

(No Model.)

F. A. COMSTOCK.

VEHICLE SEAT.

No. 279,637.

Patented June 19, 1883.

Fig. 1.

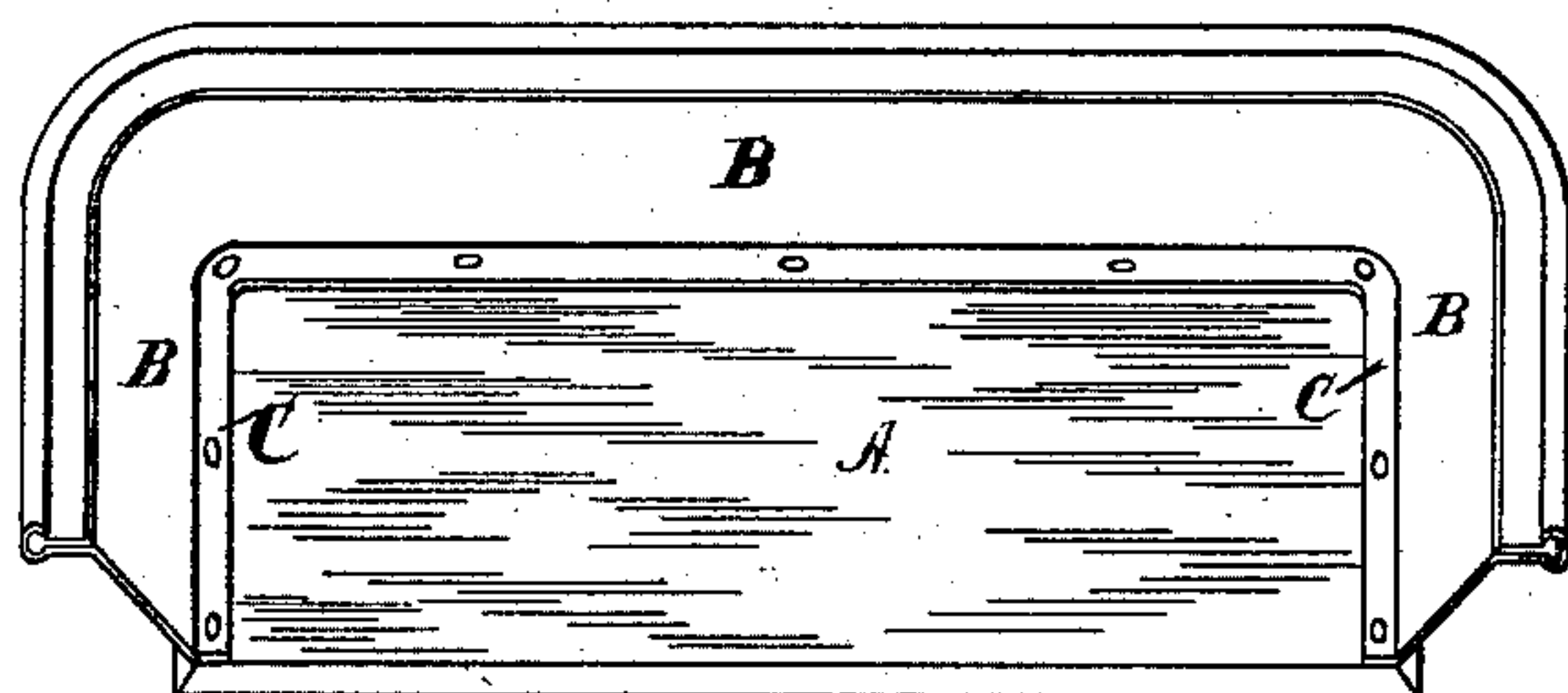


Fig. 2.

