

G. W. MERRILL.
Vehicle-Seat.

No. 227,913.

Patented May 25, 1880.

Fig. 1.

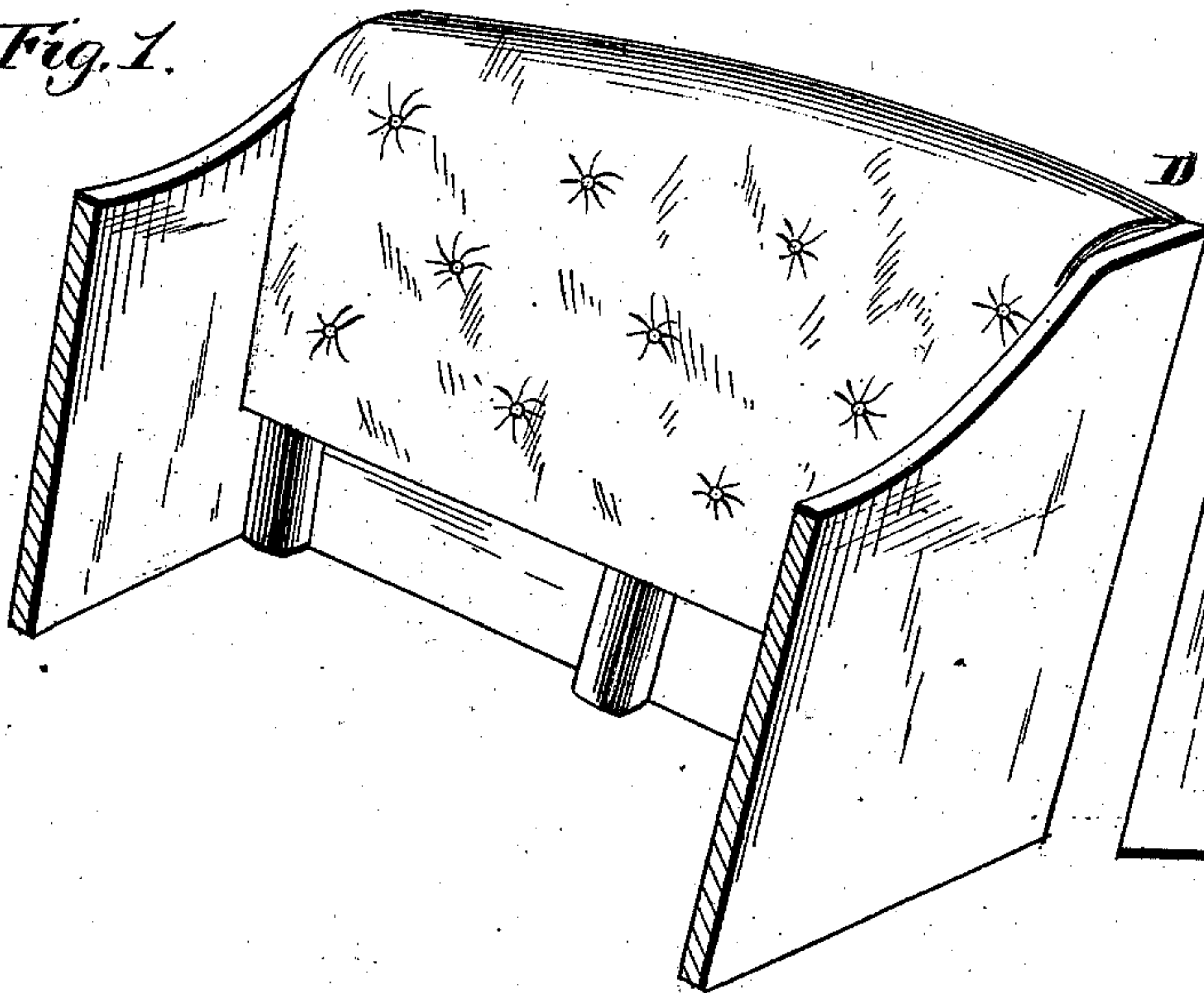


Fig. 3.

