

(No Model.)

2 Sheets—Sheet 2.

H. B. COBB.

CAR SEAT.

No. 277,114.

Patented May 8, 1883.

Fig. 6.

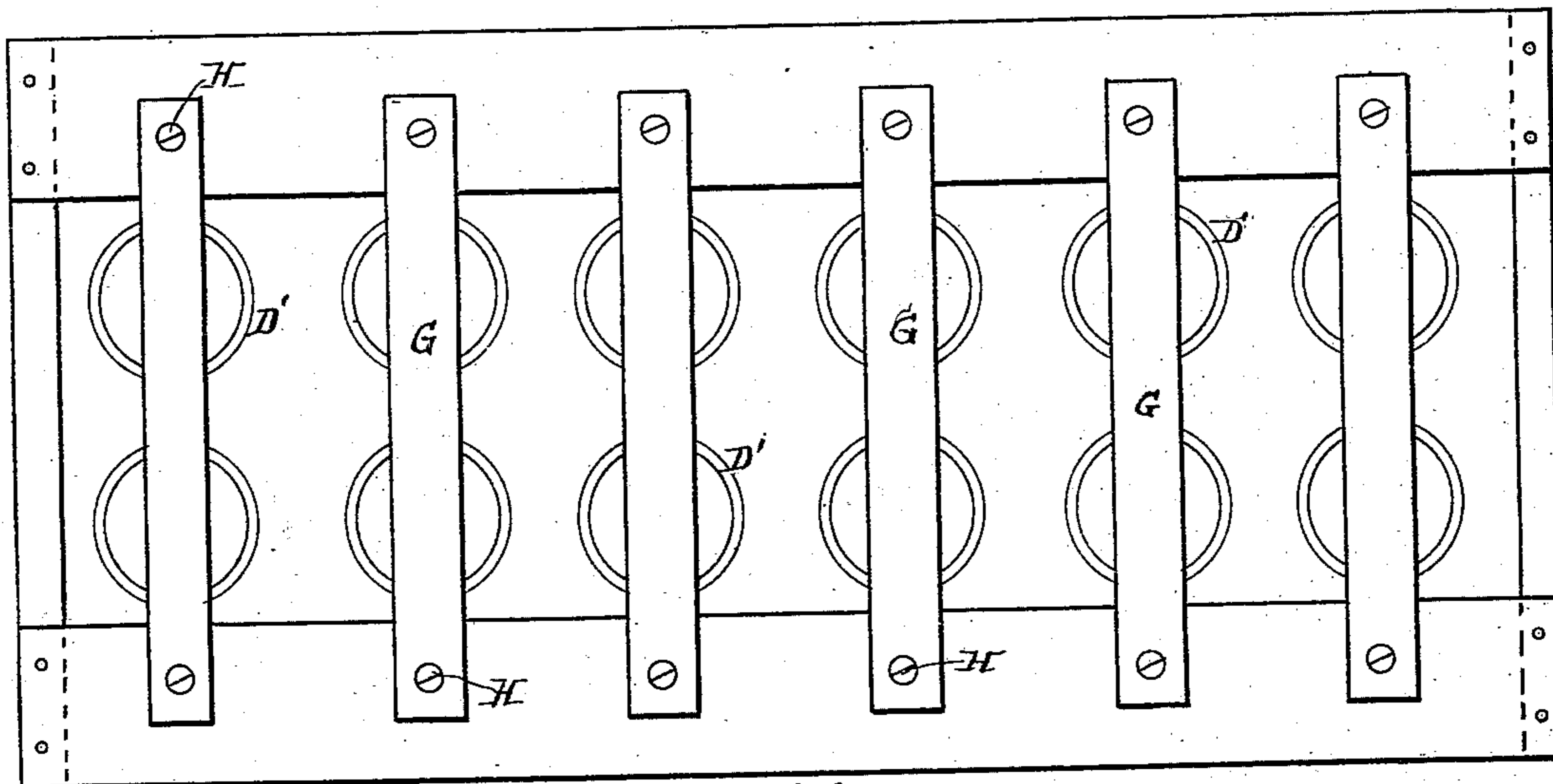
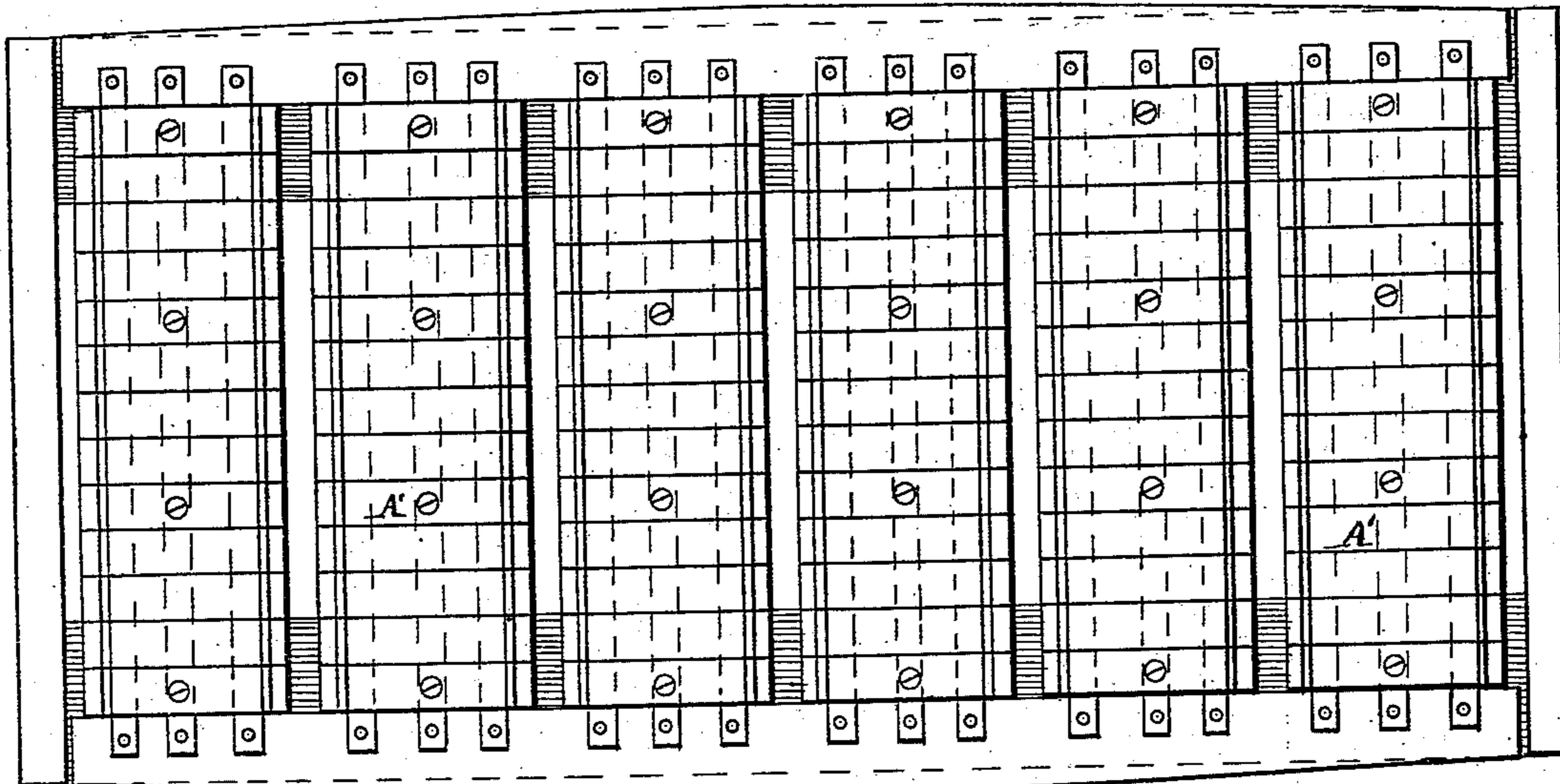


Fig. 7.

