

J. H. COCKE.

Car Seat.

No. 13,079.

Patented June 19, 1855.

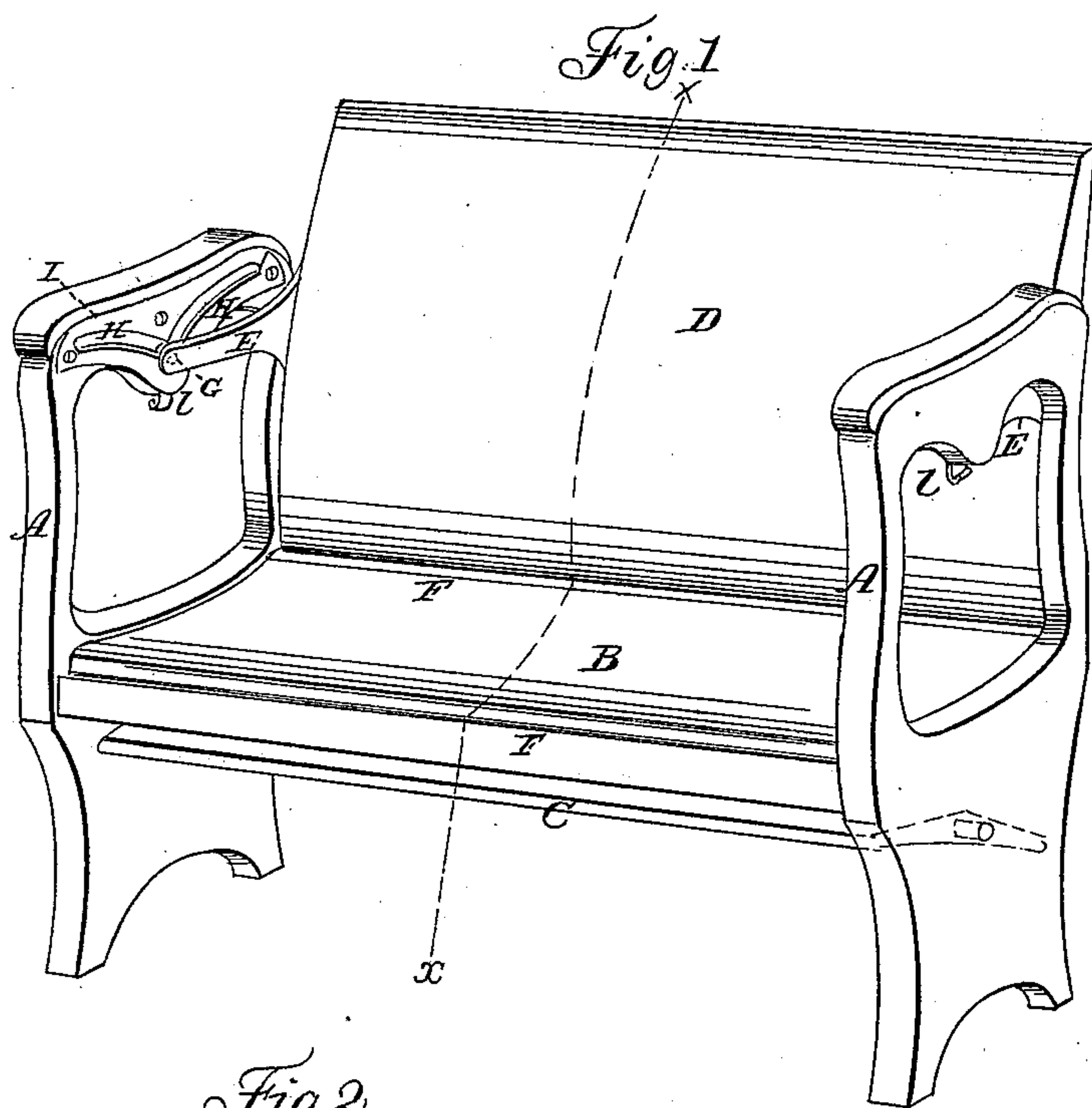


Fig. 2

