted for a day chair. The arms are thus jointed at the middle, or elbow, for the purpose of changing the angle of inclination of the back, and the slides to which the double joints or elbows are connected are made to slide over the inclined jointed rods H, for the pur-

pose of clamping them to the same to hold the back at any desired position either as a reclining or sitting chair and reversible by means of the joints C C' C'' connected to the heads of the standards D for the purpose of changing the position of the chair to correspond with the direction of the movements of the cars—the change being effected in a moment by simply moving or rocking the chair on its central bearing C'', either to the right or to the left.

The seat is supported in its required position by upright props or pillars K secured to the floor of the car in the spaces between the seats and held down by spring dogs or catches M. These props or supports may be hinged to the back or bottom and let down to a vertical position to support it as a seat to be used instead of the permanent standards. The rods H, may be made with joints in them, so that the portion above the upper slides G may be folded out of the way.

This chair is not only admirably adapted for a day and night chair for railroad cars, steamboats and hotels, but also for the saloon of a surgeon and dentist, and others requiring the use of a changeable chair, at moderate expense—it being susceptible of an almost endless number of changes. The traveler while seated in this chair can in a moment convert it into a reclining back chair for reposing by simply unscrewing the set screws S, lowering the slides, and again screwing up the screws S, against the rod H, H and extending the rests for the feet and head whether the cars be going or returning on the track. The chair is turned on its central bearing or joint C' to correspond with the change of position of the occupant by simply moving it, so as to bring the back down on the opposite side in the position for a seat, and the seat in an inclined position for the back, the former resting upon the heads of the pillars or props K which support the seat in a firm position, whether the said props be attached to the floor of the car or to the back of the seat.

Although these chairs may be made of cast metal, yet I prefer to have them generally formed of wood or other materials—except the double joints and folding rods which should be made of iron and steel or brass or bronze or other more suitable ma-

terial. The back and seat may be framed or secured permanently together, forming a right angle or nearly so, having the hinges on which it turns attached to the angle of the chair and to the heads of the central posts or supports D. But this mode of construction would not admit of its being converted into a reclining chair.

Having thus described my invention and improvement in day and night changeable seats for railroad cars and other purposes, by which, in a moment, the occupant can convert it into a sitting or reclining chair, whether the cars be going or returning, so that the traveler may repose as comfortably as in a bed; or sit as easy as in a parlor

chair, what I claim as my invention and desire to secure by Letters Patent, is—

The employment of the double jointed slides G, and jointed rods H, with the jointed arms E—jointed seat and back A, B, pillars D, and supports K, arranged and operating substantially in the manner and for the purposes herein fully set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

DANIEL H. WISWELL.

Witnesses:

WM. P. ELLIOT,

ARTHUR C. WATKINS.