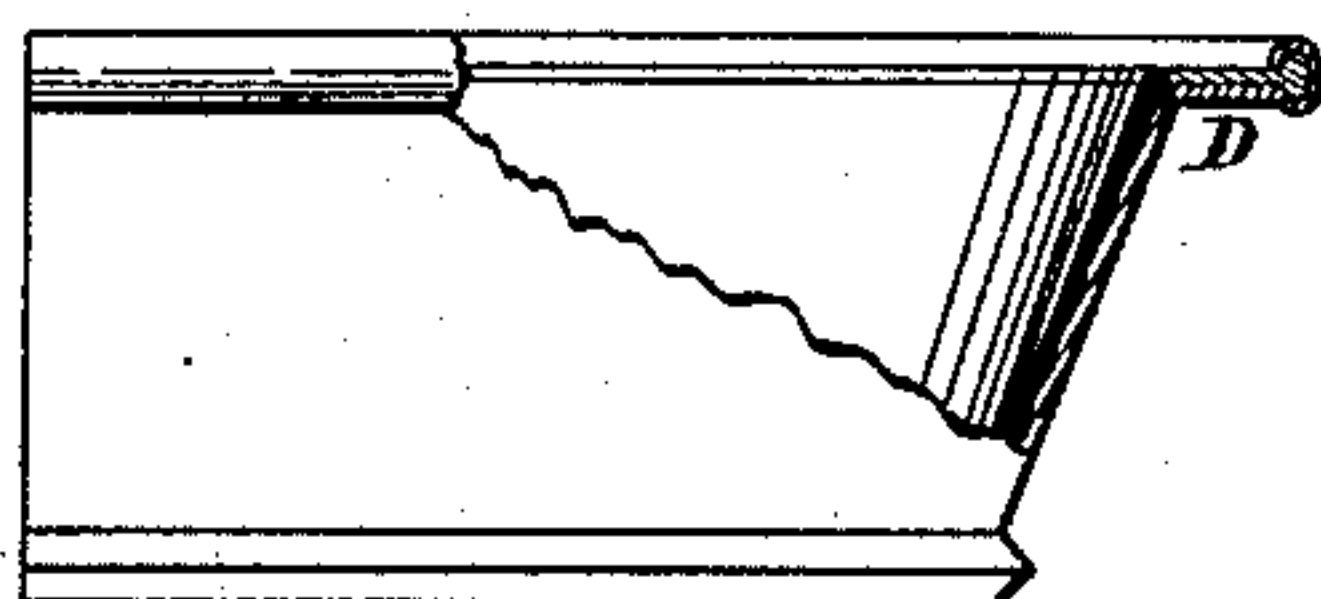


Fig. 3.

