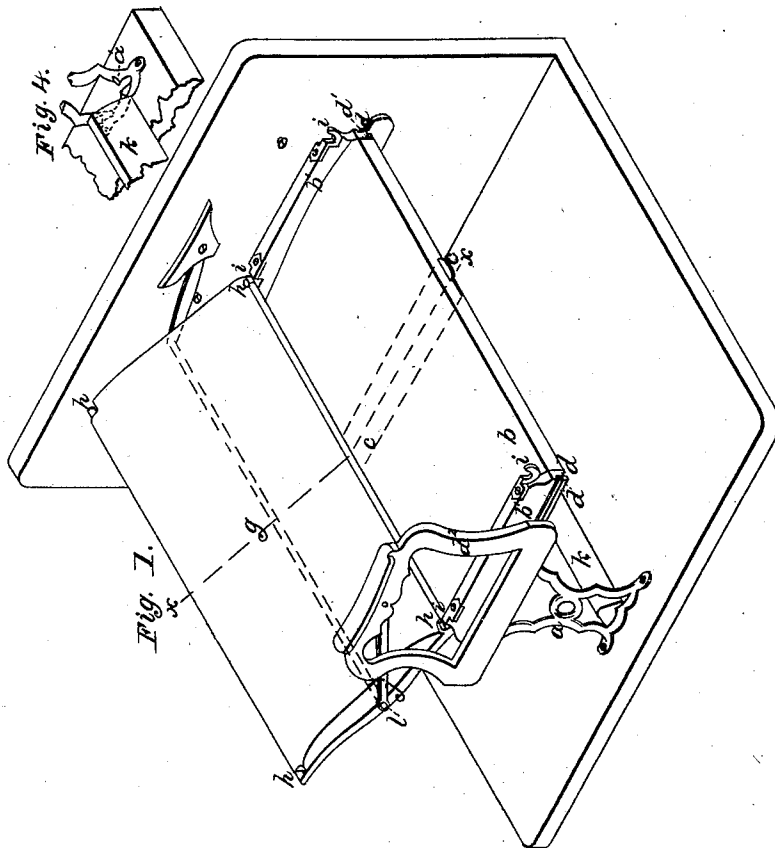
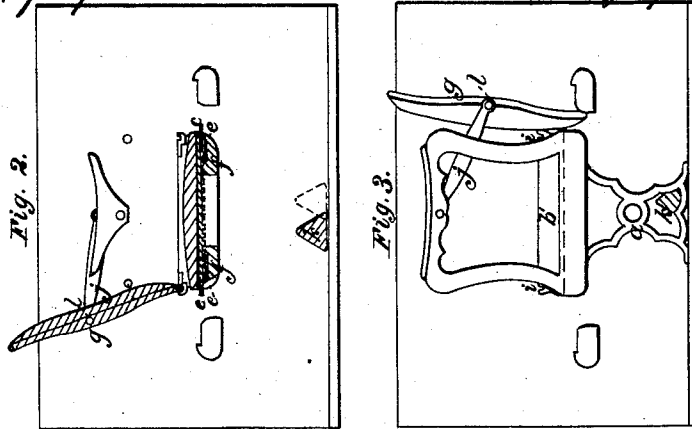


S. Hickok.

Car Seat.

N<sup>o</sup> 9,919.

Patented Aug. 9, 1853.



# UNITED STATES PATENT OFFICE.

SAM'L HICKOK, OF BUFFALO, NEW YORK.

## RAILROAD-CAR SEAT.

Specification of Letters Patent No. 9,919, dated August 9, 1853.

To all whom it may concern:

Be it known that I, SAMUEL HICKOK, of Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Railroad-Car or Carriage Seats; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification.

My invention consists in the manner or method of constructing these seats, so that they can be easily changed in either direction and converted from a position to sit upright to that of a reclining seat, and vice versa, so as to serve well the purposes of either a day or night seat without increasing the space which they occupy over those of ordinary construction, whereby great convenience and comfort is attained for weary travelers.

My improvements and their construction and application, may be described as follows:—

Of said drawings Figure 1, is a perspective view; Fig. 2, a cross section in the line of one of the notched spring bars *c, c* on the dotted line *x x*; Fig. 3, end elevation with the end pieces of the seat shown by dotted lines; and Fig. 4, a portion of the support *a*, and a portion of a flat foot rest instead of a triangular one.

