

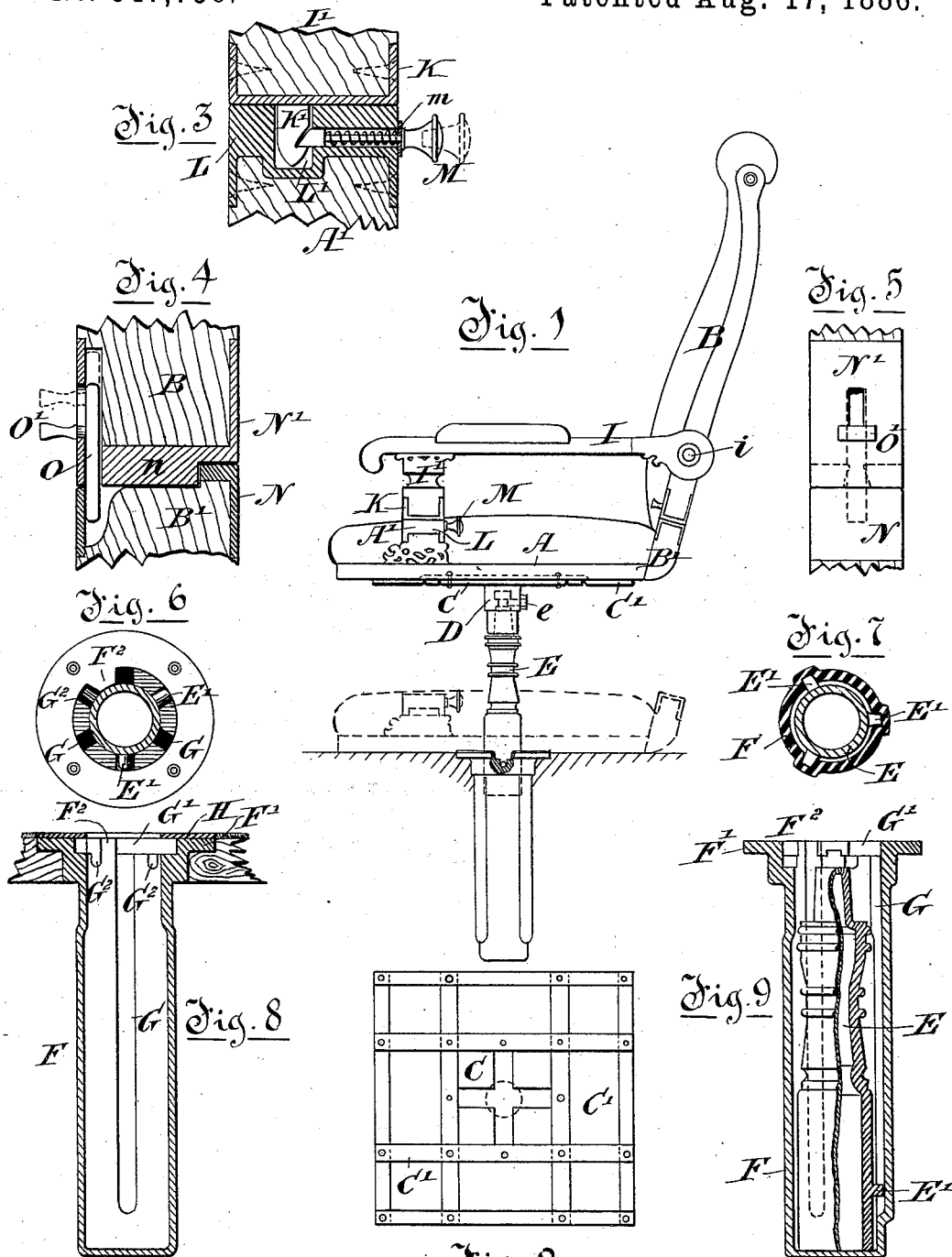
(No Model.)

G. LEVE.

CHAIR FITTINGS FOR DRAWING ROOM CARS.

No. 347,758.

Patented Aug. 17, 1886.



Witnesses:
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UNITED STATES PATENT OFFICE.

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CHAIR-FITTING FOR DRAWING-ROOM CARS.

SPECIFICATION forming part of Letters Patent No. 347,758, dated August 17, 1886.

Application filed August 20, 1884. Renewed May 1, 1886. Serial No. 200,887. (No model.)

