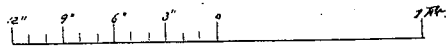
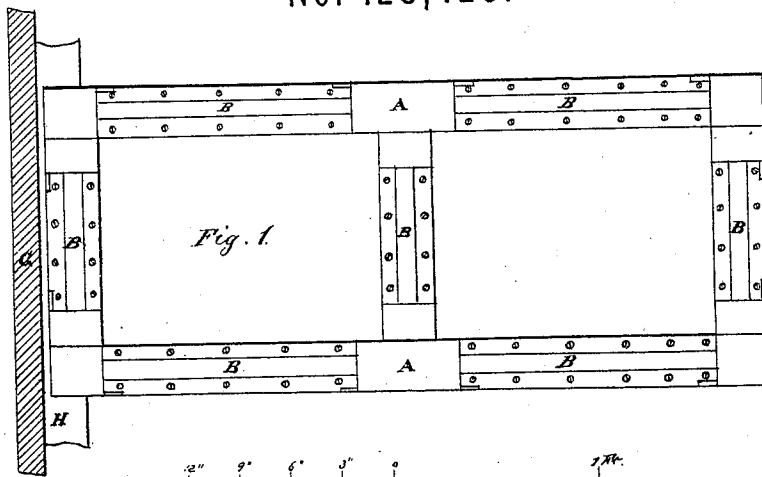
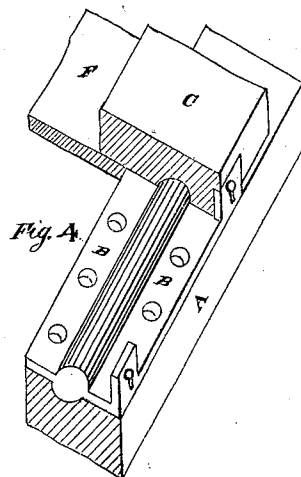
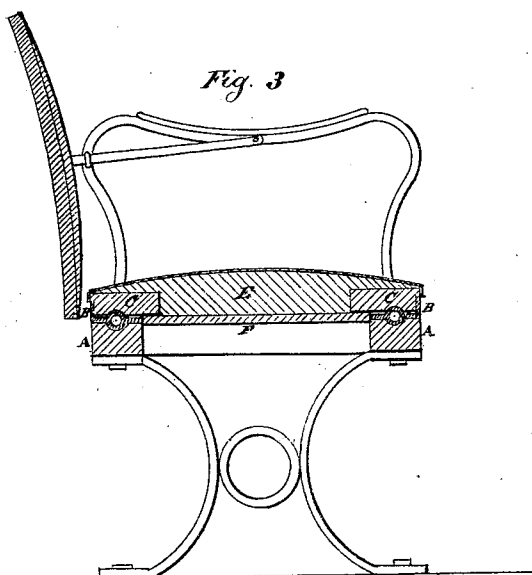
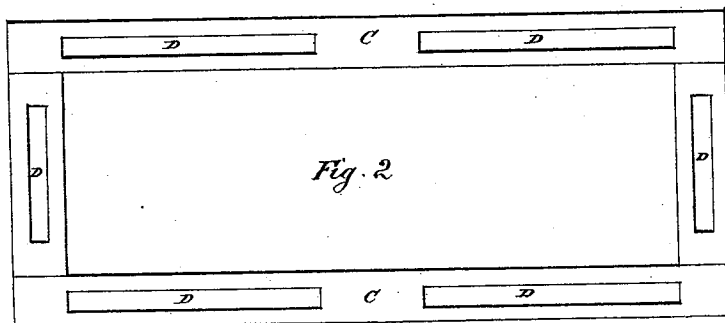


P. I. SCHOPP.
Improvement in Seats for Railway-Cars.
No. 128,428. Patented June 25, 1872.



Scale for Fig. 1, 2, & 3



WITNESSES

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PHILIP I. SCHOPP, OF LOUISVILLE, KENTUCKY.

IMPROVEMENT IN SEATS FOR RAILWAY-CARS.

Specification forming part of Letters Patent No. 128,428, dated June 25, 1872.

Specification describing a certain Improvement in Seats for Railroad-Cars, invented by PHILIP I. SCHOPP, of Louisville, in the county of Jefferson and State of Kentucky.

The invention relates to the combination of so-called air-cushions with the frame and ordinary cushions of car-seats, as to form an elastic medium between the frame of the seat and the cushion proper. The object is to give more elasticity to the seat, and neutralize the vibrating motions experienced when the train is in motion.

Figure 1 is a plan of the frame of the seat with the air-cushion attached. Fig. 2 is a plan of the upper frame of a seat, with grooves for the reception of the air-cushion—view from below. Fig. 3 is a vertical transverse section of a seat. Fig. 4 is an isometrical view, showing part of the lower frame; air-cushion, upper frame, and bottom board.

A is the lower frame of the seat, resting on a pedestal on one side and on a side-board, H, on the other. It is constructed in the usual way and provided with half-circular grooves. In these grooves the air-cushion B is fitted. This air-cushion is made of elastic material with a hollow space inside, filled with air and

hermetically closed. It may be of a cylindrical (as shown in the drawing) or any other form as suits best. It is to be provided with perforated flanges or side projections to be fastened to the lower frame A. On this air-cushion it is intended to rest the upper stuffed part of the seat; for this purpose frame C is also provided with grooves D, forming, however, a segment only of the lower circle, so as to compel the upper part or cushion proper to rest on the air-cushion only, and not touch the lower frame A; in other respects these grooves have to correspond with the lower ones. The upper frame C is, by means of the vertical projections on air-cushion B, loosely attached to frame A, as shown in Fig. 4. G represents part of the side wall of a car; E, the stuffing of the seat; and F, the bottom board of the same.

I claim as my invention—

The combination of part A, air-cushion B, and part C, substantially as and for the purpose hereinbefore set forth.

PHILIP I. SCHOPP.

Witnesses:

GEORGE R. EICHBAUM,
HERMAN WERNER.