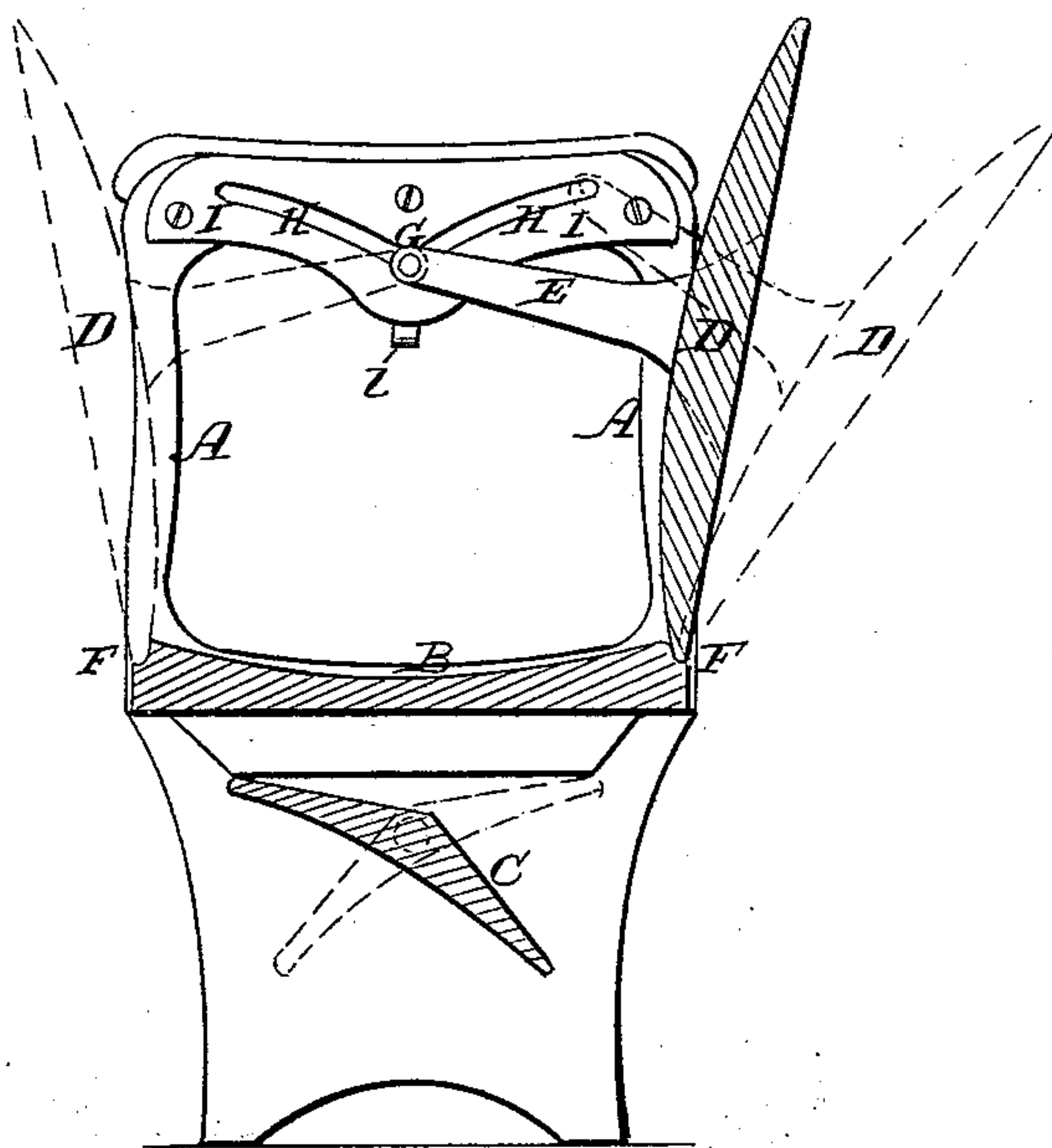


Fig 6

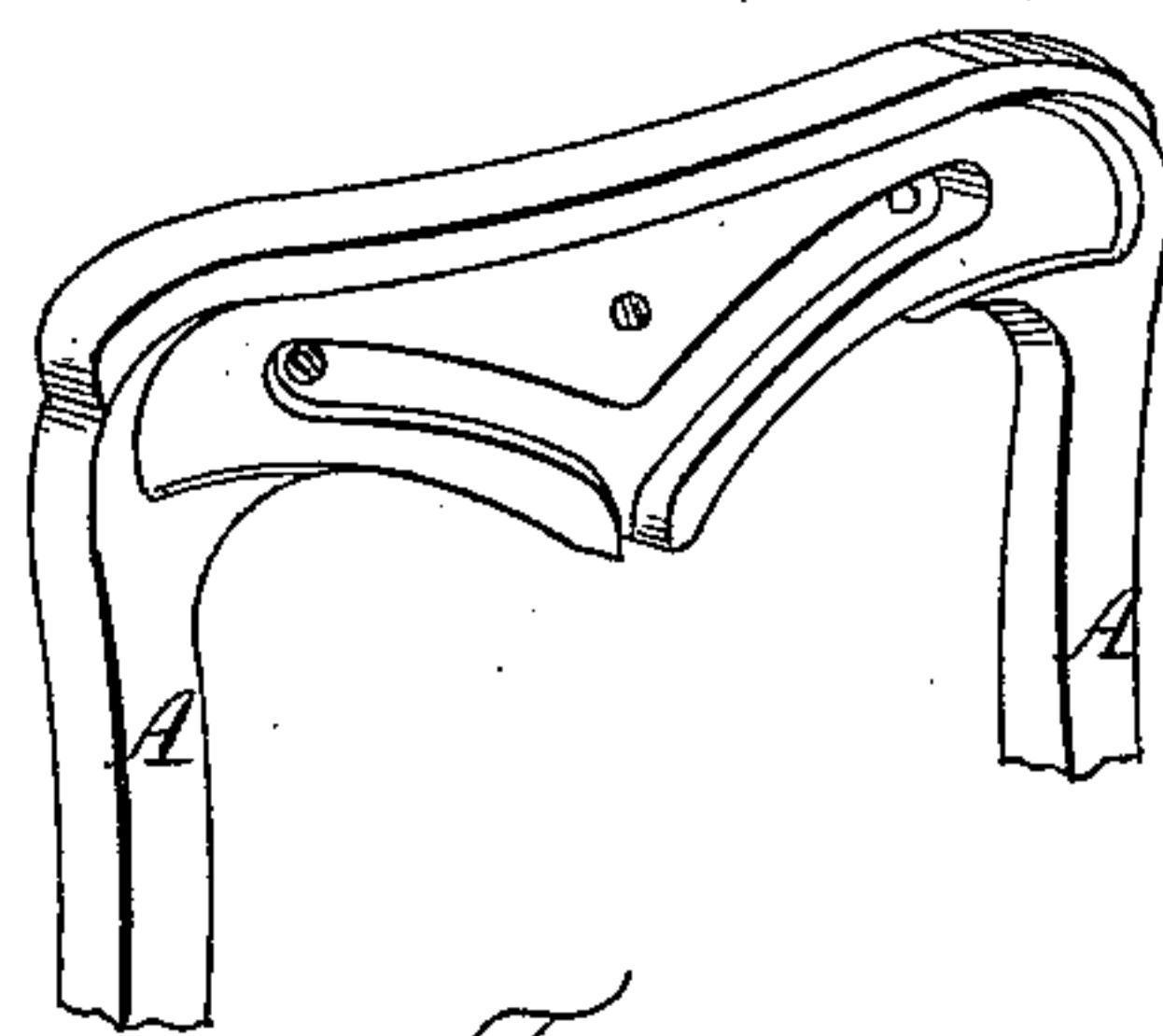


Fig 4