Attests

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Att'y.

# UNITED STATES PATENT OFFICE.

HENRY B. COBB, OF WILMINGTON, DELAWARE.

## CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 277,114, dated May 8, 1883.

Application filed July 13, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY B. COBB, of Wilmington, Delaware, have invented a new and useful Improvement in Car-Seats; 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.

The nature of the invention will be apparent from the following description and claim.

In the drawings, Figure 1 is a cross-sectional view of my car-seat on the line X X of Figs. 2 and 3; Fig. 2, an enlarged detached view of a part of one of my flexible sections; Fig. 3, a sectional view of the same on line Y Y of Fig. 2; Fig. 4, an end view of a portion of one of my flexible sections; Fig. 5, an end view of one of my improved seats; Fig. 6, a top or plan view of the same; Fig. 7, a bottom view of the same.

A A' are two wooden leaves or strips, forming slats, (see Figs. 1, 2, and 3,) each slat consisting of two thin layers or leaves of wood, A A', joined together at their ends by means of metallic clamps or bands I I. (See Figs. 2, 3, and 4.) Passing transversely between each two of these layers of wood A A' are steel spring-bands B B B, which bands are riveted at their respective ends to longitudinal strips or edge pieces, J J.

C C is a canvas or other textile covering, passing over and upon the slats A', and secured to the front of the beveled edge pieces, E, of the frame of the seat.

D D are small spiral springs, inclining outwardly between the beveled faces F F of the front and rear of the seat, and they impinge against the slats A contiguously to the front and rear edge of the seat.

D' D' are large spiral springs, set below upon the bar G in each section and riveted or bolted above to the slats A A'. These springs serve to sustain the middle of the seat as the springs D D serve to maintain the front and rear edges of the same. All of these springs alike are attached to the slats A A' by means of rivets or bolts K K. (See Fig. 1.) The springs D' D' are sustained below by the bars G G. These bars are detachable from the frame, being held in place by the screws H H. By removing the screws H H any one of the bars

G can be detached, and the springs which any bar supports can be removed or replaced without disturbing the upholstering of the seat. It will be observed that the impact of the springs D' D' as they impinge against the slats A A' is only restrained by the cover or fabric C. By the beveling of faces F of the front and rear edges, E E, of the seat-frame the strength of the springs D D is thrown directly against the slightly outer pressure from the edges of the seat, whereby the springs D D are prevented from being upset by lateral pressure not in the line of their bearing. If the bearing of these springs D D were directly upward, a pressure from the edge of the seat would tend to throw them backward from the edge. The springs in a manner radiate, so as to withstand the pressure from those directions in which it is applied. The throw of all the springs along the faces F F is upward and outward.

The strips J J are curved upon their outward edges. (See Fig. 6.) These are the strips to which the steel bands B B are directly attached. The greatest widths of these curves are at the middle of these strips J J. The object of having the greatest width of the strip at the middle is to provide against the undue pressure in the middle of the seat and strengthen it at that point, and as the middle of strip J is thrown down by the pressure and slightly bent inward the curve will maintain a straight line along the front edge of the seat. I have provided two or more steel bands, B B, in each cross-section of slats, in order to prevent the uneven tilting of the slats. If but one steel band were used in the middle of each section, the result would be that pressure applied to one end of one of the slats might tilt and loosen or break it off, as the leverage would extend all the way from one end to the middle, whereas by my device both ends are supported. The two or more steel bands may be used in connection with one layer of wooden strips, A', or with two layers of cross-strips, A A', as shown, the object being to support the cross-slats at or near their ends in distinction to having a single steel band across the middle of the transverse slats.

The face F might be made plain and the same result as the bevel be accomplished by

(No Model.)

H. B. COBB.  
CAR OR OTHER SEAT.

No. 277,115.

Patented May 8, 1883.

FIG. 1.