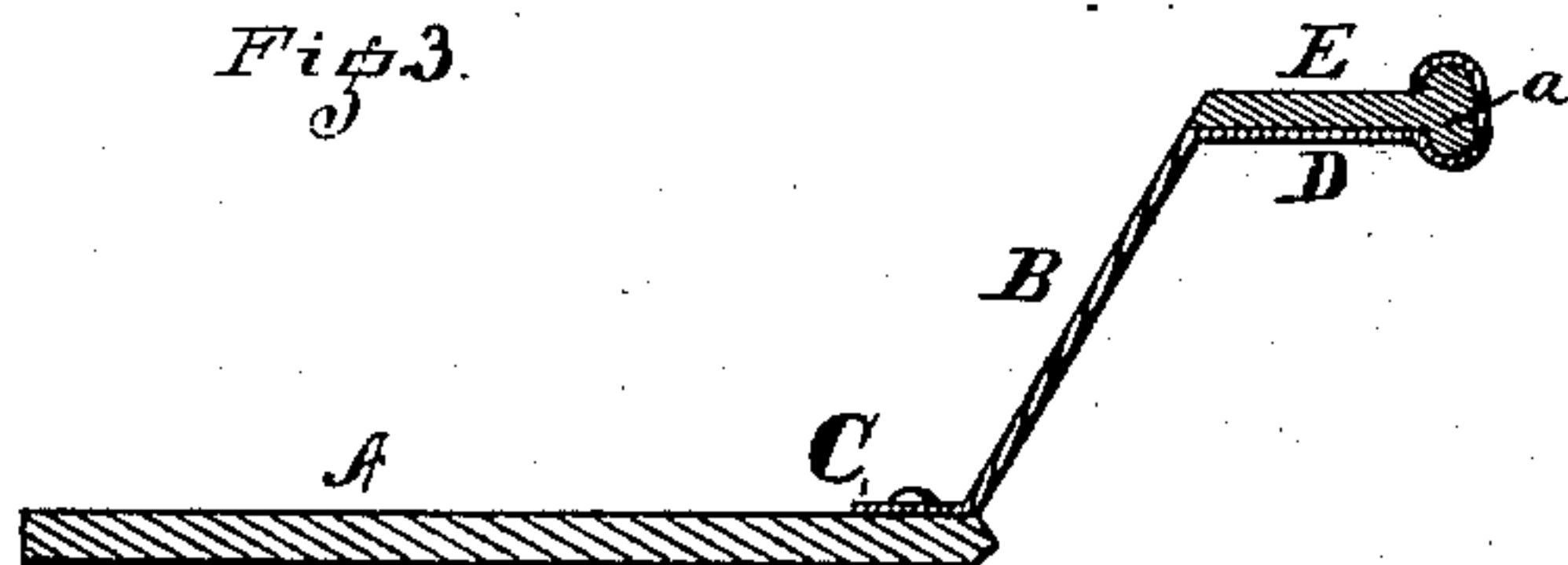


Fig. 4.