To all whom it may concern:

Be it known that I, GUSTAVE LEVE, of the city, county, and State of New York, have invented certain new and useful Improvements in Chair-Fittings for Drawing-Room and Sleeping Cars; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention, although capable of use in all drawing-room cars which have to be converted into sleepers, is specially intended for those cars in which the berths fold into vertical cupboards in the sides, and upon which Letters Patent have already been granted to me.

It consists in so constructing the chairs that when it is required to make up the berths for the night the back and arms can be detached for stowage elsewhere, and the pedestal let down into a barrel or shell below the floor of the car, thus bringing the seat to rest on the floor-level.

For full comprehension of the invention, reference must be had to the annexed drawings, forming a part of this specification, in which—

Figure 1 is a side view of a chair complete as it is in place during the day. Fig. 2 is a view of chair-bottom. Fig. 3 is a detail view of the fastening securing the arm to the side of the chair, and Figs. 4 and 5 detail views of the fastening of back to seat. Fig. 6 is a top view, and Fig. 7 a transverse section, of barrel, Fig. 8 being a vertical section of the same, and Fig. 9 a similar view showing the pedestal within the barrel.

Similar letters of reference indicate like parts.

A shows the seat proper, to which is attached, as shown, the lower part, B', of the back B, and the supports A' of the arms. This seat is, as shown in Figs. 1 and 2, secured on a metal plate, C, to which are attached by pins bars C', fastened also to the seat, all these serving to produce a very strong framing.

D is a socket or cap attached to or made in one with C, into which enters and is secured by a set-screw, e, or other suitable means, the upper end of the pedestal E, of some such shape and construction as that shown in Figs.

1, 7, and 9, and provided with three or more lugs or trunnions, E', at equidistant points on its periphery near its lower end.

F is the metal barrel, shell, or trunk, which is set in the floor of the car for the reception of the chair-pedestal, F' being the rim, the upper face of which is flush with the floor.

G G are vertical grooves formed in the inner periphery of F, and corresponding to the lugs E', G' being an annular recess in the rim F', into which projects the stop F".

G² G² are pockets for the reception of the trunnions E', formed below and communicating with the recess G'.

H is a metal plate, about the thickness of the carpet, placed over the rim F', and with an opening in it the full size of the barrel.

I I are the arms of the chair, pivoted at i to the back B, and having on their under sides projections I', which are secured to the pieces A', projecting upward from the seat A, preferably by the device shown in Fig. 3, and now to be described.

K is a shoe or cap, of metal, into which is set the lower end of I', and from this a lug or catch, K', projects downward into a recess, L', in the metal cap L of A'. The two parts are held together by means of a pin or bolt, M, passing through L and normally held engaged with K' by means of an expansion-spring, m.

The back proper, B, is joined to the lower part, B', as shown in Figs. 4 and 5, N being a rabbeted metal cap with a groove corresponding to a tongue, n, on the cap N' on B, said tongue sliding into said groove, and the parts being securely held together by the locking-slide O, with handle O', moving in a slot in N'.

Presuming that the chair is in the position shown in Fig. 1—viz., for the drawing-room car—and that it is desired to convert the car into a sleeper, the pin M is drawn out of the cap L, disengaging the catch K', and allowing I' to be detached from A', and the arms I to be thrown back to the back B, which is detached by simply raising the slide O from the recess in which it usually rests, and pulling the back forward, so as to release the tongue n from its groove. The back and arms being thus detached are folded together and stowed away. The pedestal E is then slightly raised, so

so as to lift the trunnions out of the pockets
G², and turned so as to allow them to rest in
the annular recess G'. The pedestal is then
turned in this recess until one of the trun-
nions comes in contact with the stop F², when
5 they (the trunnions) will drop into the ver-
tical grooves G, thus lowering the pedestal
into the barrel F, as shown in Fig. 9, and
bringing the seat into the position shown by
10 dotted lines in Fig. 1—viz., to the floor-level.
To restore the pedestal and seat to their
day position, all that is needed is to raise the
pedestal till the trunnions E' rest in the an-
nular recess G', and then to turn the pedestal
15 in the opposite direction till one trunnion
strikes the stop F², when they will drop into
the pockets G².

What I claim is as follows:

1. In combination with a single chair, a sup-
porting rigid pedestal adapted to slide ver- 20
tically in a well in a car or other floor, and
locking devices for connecting and securing
the pedestal to the floor when the chair is in
its normal position, substantially as described.
2. In a car-seat, the combination of the seat 25
and pedestal supports on the seat for the arms
and back, which are pivoted together and de-
tachable from the seat, and locking devices,
substantially as described.

GUSTAVE LEVE.

In presence of—

R. A. KELLOND,

OWEN N. EVANS.