

(No Model.)

H. B. COBB.

ELASTIC MATERIAL FOR SEATS, WINDOW BLINDS, &c.

No. 254,924.

Patented Mar. 14, 1882.

Fig. 1

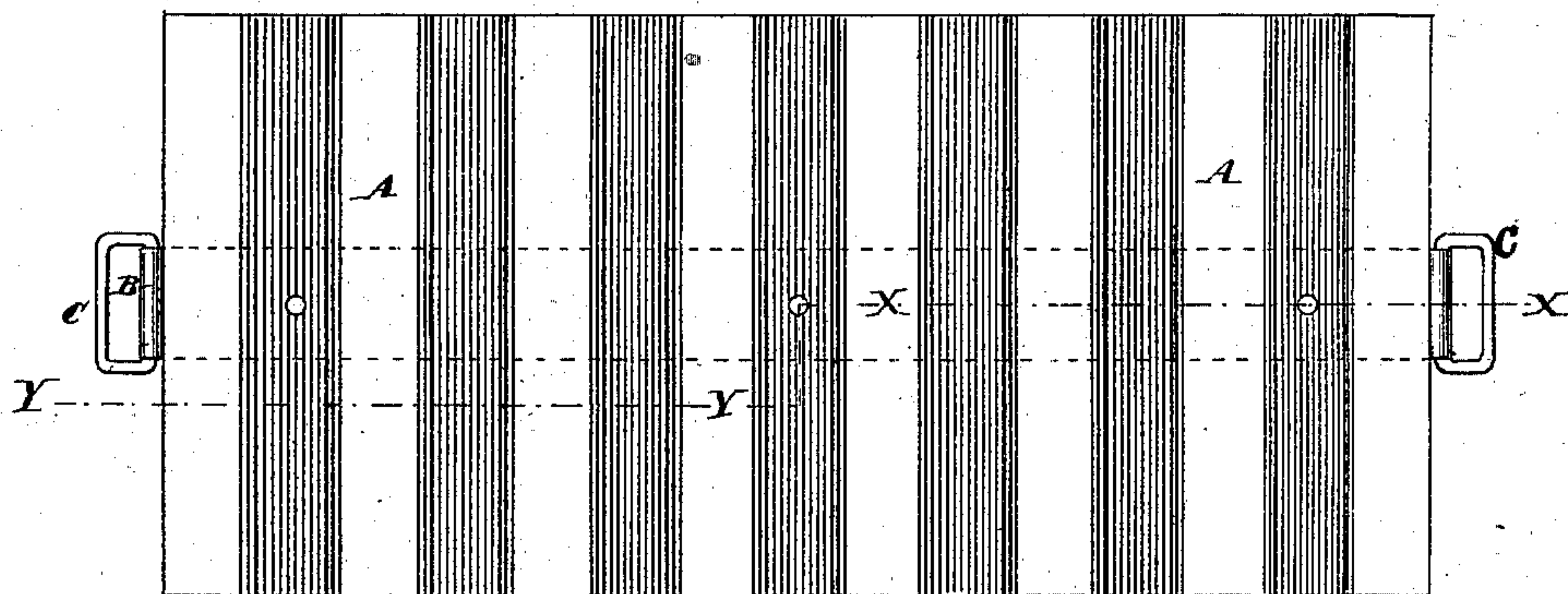


Fig. 2

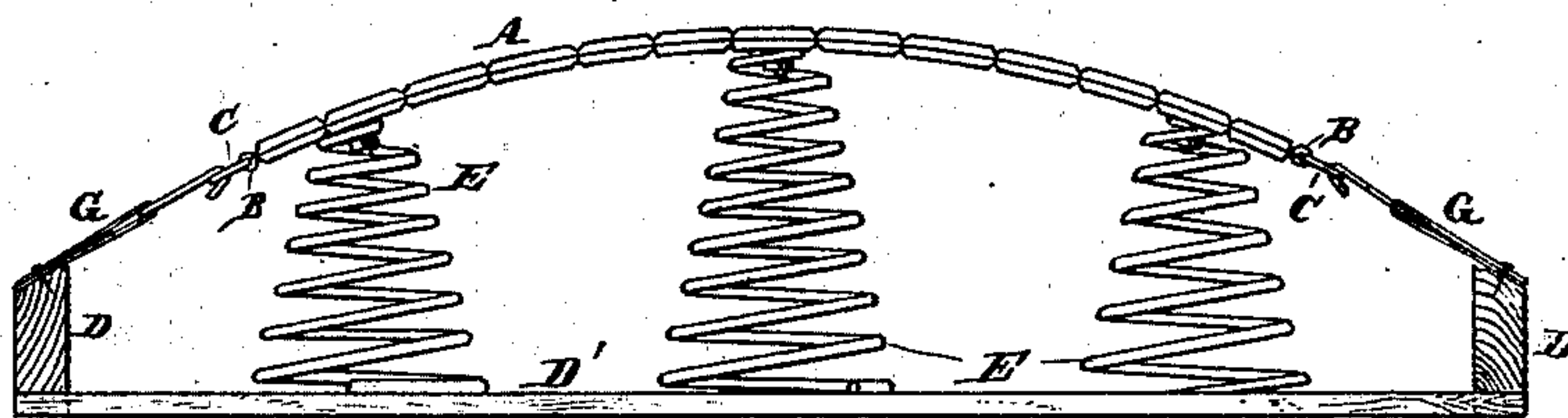
