

(No Model.)

J. M. PERKINS.

VEHICLE SEAT.

No. 388,441.

Patented Aug. 28, 1888.

Fig. 1.

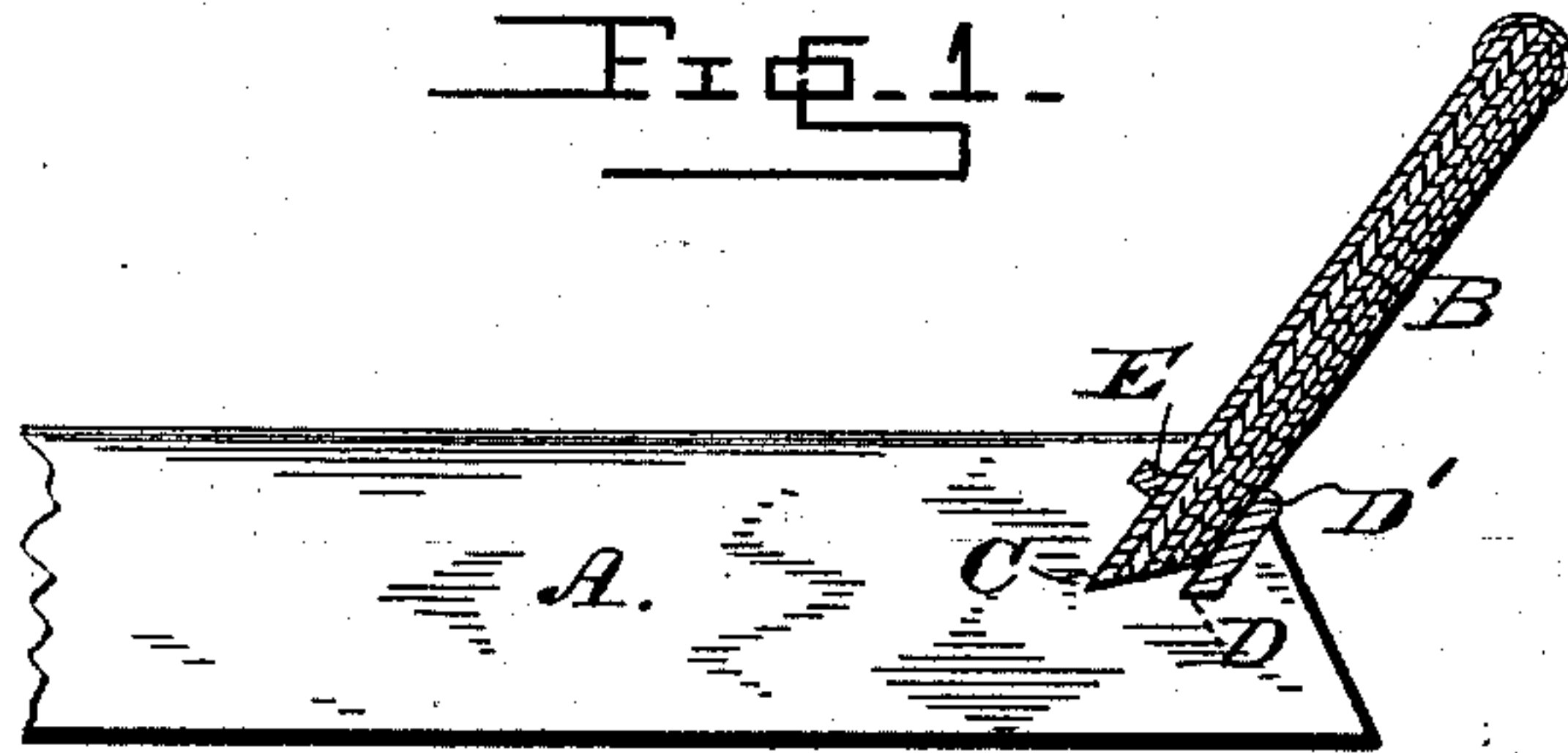


Fig. 2.