The same letters refer to like parts in each of the several figures.

*a*, is the support for the outer end of the seat, to which, the frame of the seat represented partly in dotted lines in Fig. 3, is secured.

The end pieces of the frame are secured to the support *a*, and sides of the car, one of which is represented by dotted lines in Fig. 3, and they have beads or tongues cut on their upper edges which fit, and slide, in correspondingly formed grooves cut in the under edges of the end pieces *b', b'*, of the seat *b*, seen at *d, d*; and there are also similar beads on the inner side of the arm *d<sup>2</sup>*; and the sides of the car, which fit grooves *d' d'* cut in the sides of said pieces *b', b'*. Thus the seat *b*, is capable of sliding to the right or left, in the direction of the length of the car, and prevented from rising or moving laterally by the said beads and grooves.

Secured on opposite sides and to the bottom of the sliding seat are two steel notched bars, *c, c*, these have notches cut in them on their under sides at equal distances apart and occupying only one half of their length, commencing from their outer ends; and secured to the side rails *f, f*, are metal plates *e, e*, which fall into the notches in said bars *c, c*, which confine the seat in position. The notches are so placed on these spring bars that they catch alternately, that is to say, one catches when the seat is slid to the right, and the other when the seat is slid to the left, whereby the seat can be slid out either to the right or left by pressing the end of either of said spring bars which project in front regardless of which side the back of the seat is placed.

The back *g*, I attach in a stronger manner than usual by substituting a bar or bolt *l* (represented by dotted lines in Fig. 1, and an end view of it is shown in Fig. 2) which passes through the wood of the back and is riveted or attached to the rods *j, j*, by short screws. This not only strengthens the back but the attachment. The back *g*, is capable of being shifted from side to side in the usual manner, but in order that it may be inclined when the seat is slid out and give sufficient length for the body and head to recline upon, it is capable of being raised and connected to the seat, or disconnected and let down at pleasure; by providing a hole *h*, in each of the corners of it, which holes are formed by a notch cut in the wood and a metal bead which passes around the edge of the wood of the back. These holes fall over hooks *i*, of corresponding size secured to the ends of the pieces *b', b'*, of the sliding seat thus constituting a hinge or joint, so that, when the back is raised and resting on the hooks *i*, its inclination will be governed by the position of the seat, and it will be more or less inclined according to the distance which the seat is drawn out.

Fig. 3, represents my seat when used for sitting in an erect or upright position; Fig. 2, with the back raised to the hooks *i*, and but slightly inclined; Fig. 1, with the seat run out and the back considerably inclined. To convert Fig. 3 into Fig. 1, it is only necessary to raise the back, place it over the hooks *i*, then press down one of the notched spring bars by the thumb placed on the end

projecting in front and at the same time draw out the seat, and when at the desired position remove the pressure from the end of the notched bar, and the seat and back will be fixed in that position. Thus the back can be put to any desired inclination or angle to the seat.  $b$ , is the foot rest or support for the feet which may be either of triangular form as represented in Figs. 1, 2 and 3, or it may be flat as represented in Fig. 4. In both cases it is hinged by projecting pins on its ends which fit loosely in corresponding holes, one of which is in the support  $a$ , and the other in the side of the car. If a flat rest is used small projecting pins or brackets  $a$ , (one of which is shown by dotted lines) must be provided on the support  $a$ , or side of the car, to prevent the rest from falling too far to either side.

20 The triangular rest when shifted in one position is adapted to the feet when sitting upright, and when shifted to the other position adapted to the feet when reclining.

Having thus fully described my seat for

railroad cars and carriages, what I claim as new, &c., is—

1. Constructing a railroad car seat by connecting and arranging the sliding seat with the reversible back hinged at the extremity of the reversing arms and combining there- with the double ratchet bars, in such a man- 30 ner that it can be easily converted in either direction into a day or night seat and at the same time not occupy more space than the ordinary stationary seat, substantially as set forth. 35

2. I also claim the triangular foot rest in combination with the sliding seat whereby it is made adaptable to the seat when used either as a day or night seat, substantially 40 as set forth.

In testimony whereof I have hereunto signed my name before two subscribing witnesses.

SAML. HICKOK.

Witnesses:

B. K. MORSELL,  
GEO. R. WEST.