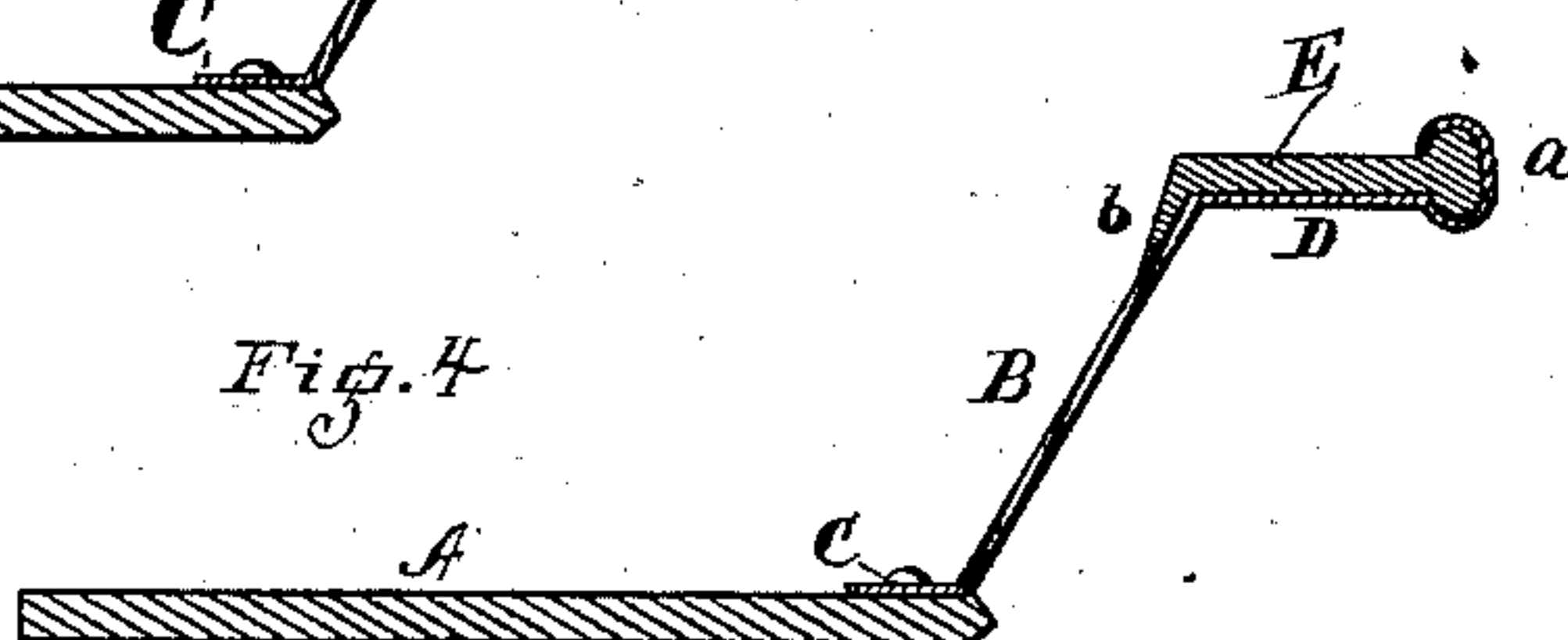


Fig. 5.



Fig. 6.



Attest:

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Frank A. Comstock  
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# UNITED STATES PATENT OFFICE.

FRANK A. COMSTOCK, OF COLUMBUS, OHIO.

## VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 279,637, dated June 19, 1883.

Application filed April 24, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK A. COMSTOCK, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Vehicle-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

10 My invention relates to that class of seats usually made of sheet metal bent or stamped into shape; and its novelty consists in the construction and combination of the parts, as will be herein set forth and specifically claimed.

15 In the accompanying drawings, Figure 1 is a plan view of my improved vehicle-seat. Fig. 2 is a side elevation of the same, partly in section. Fig. 3 is a sectional view of the same, showing the form of the fillet and the mode of attaching it to the flange. Fig. 4 is also a sectional view of the same, showing a modified form of the fillet and its attachment to the flange. Fig. 5 is a sectional view of the fillet. Fig. 6 is a sectional view of the modified form of the fillet.

25 The bottom of the seat A is in this instance made of wood, and the sides and back B of sheet metal. The sides and back may consist of a single sheet of metal, or may be made up of sections suitably joined together, and their bottom edge is turned inward horizontally, so as to form a flange, C, which rests upon the top of the bottom of the seat, to which it is bolted or otherwise securely fastened, as shown in Figs. 1, 3, and 4. The upper edge of the sides and back of the seat is turned outward horizontally to form a flange-like projection, D, which serves to strengthen and stiffen the seat back and sides.

40 In forming the rim of the sides and back of the seat I employ a fillet, E, preferably of wrought metal, whose outer edge is formed

into a double bead or head, *a*, as shown. This fillet is attached to the upper side of the flange D, which is bent around and over and firmly pressed to the fillet, as shown, thereby holding it securely in its place and forming a rim that cannot be easily bent.

If desired, a fillet may be employed having on its inner side a downwardly-projecting tapering flange, *b*, which fits closely against the front and inner sides of the back and sides of the seat, as seen in Fig. 4, thereby forming a smoother and more perfect joint. The head on the edge of the fillet may be made in various shapes, as desired, either double, as shown in the drawings, or flush with the fillet on one side.

I am aware that fillets have been used for strengthening and stiffening seat-backs; but they have been made without any beads, and I find such a bead greatly adds to the strength and durability of the seat. It entirely obviates the necessity of bolts, as the flange bent tightly around it holds the fillet in place much more securely. I also make a better seat by placing the fillet on top of the flange and rolling the flange around and over the fillet. This process of construction is easier and cheaper as well as stronger.

70 Having thus fully described my invention, I claim—

The combination, with a metal seat back and sides, of a strengthening-fillet, E, provided on its outer edge with a bead or head, *a*, and united to the seat back and sides by having the flange of the same bent around and over the fillet, substantially in the manner and for the purpose specified.

FRANK A. COMSTOCK.

Witnesses:

GUS STEVENSON,  
THEO. COMSTOCK.