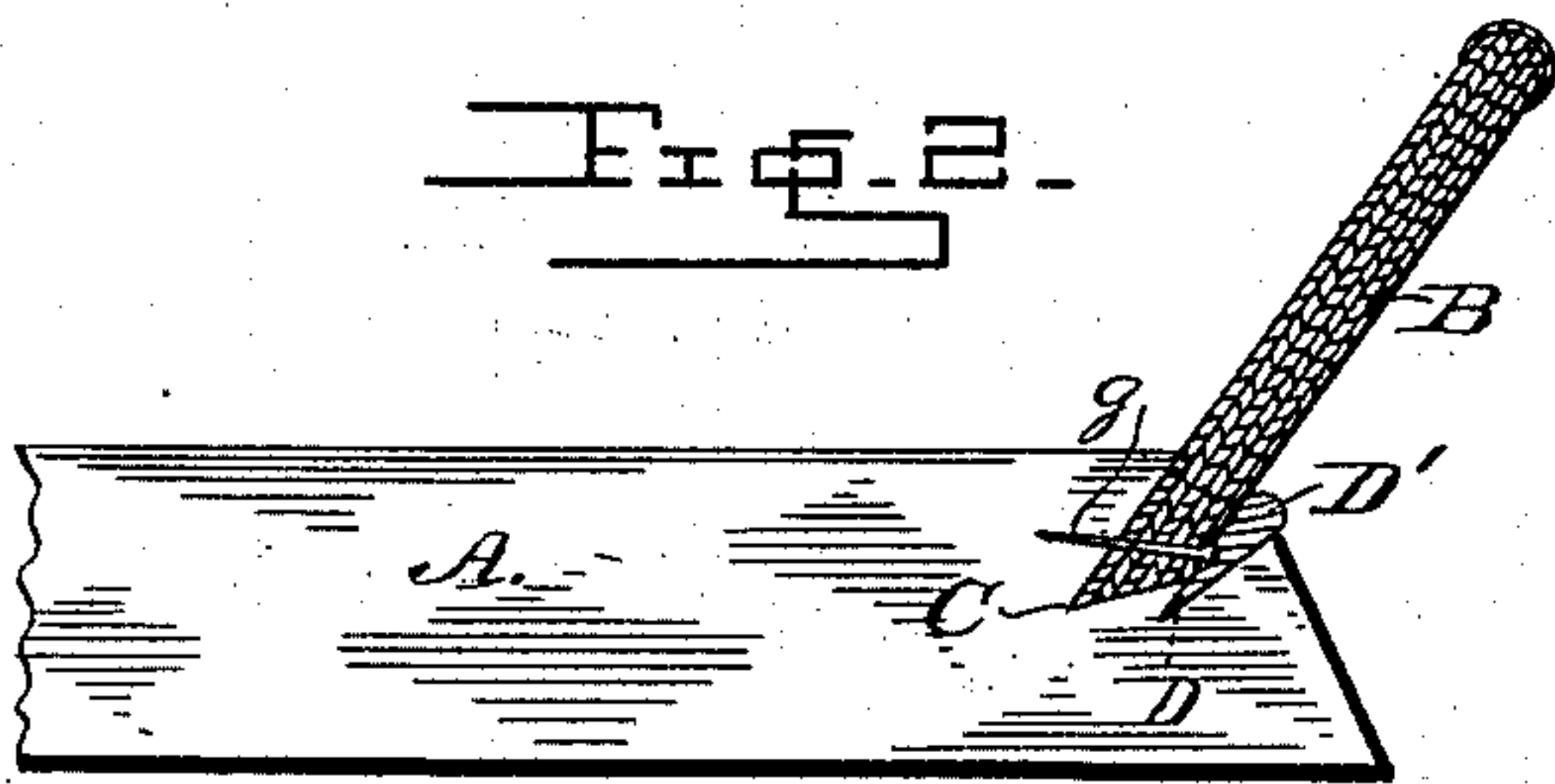


Fig. 3.