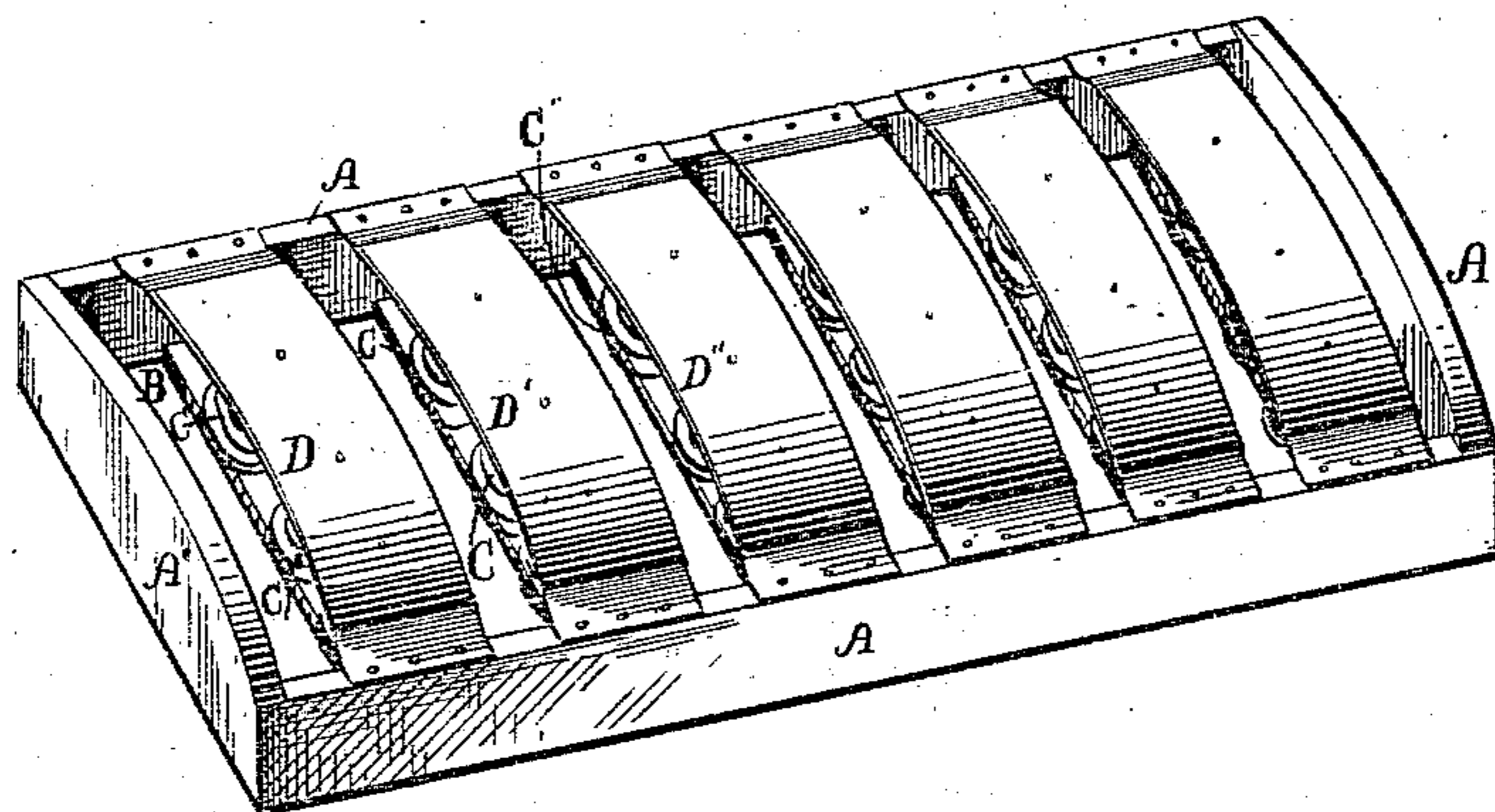


FIG. 7.