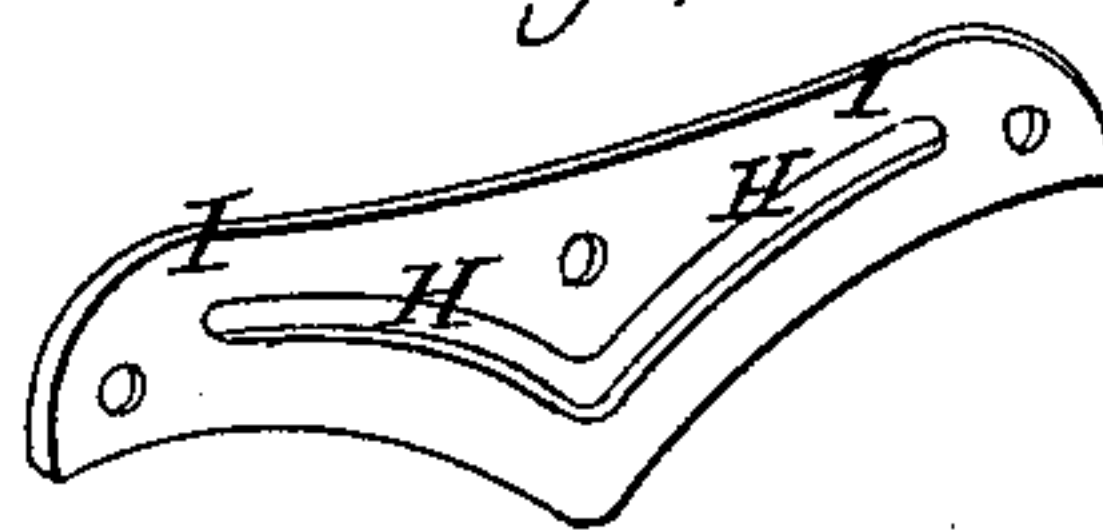


Fig 5

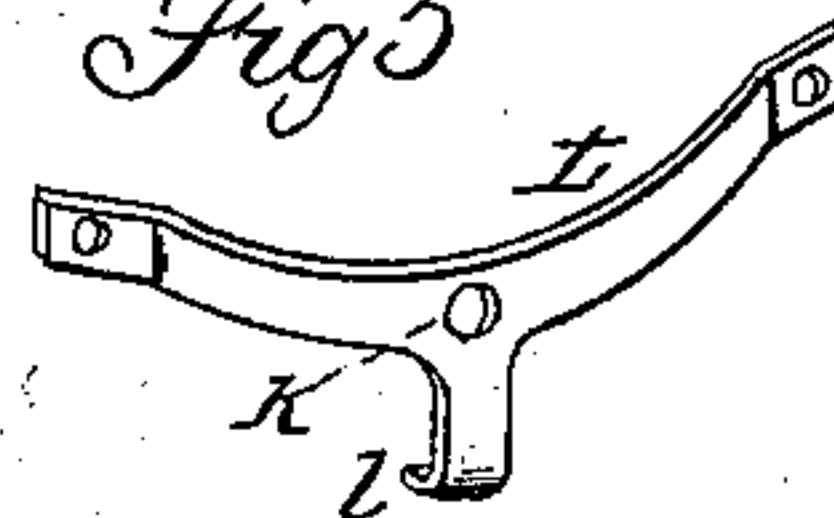


Fig 3



UNITED STATES PATENT OFFICE.

JOHN H. COCKE, OF BREMO, VIRGINIA.

RAILROAD-CAR SEAT.

Specification of Letters Patent No. 13,079, dated June 19, 1855.