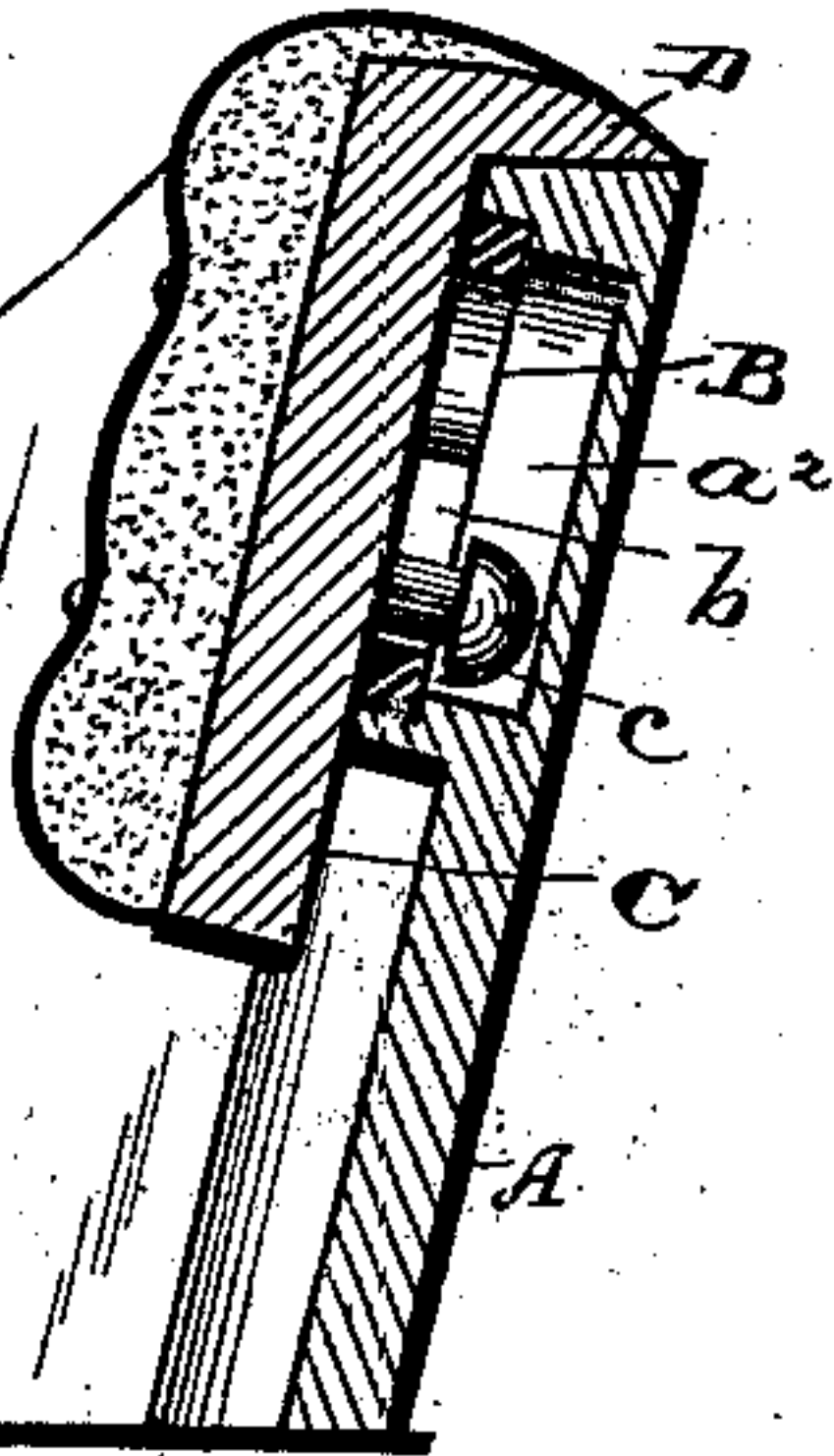
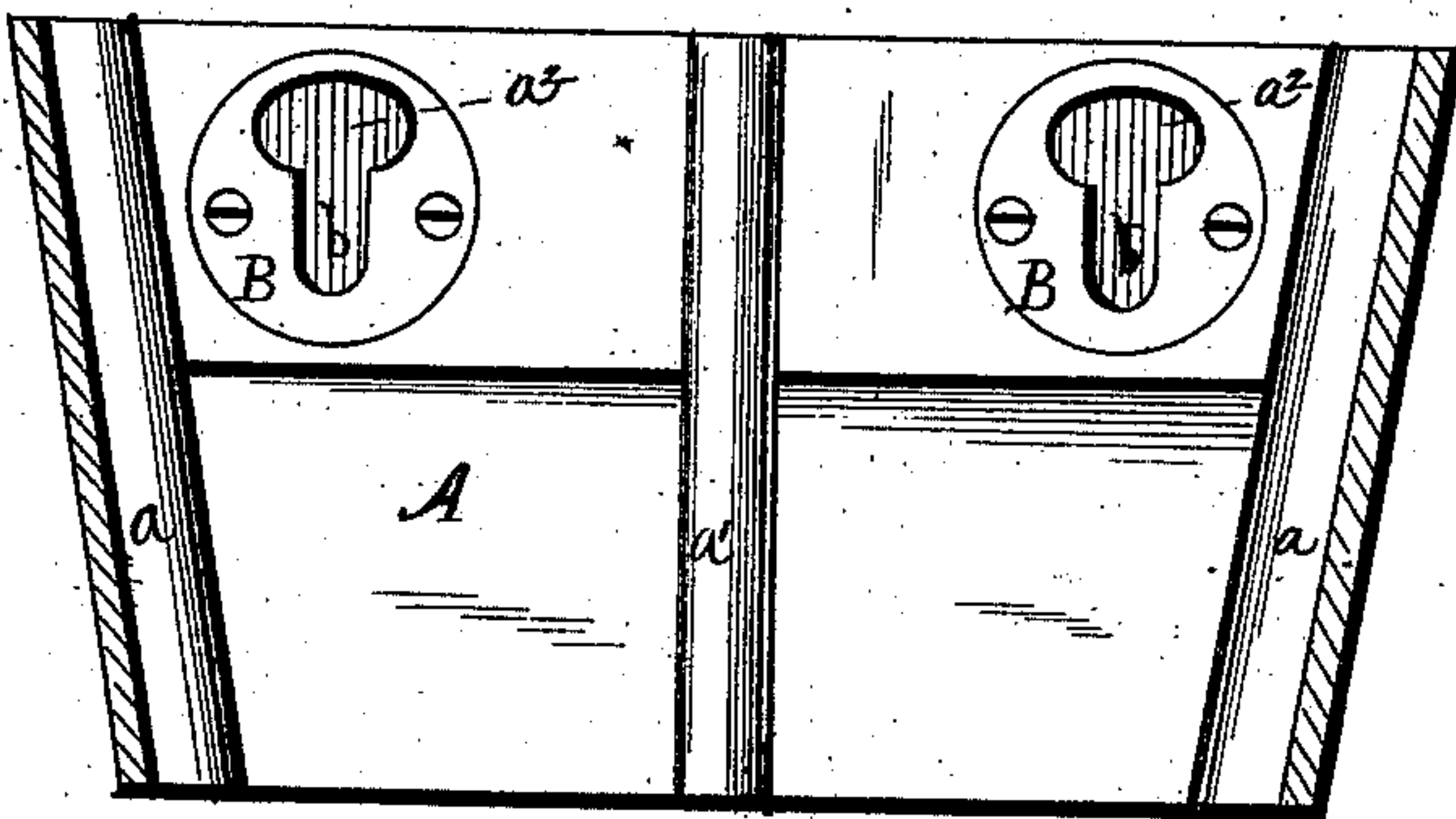