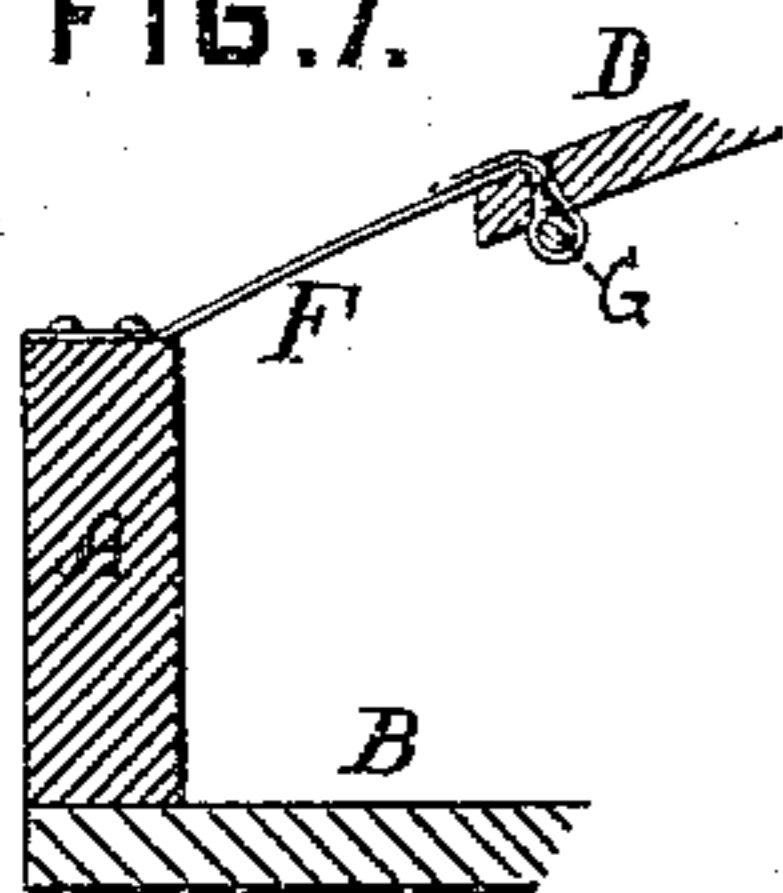


FIG. 2.