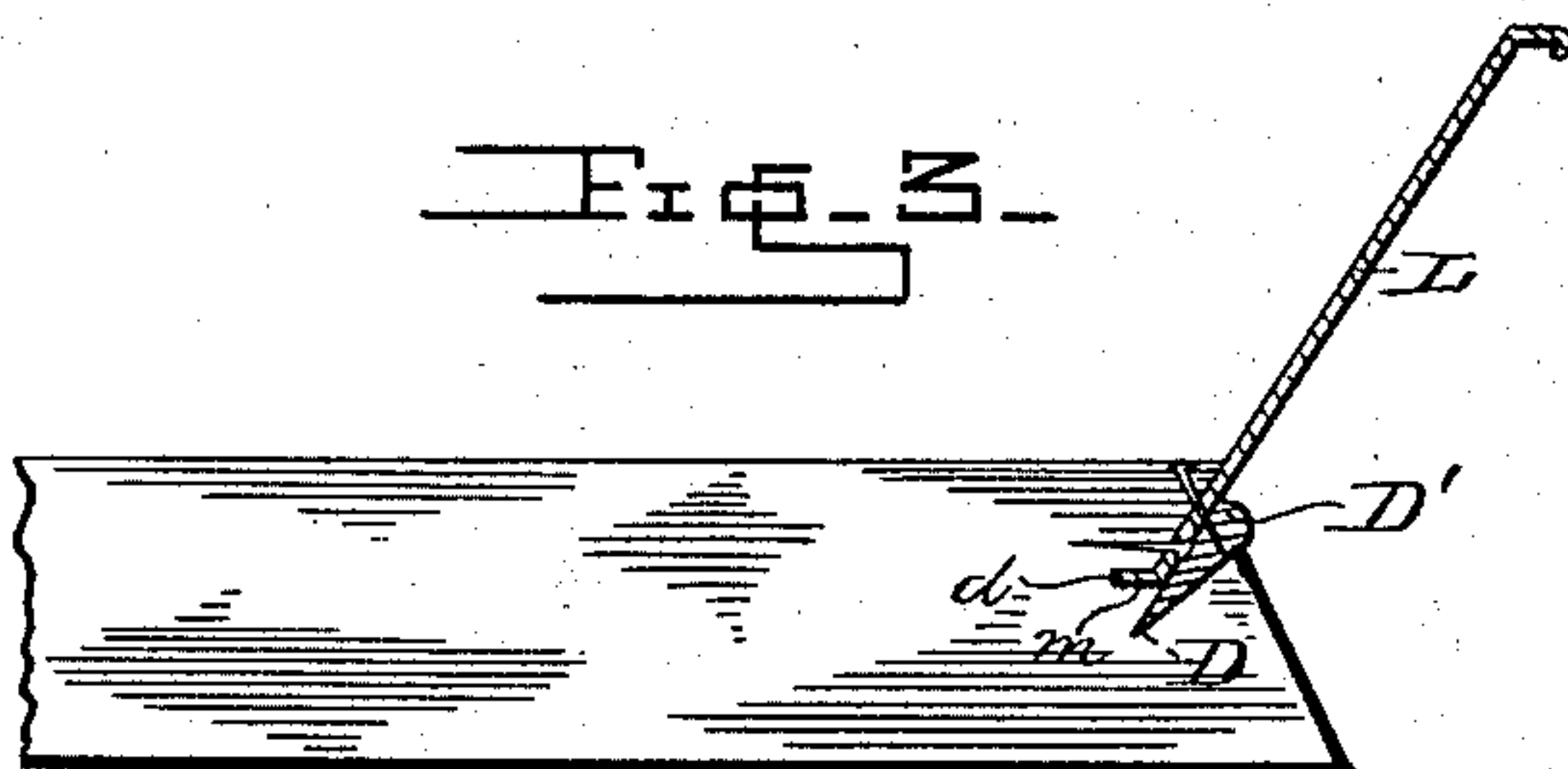