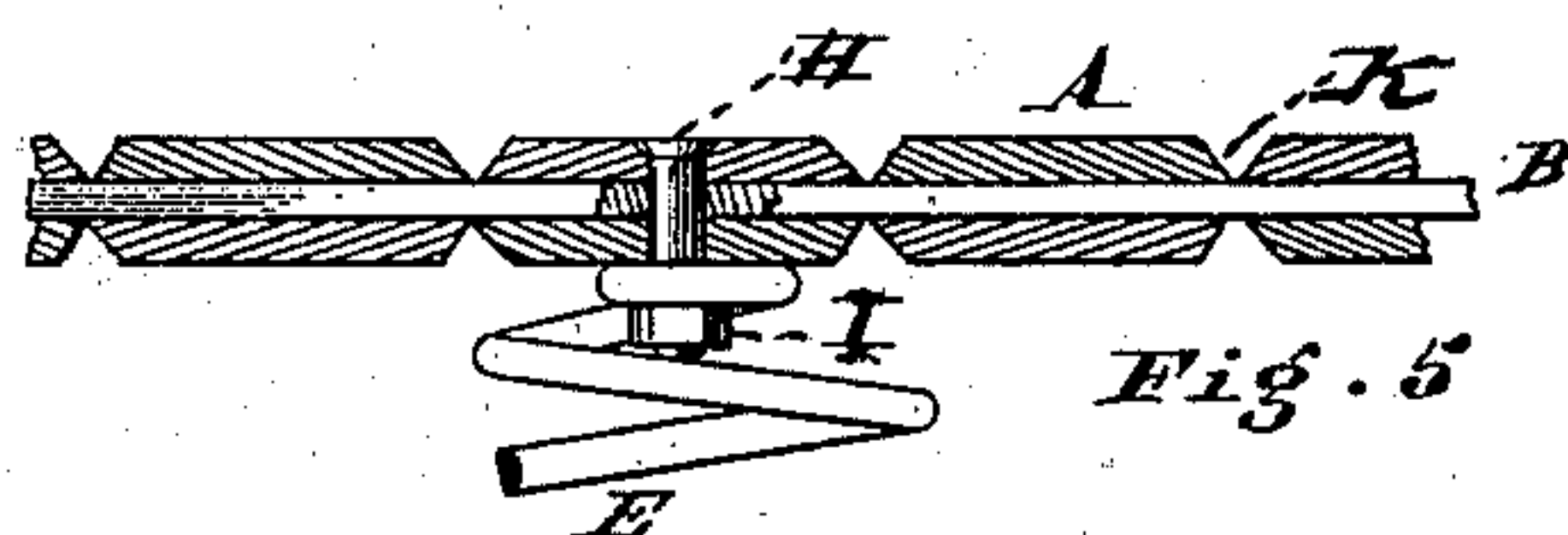
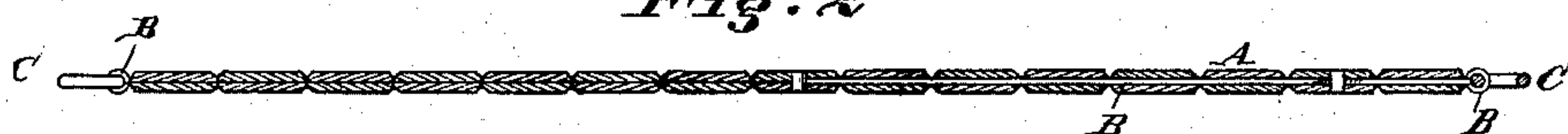


Fig. 3

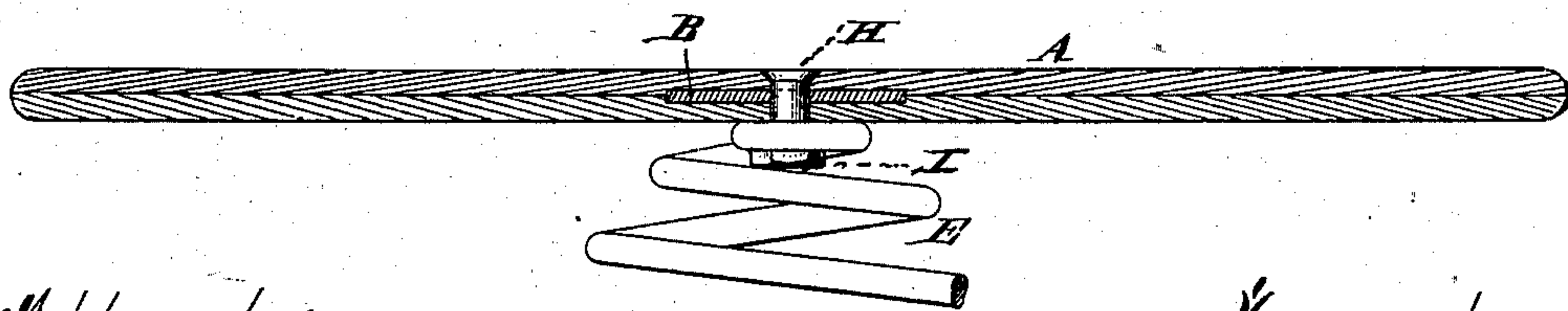


Fig. 4

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UNITED STATES PATENT OFFICE.

