

Car Seat and Couch.

No. 21,178.



UNITED STATES PATENT OFFICE.

JAMES M. BAIRD, OF WHEELING, VIRGINIA.

RAILROAD-CAR SEAT.

Specification of Letters Patent No. 21,178, dated August 17, 1858.

To all whom it may concern:

Be it known that I, JAMES M. BAIRD, of the city of Wheeling, Ohio county, and State of Virginia, have invented a new and Improved Railroad-Car Seat, the object of which is to effect a more convenient and comfortable seat for night and day traveling on railroads than any now in practical use and so constructed that it can be adjusted to any angle at the back as may be required for the ease of the occupant, and at his own will and pleasure changed into an easy couch or lounge for sleep or repose as the traveler may desire and at the same time so calculated that they will not occupy more room or space in the cars than an ordinary railroad-seat and with no inconvenience to passengers in other seats when so arranged, and yet with great ease reversed to suit the course of traveling by simple and familiar actions, easily understood and adjusted; and I do hereby declare that the following is a full and exact description of the same as far as is practicable now to give.

This improvement differs very materially from all other car seats, for its adjustable principles, and convenience to the weary traveler who changes his position, to his own feelings required for ease, by his own specific gravity; being seated upon an oscillating pedestal so constructed that if the occupant of a seat, by his own gravity, moves the back of the seat to another angle for ease the seat is moved forward to an equal proportion of distance, thereby maintaining the same space in the cars; nor does it occupy more space, unless the back is unfolded for night repose; in which position it corresponds to the seat behind, when devoted to the same purpose, and without inconvenience.

Figure 5 is the end view of the seat, with all its parts connected, and represented as standing upon the floor of a car, adjusted to an easy day seat, with the double cushion back folded down, as seen at F, when traveling on that direction; but when for sleep or repose, it is thrown up to the line marked G, and then thrown back to any convenient angle for rest at night, the whole seat, moving forward in proportion, as the back is brought to a more obtuse angle, at the will and pleasure of the traveler, at the same time and by the same operation, the opposite cushion back F, as seen in front of the seat, forming a leg cushion, is thrown out to an angle proportionately to the back, horizon-

tally, for the legs and feet to rest with ease, while taking repose, or sleep. This operation is performed by the back arm stay, marked *g*, which is hooked over a pin in the back lever stay *E*, as seen at *V*, the arm stay, or catch, being hinged at *N*, to the vertical adjustable lever, marked *L*, whose fulcrum is at *P*, and connected to the oscillating pedestal, marked *B*. As this is thrown back, at the will of the traveler, the opposite back lever stay is thrown out at *E*, horizontally, or to an obtuse angle, by the front arm-catch, marked *h*, which is also hinged to the vertical adjustable lever, at the point *I*, and hooked over what is called the lower end of the back lever stay, at *K*; which shows this to have been reversed, as the opposite back cushion, for that course of traveling, to a leg cushion, and made fast by the hook, marked *B*, with the cushion out as seen at *O*.

The position required by the occupant of a seat for ease and comfort in traveling or repose is made fast, or stationary, at his will, by the hand wheel *h*, on the end of a rod at *P*, which passes through both vertical adjustable lever stays, at each end of the seat, and under the seat, through a throttle, or longitudinal square hole, in the oscillating pedestal, best seen at Fig. 1, marked *T*, and at the same time this rod or bolt passes through the bed seat, upon which the cushion sits, which is on the end of the stationary seat stand, marked *D*, to which is hinged, or seated, the oscillating pedestal, marked *B*, at the point *A*, and by turning this hand wheel, which serves the purpose of a set screw, on this rod, at the point marked *P*, the position required for ease or repose is made fast at the pleasure of the traveler, as the slot in the oscillating pedestal enables the seat to move back and forth, over the screw bolt, or rod, at the point marked *P*, which is the fulcrum of the vertical lever, *L*, and by which the oscillating pedestal is moved back to give the angle required to the back of the seat for ease or repose, as the case may require.

At the point marked *M*, there is another rod or screw bolt passing through both stationary seat stands at each end of the seat, with a slot to allow this rod to vibrate at pleasure to the motion of the vertical adjustable lever, which is made fast on this rod at the point marked *M*. This slot is best seen at *R*, in Fig. 2, which shows the form of both stationary seat stands, to which all the operating levers, and backs are at-

tached. But this slot may be dispensed with by lengthening the lever L, and making it stationary in the oscillating pedestal B, by which the same result may be accomplished.

5 The lines marked *x*, represents a spittoon holder, which is placed under the seat, on the braceboard, and revolves as required from side to side on a pivot or axis, on the end of which is a place made for a spittoon
10 to be held fast, and so constructed that it can be pulled out for use, and by a spring it is instantly drawn back under the seat out of sight. By this arrangement the floor of the car may be kept perfectly clean.

15 A, C, represents an oscillating and folding foot brace and foot stool, which is fastened upon the same bolt with the oscillating pedestal at A, and is changed with seats, to be used by the passengers, as required.

20 The foot stool marked C, is to suit the convenience of ladies more particularly; the construction of this improvement is best seen at Fig. 3, folded up, but the ladies' foot stool is best seen at the point H, Fig. 1, which
25 shows top cushion up and the stool upon its legs, when unfolded for their use.

Now to reverse these seats, it is perfectly simple; the first process is to throw up the front leg cushion, to form the back for the
30 reverse course of traveling, then unhook the back arm catch *g*, from its hole at V and

reverse it to the other back at V, this being done at both ends; then throw down the other back to form a leg cushion, and hook the front arm catch, as before, at the point 35 K, over the lever stay of the back cushion marked E. The seats then are all properly adjusted for travelers on the other direction, and perfectly at their will to be set to any angle for ease, by the power of the screw 40 wheel *k*, upon the rod at the point P.

Now what I claim as my improvement is—

1. The oscillating pedestal B, and the vertical lever stay L, in combination with the 45 stationary seat stand D, and, the arrangement of the slots in each; by which to adjust, the seat to any position required with the wheel *k*; and also the arrangement by which the backs are changed and held per- 50 manently to their places, by the arm catch *h*, and *g*; and the drop catch, marked B.

2. I claim the arrangement, of the oscillating foot brace; in combination with a ladies' foot stool as seen at Fig. 3. 55

3. I claim the arrangement of the spittoon holder, as seen at Fig. 4, for the purposes described.

J. M. BAIRD.

Attest:

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