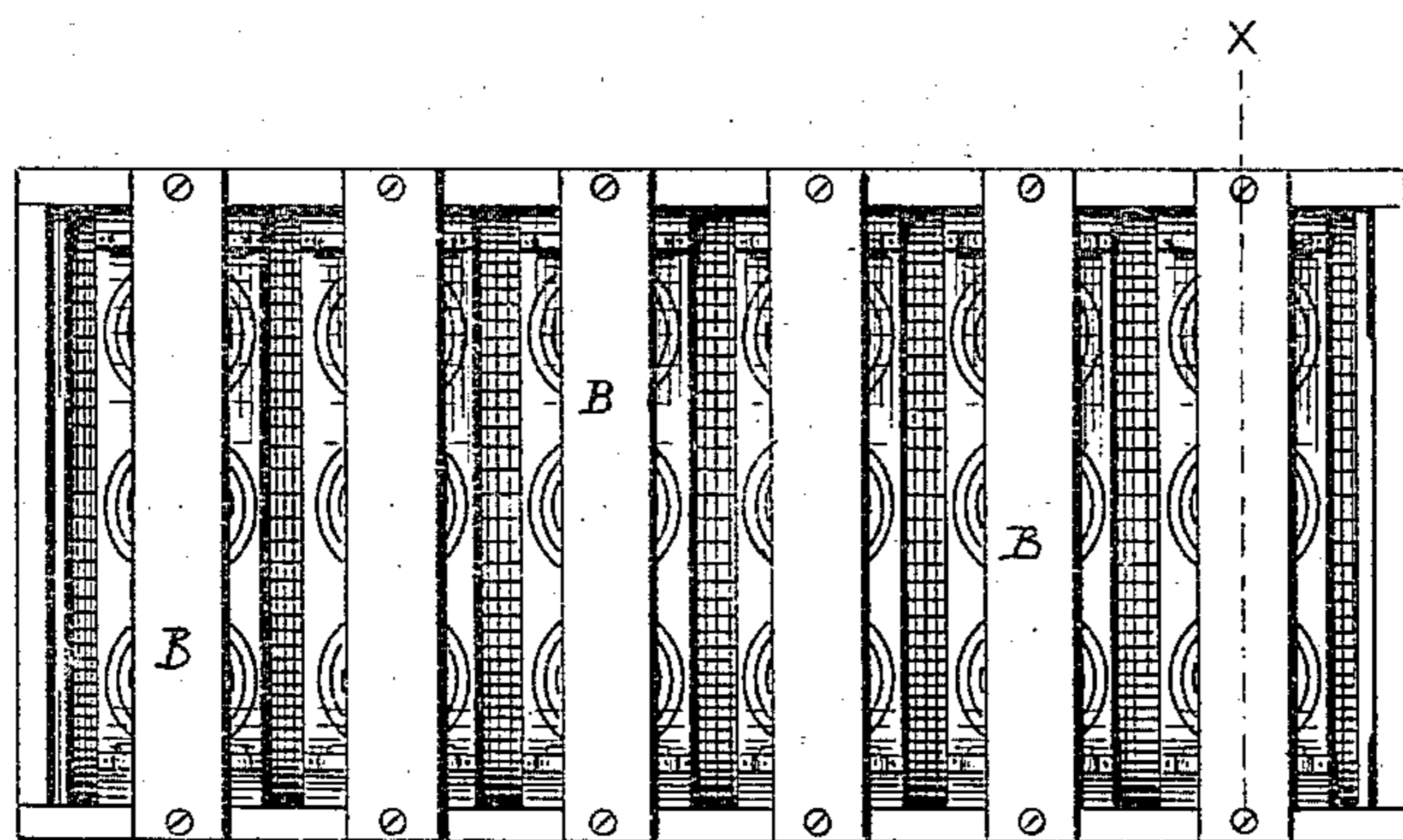


FIG. 3.

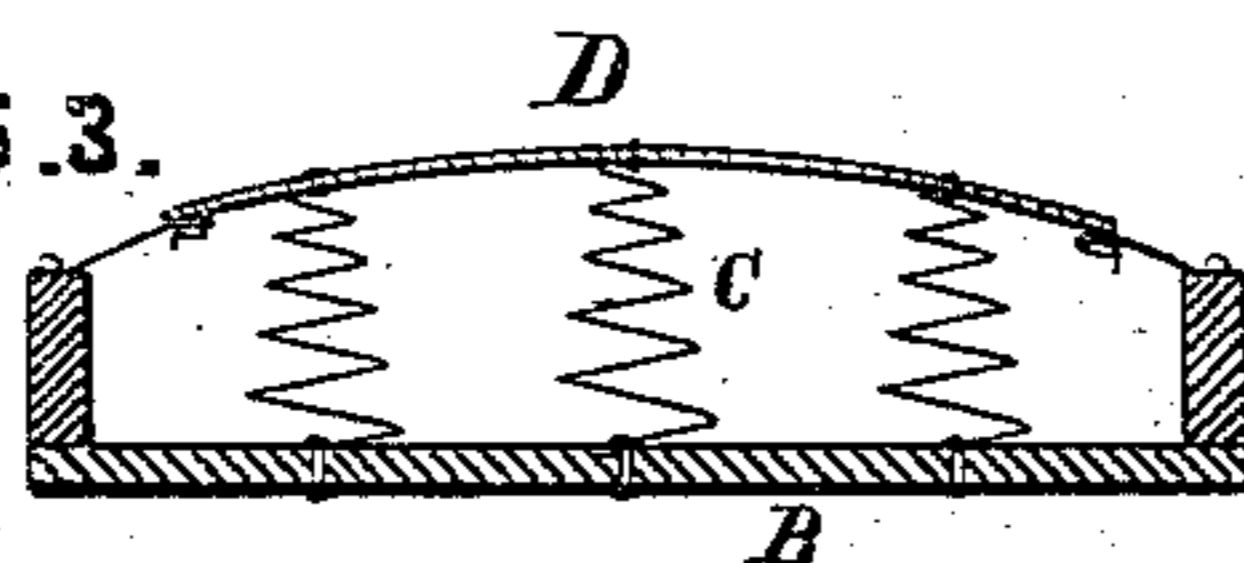


FIG. 6.