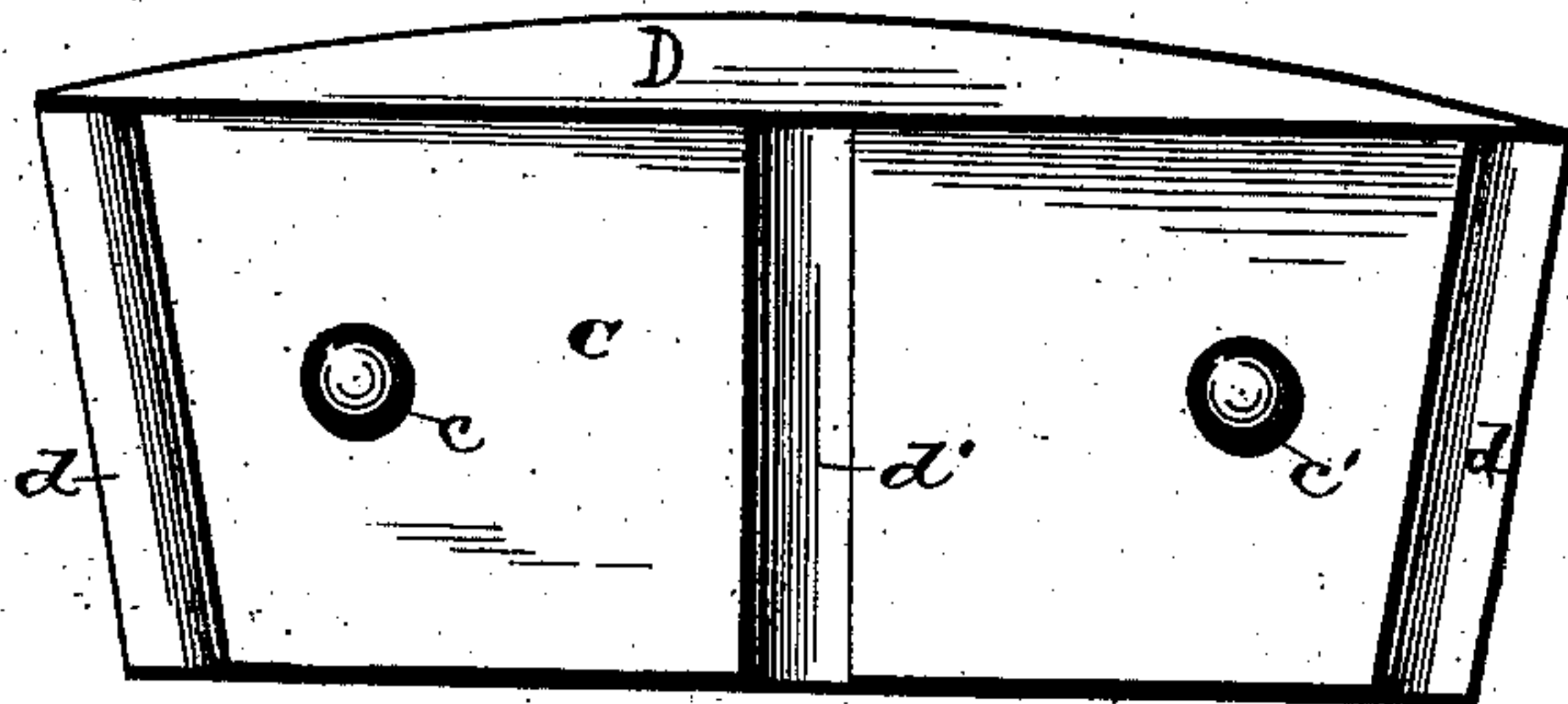