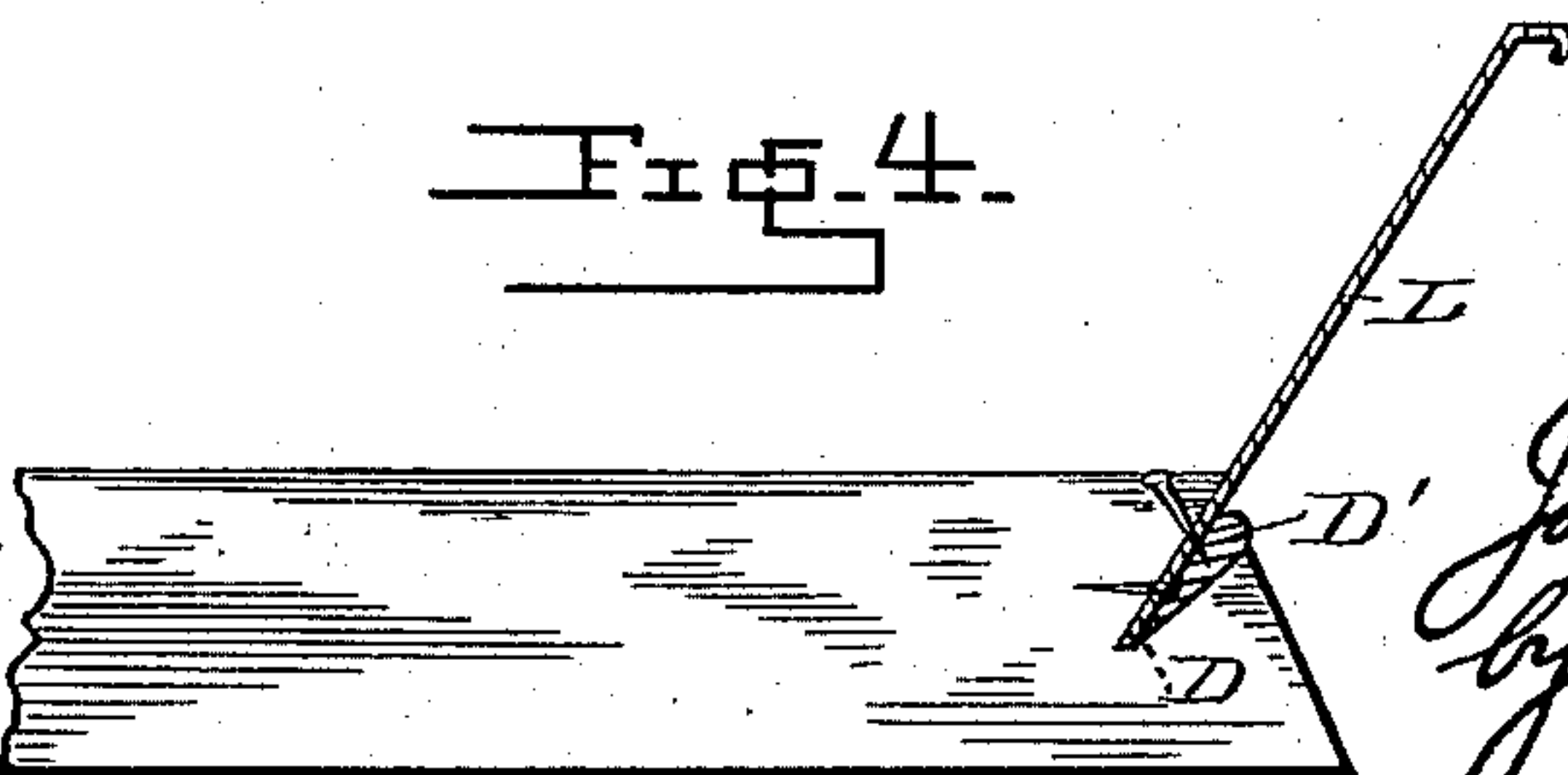