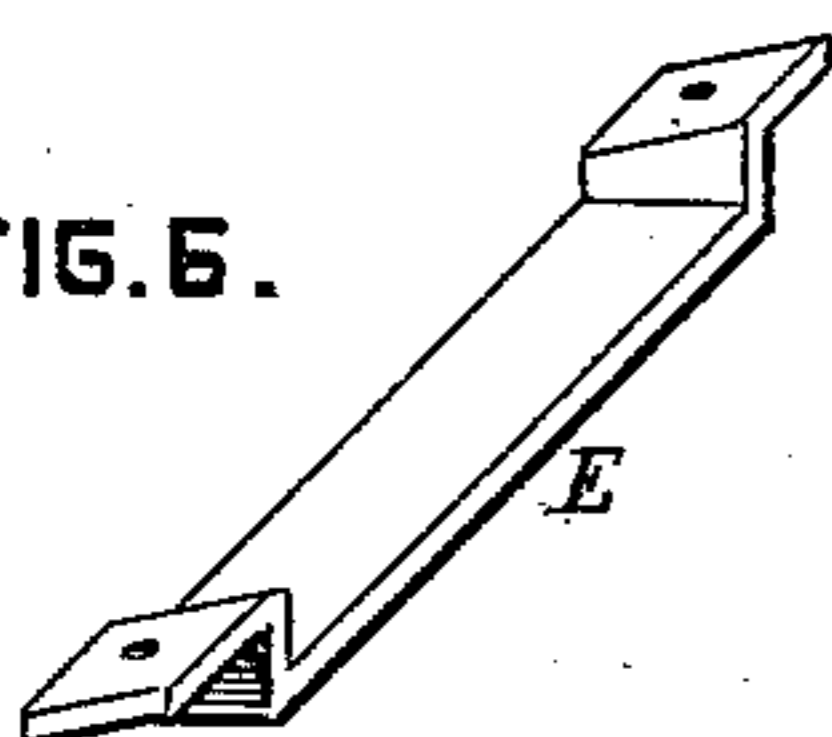


FIG. 5.