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ELASTIC MATERIAL FOR SEATS, WINDOW-BLINDS, &c.

SPECIFICATION forming part of Letters Patent No. 254,924, dated March 14, 1882.

Application filed December 6, 1881. (No model.)

To all whom it may concern:

Be it known that I, HENRY B. COBB, of Wilmington, State of Delaware, have made a new and useful Improvement in Elastic Material for Seats, Window-Blinds, and other Purposes; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making part hereof.

My improvement consists of an elastic material for car-seats, window-blinds, and kindred purposes, formed of a series of stiff slats each formed of two thin layers or leaves joined together crosswise and on both sides of a metallic steel band, substantially as hereinafter described. A number of these slats thus formed are set side by side upon the band, and the latter serves both to unite them and to give elasticity to the material thus formed. The contiguous edges of the slats are rounded or doubly beveled, so as to permit the material to bend either in an upward or downward curve without binding.

The nature of my invention will be more fully shown by the following specification and claim.

In the drawings, Figure 1 is a plan or top view of my device; Fig. 2, a longitudinal section of the same on the lines X X and Y Y of Fig. 1; Fig. 3, an elevation showing the application of the same to a car-seat; Fig. 4, a longitudinal sectional view of one of the strips, showing a cross-section of the metallic spring-band and the manner of securing the seat-springs to the material; Fig. 5, a detached cross-sectional view, showing the manner in which the steel band passes through and forms a connection for neighboring slats.

A A are the slats, each one of which is formed of two thin strips glued or riveted together crosswise of the elastic steel band B, which is held between them. (See Fig. 2.)

C C are rings hooked onto the ends of the steel bands where said ends project from the slats.

D D is the frame of the car-seat.

D' is the cross-support of the springs.

E E are the car-seat springs.

G G are short strips of webbing or other flexible material, attached by hooks to the rings C, and nailed to the sides of the car-seat frame to secure the seats thereto and at the same time to allow for the straightening out of the

arch formed by the slats when pressure or a heavy weight is applied thereto. These hooks are capable of being disengaged from the rings. 55

H is a bolt terminating in a screw-thread, and having a nut, I, thereon. It passes through a slat and detachably secures the spring E thereto by means of a ring, in which the spring terminates above. (See Figs. 4 and 5.) 60

One or more steel bands B may be employed in a section of my material such as is shown in Fig. 1; but for securing great elasticity I prefer to employ but one, as I have shown. I make my material in narrow sections, as in Fig. 1—say about five or six inches wide—and as long as will be necessary to span across the width of the seat in an arch, as in Fig. 3. As many of these sections are used as are necessary to cover the length of the seat, their edges nearly touching. These sections are then covered with a canvas covering over the whole seat. The upholstering and plush are applied afterward. When the pressure caused by a person's weight upon the seat is applied, its tendency will be to straighten out the arch, as shown in Fig. 3; but instead of this having a tendency to buckle up the band B, the webbing G allows a play of each end of the band in either direction, and the band is thus protected against injury. The beveling of the contiguous edges of the slats is shown at K, Fig. 5. I prefer to make these slats of wood; but they may be made of iron, steel, brass, or stiff card or papier-maché board, one aim being to have the slats so stiff or strong as not to be easily bent or broken. 85

In railway-coaches, where the seats are short, I shall use the material in the narrow sections I have described; but in street-cars, where the seats are long, I shall use long slats, and set my steel bands at intervals of about a foot apart. 90

For a window-blind I shall use my new material set in grooves and capable of being pushed up into a curved recess—for instance, it can be pushed up from before a window in a street-car into a curved recess under the roof, or from any window into a curved recess in the flooring above. 95

When the material is used for window-blinds the slats are not set closely together, but spaces are left between them for the air to circulate through them. 100

I have set forth and claimed as my invention

the short strips of webbing G*G, in an application for patent which I am now preparing to file in the United States Patent Office. The bolt H and nut I, being a detachable connection, permit the elastic material and the spring
5 to be easily separated when the car-seat is to be repaired.

What I claim as new is—

An elastic material for car-seats, window-

blinds, and other purposes, formed of a series 10 of stiff slats each formed of two thin layers or leaves joined together crosswise and on both sides of a metallic spring-band, substantially as described.

HENRY B. COBB.

Witnesses:

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WM. H. CARSON.