To all whom it may concern:

Be it known that I, JOHN H. COCKE, of Brema, in the county of Fluvanna and State of Virginia, have invented certain new and
5 useful Improvements in Reclining Backs for Railroad-Car and other Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, which makes part of this
10 specification, and in which—

Figure 1 represents a view in perspective, of a rail road car seat with my improvement applied thereto. Fig. 2 represents a vertical section at the line $x x$ of Fig. 1, the black
15 lines showing the back erect, the red lines showing it reclined, and the blue showing it turned over to the opposite side of the seat; Fig. 3 represents the radius bar of the back detached; Fig. 4 represents the slotted guide
20 plate detached; Fig. 5, represents the spring catch, which holds the arm of the back in the center of the end frame when the back is erect or being turned from side to side of the seat, and Fig. 6 represents the arm detached to show the cavities in which the
25 spring and slotted plates are placed.

The seat represented in the drawing consists of two end frames (A) which are connected by a seat (B) and a foot board (C).
30 The lower extremity of each end frame forms the legs of the seat, while its upper portion forms a rest for the arms of the occupant. The seat is concave on its upper surface, so that on whatever side the feet of
35 the occupant may be placed, he will be in no danger of slipping forward, off the seat, while leaning back.

The back (D) of the seat is made to turn over between the end frames, so that the
40 occupant may sit with his face toward either end of the car. This back may also be placed in either an erect or an inclined position, as may best suit the convenience of the person occupying the seat. The back is connected to the end frames, by arms (E) projecting from it, and the lower edge of the
45 back rests in a groove (F) on the edge of the seat, in which groove, the back turns as if on a hinge, to move it from the upright
50 position shown by the black lines in Fig. 2, to the inclined position, represented by the red lines. While the back is being thus turned, the arms in common with the other

parts of the back describe the arc of a circle. The radius of the curve in which the arms
55 turn, is the distance in a straight line from the groove (F) to the part of the arm whose radius is required.

On the front extremity of each arm, a pin (G) is affixed which projects outward.
60 These pins work in slots (H) in plates (I) secured to the inner side of the end frames. These slots coincide in position with two intersecting curves which meet in the middle of the end frame, and are described from
65 the bottom of the groove on which the back hinges as a center, the radius of curvature being the distance from this center to the lateral pins (G). The center of one curve is the groove on one side of the seat, and the
70 center of the other, the groove on the opposite side of the seat. The pins (G) on each arm extend some distance through the plate (I) so that when brought opposite the point
75 where the two grooves intersect, a hole (K) in the spring (L) in the bottom of the groove will slip over them, and confine them therein, to hold the back in an erect position,
80 or allow it to be turned from side to side of the seat.

When it is required to recline the back, the spring catch is forced off the pins (G) by pressing outward the thumb pieces (I) which project from the spring to the side
85 or bottom of the upper part of the frame, thus releasing the arms and allowing the pins to move along to the outer ends of the grooves, (H) where they are arrested, and hold the back in the reclined position shown
90 in Fig. 2, by the red lines. The only addition to the ordinary chair, required to give these movements to the back, is the slotted plate (I) the catch spring (L) and the
95 grooves (F) on the edges of the seat for the back to hinge on, so that any car seat can be readily and cheaply altered to present the convenience of an inclined back.

The whole of the mechanism is so simple in character, that it will not be liable to get
100 out of order.

If the back should be originally made too narrow to afford a comfortable support for the head in reclining, a separate portable
105 head piece may be attached, but as such a portable head piece is well known, and resembles that with which barbers and den-

tists chairs are provided, I do not deem a particular description of this appendage to my seat, necessary.

5 The seat is provided with a turning foot board, so that in a railroad car the foot board of one seat will support the feet of the occupant of the adjacent seat.

I do not claim a back capable of turning from one side of a seat to the other, nor a
10 back capable of being placed in an erect or inclined position, but

What I do claim is—

1. A back possessing all these properties,
constructed with a rigid arm, the guide pins
15 of which turn in a curved slot provided with

a catch, while the back hinges upon the support for its lower edge substantially as herein set forth.

2. In combination with a reclining reversible back, I claim a concave seat, so that 20 persons occupying the seat will not be liable to slide off as they would if the seat were flat or convex.

In testimony whereof, I have hereunto subscribed my name.

JOHN H. COCKE.

Witnesses:

F. G. FONTAINE,
P. H. WATSON.