Fig. 4.



Witnesses.

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# UNITED STATES PATENT OFFICE.

JOHN M. PERKINS, OF SOUTH BEND, INDIANA.

## VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 388,441, dated August 28, 1888.

Application filed November 9, 1887. Serial No. 254,697. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN M. PERKINS, a citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, 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.

My invention relates to an improvement in vehicle-seats, especially when made of thin metal, paper, or veneer.

Heretofore seats made of sheet-iron have been usually joined to the seat-frame by bending the metal into an arm or flange, through which the back was fastened to the base-frame by screws from the upper part of the frame. The turn or edge of the metal not being absolutely sharp, the connection would be irregular, uneven, and unsightly, and the screws and sharp edges of the iron flange on the top of the frame would get loose, rattle, and cut the cushion. Nor by this method of combining the back to the base-frame could a thin and shapely skirting be obtained. For these reasons a seat made in this manner is not desirable, and not used, except for very cheap vehicles. By my method I obtain a seat that combines all the beauty of any known seat with cheapness and utility, one adapted to the best work, and without any of the objections mentioned.

My invention is illustrated in the accompanying drawings, in which—

Figures 1 and 2 are side elevations in section of my principal improvements, and Figs. 3 and 4 similar views of modifications thereof.

Referring to Fig. 1, A is the base of the seat-frame, and B the back, which, although shown as made of veneer, may be constructed of any suitable material. C is a rabbet or inclined groove formed in the base, and back of this groove is another cut, D, made deeper, both of which are cut in the edges of the rear end and opposite sides of the base, and E is a slot or kerf cut in the base-frame above the groove C. The back B is closely fitted in the groove C, and, when desired, is secured to the base by nails or screws *g*, as shown in Fig. 2, whereupon a wedge or fillet, D', of wood, metal, cement, or other suitable material, is placed in the groove D over the heads of the screws or

nails, and itself secured in its seating by nails or screws driven through from the outer portion of the base through the fillet into the edge of the base, or it may be secured in place by glue or cement, as shown. The object of the fillet is not only to cover the heads of the nails or screws, but also to press the back B solidly against the base-frame A and form a backing to hold the back solidly in place and to prevent it from getting separated from the base by any pressure when in use. By rounding the top or upper part of the wedge a bead or finish can be formed thereon, and, being made of any desired material, a nice molding can be formed of it, if desired. The fillet can be fixed in and held so solidly that the inner nails or screws can be dispensed with if desired, as well as the outer nails for holding the fillet in place. The object of the slot E is to admit of the insertion of rubber or any suitable substitute to prevent dirt or moisture from getting into the slot C should the back for any reason become loose in said socket.

Figs. 3 and 4 represent modifications for a back such as shown in Figs. 1 and 2. L represents the back referred to, which is composed of sheet metal, paper, pressed pulp, or fiber, having the flange *d* at the bottom. A slot or groove, *m*, is cut in the base to receive such flange, and the groove D for the fillet is made deeper than said groove, as in the other case. After the flange of the back is put snugly in place in groove *m* and the fillet put in, a solid combination will be made, and this, too, without the use of screws or nails; but, if desired, screws or nails to hold the back and fillet together may be put in from the inner top surface of the base, as shown.

I am aware that a seat-frame has been made with an under-cut on its sides and ends with the base horizontal, or nearly so, to the base-frame, but to obtain the results I desire such an under-cut will not answer; also, that a groove has been cut in the seat-frame for the insertion of the back to join the frame. Such methods are objectionable on account of the difficulty of making a uniform groove around the corners or curves of the frame, and the back when made of veneer of several thicknesses glued together varies in thickness, preventing a solid and close combination, thereby separating or opening be-



tween the back and frame by use, letting in moisture and sand, to the detriment of the seat-back, while my method, by using the fillet or wedge, enables me to get a water-tight seating if the thickness of the back B should vary.

What I claim is—

1. In a vehicle-seat, a base provided with a double groove composed of an inclined groove to receive the back and a groove back of the former one to receive a fillet, substantially as described.

2. In a vehicle-seat, in combination with the back, the base provided with the inclined groove to receive the back, and a slot above said groove to receive a filling, whereby the access of dirt or moisture to the lower groove is prevented, substantially as described.

3. In a vehicle-seat, in combination with the back made of any suitable material, the base of the seat-frame provided with an inclined groove, C, to receive the back, a deeper inclined groove, D, cut back of the groove C, to receive a fillet, said fillet, and suitable means for securing said fillet in place against the back, and a slot above the inclined groove C, to also receive a fillet, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN M. PERKINS.

Witnesses:

ASA R. TABER,

GEO. E. REYNOLDS.