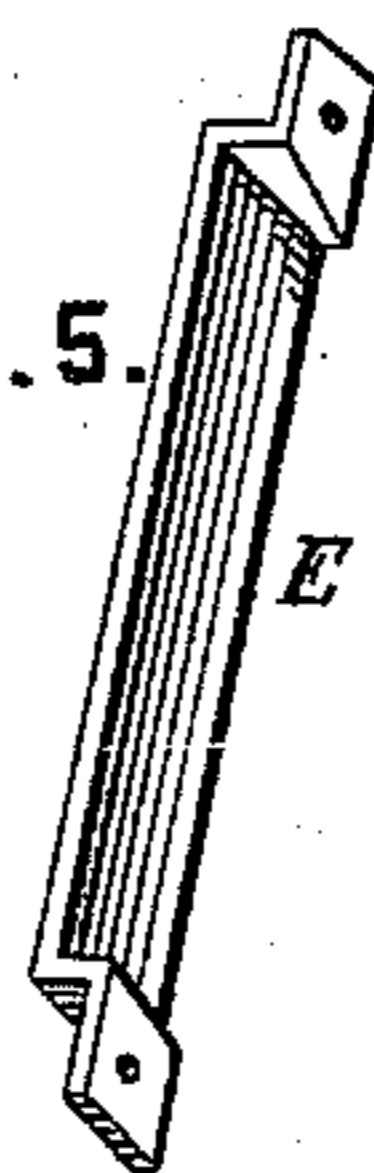
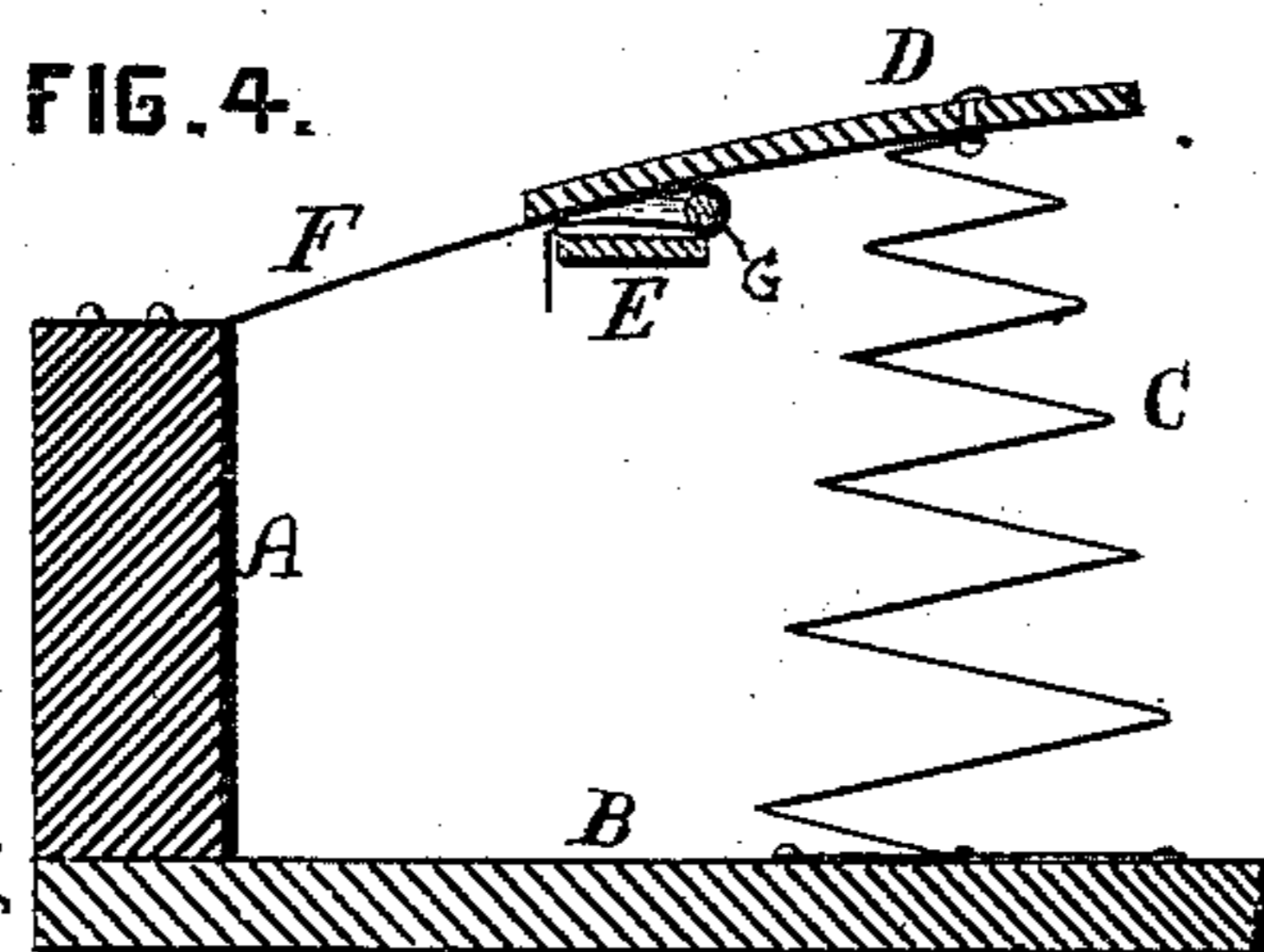


FIG. 4.



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