Fig. 2.



WITNESSES

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GEORGE W. MERRILL, OF PORTLAND, MAINE.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 227,913, dated May 25, 1880.

Application filed December 24, 1879.

To all whom it may concern:

Be it known that I, GEORGE W. MERRILL, of Portland, in the county of Cumberland and State of Maine, have invented certain new and useful Improvements in Vehicle-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

My invention relates to vehicle-seat backs.

It is well known that various styles of vehicle-seat backs, as in sleighs and other open vehicles, are usually made without upholstering or elaborate trimming, for the reason that vehicles of that class are exposed to all kinds of weather, and hence, if upholstered, would be unduly worn and injured; and the manufacture and use of sleighs and other open vehicles with upholstered seat-backs of the ordinary construction are rendered very expensive, since frequent repairs are unavoidable.

The object of my invention is to obviate the defect above noted by providing the backs of vehicle-seats with a removable false back or plate, for purposes hereinafter specified.

The invention consists in the combination, with the back of a vehicle-seat provided with suitable countersinks and escutcheons and one or more securing ribs or flanges, of a detachable false back, the latter being provided with suitable lugs or catches and grooves, designed to correspond and engage, respectively, with the countersinks and securing-ribs of the back.

Referring to the drawings, Figure 1 is a perspective view of a seat-back with the false back in position. Fig. 2 is a view illustrating the seat-back proper and the false back detached. Fig. 3 is a view, in vertical section, illustrating the mode of securing the false back in place.

A represents the back of a vehicle-seat provided with the vertical ribs or braces $a a'$. Back A is countersunk at $a^2 a^2$, and provided with the escutcheons B B, which latter are formed with perforations or openings $b b$, for the reception of the heads of the lugs of the false back.

C represents the false back provided with lugs or catches, having the engaging-heads $c c'$, which are designed to be inserted into the countersinks of back A.

D represents a flange projecting at about a right angle from back C, and which is designed to overlap the edge of back A, as shown in Fig. 1.

The vertical grooves or recesses $d d d'$ correspond with the ribs $a a a'$ of the back proper, and very materially aid in retaining the back C in position.

The lugs of back C are formed with enlarged heads $c c'$, as shown, which are readily inserted into the enlarged portion of the perforations $b b$, and then, by a downward pressure on false back C, the heads of the lugs are brought in contact with the narrow portion of the opening, and are secured therein, thus firmly connecting the false back C with the back proper.

The advantages of the improvement above described are obvious. The seat-backs of the sleighs and other open vehicles may be upholstered, as illustrated in the drawings, and, if it is not desired to expose the same to snow or rain, by simply disengaging the lugs from the countersinks of the back proper the false back is removed and placed under shelter.

The improvement may be applied to seats of any description, but is designed especially for sleighs and other open vehicles.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination, with the back of a vehicle-seat, said back provided with countersinks and retaining-escutcheons and one or more vertical strengthening-ribs, of a false back secured to said back proper by lugs or catches locking with the countersinks of the latter, and by an overlapping flange, and provided with vertical grooves corresponding to said strengthening-ribs, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 16th day of December, 1879.

GEORGE W. MERRILL.

Witnesses:

HERBERT G. BRIGGS,
GEO. H. TOWNSEND.