

No. 728,215.

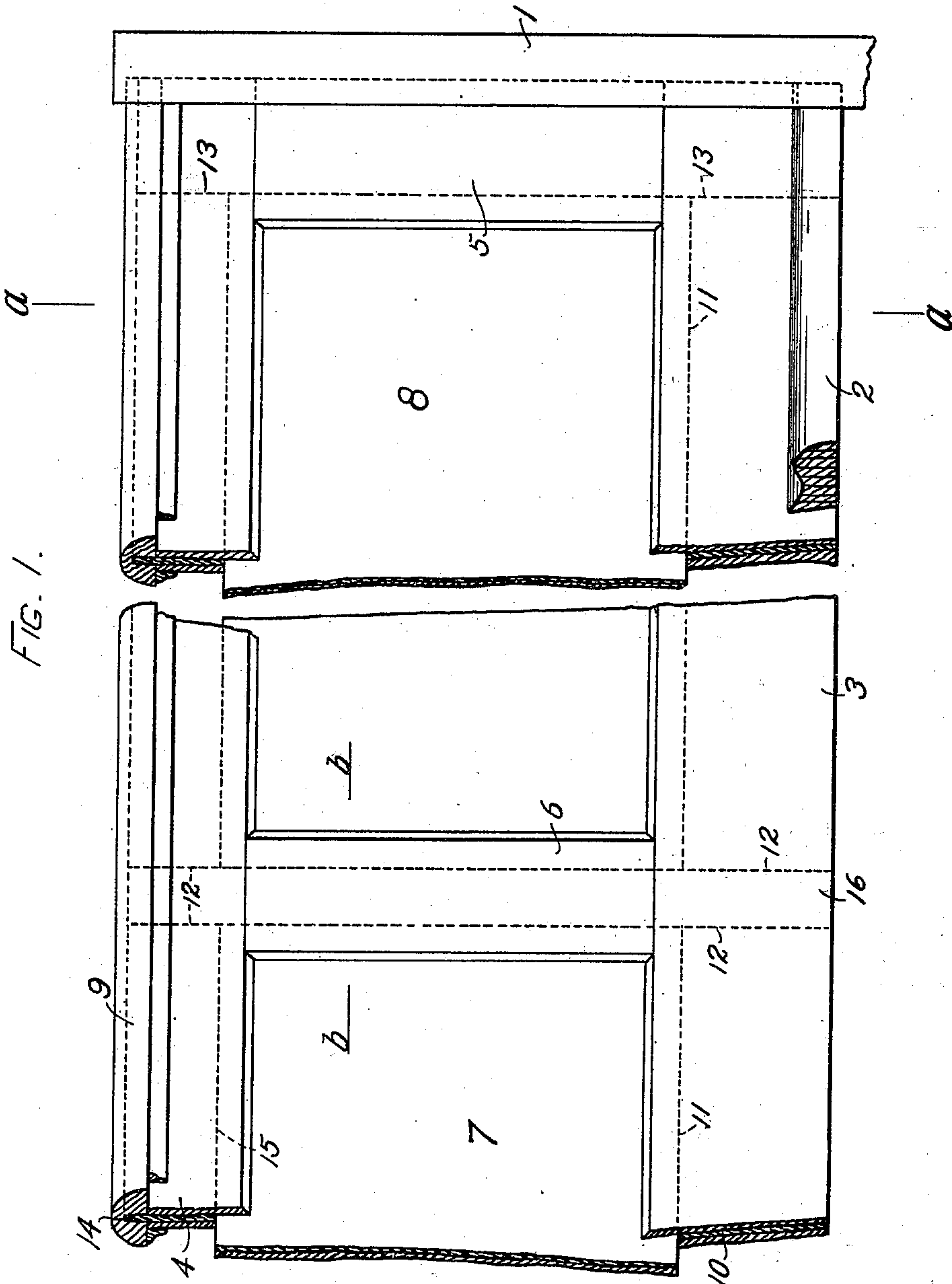
PATENTED MAY 19, 1903.

R. P. ELLIOTT.
SEAT BACK.

APPLICATION FILED AUG. 22, 1901.

NO MODEL.

2 SHEETS—SHEET 1.



WITNESSES
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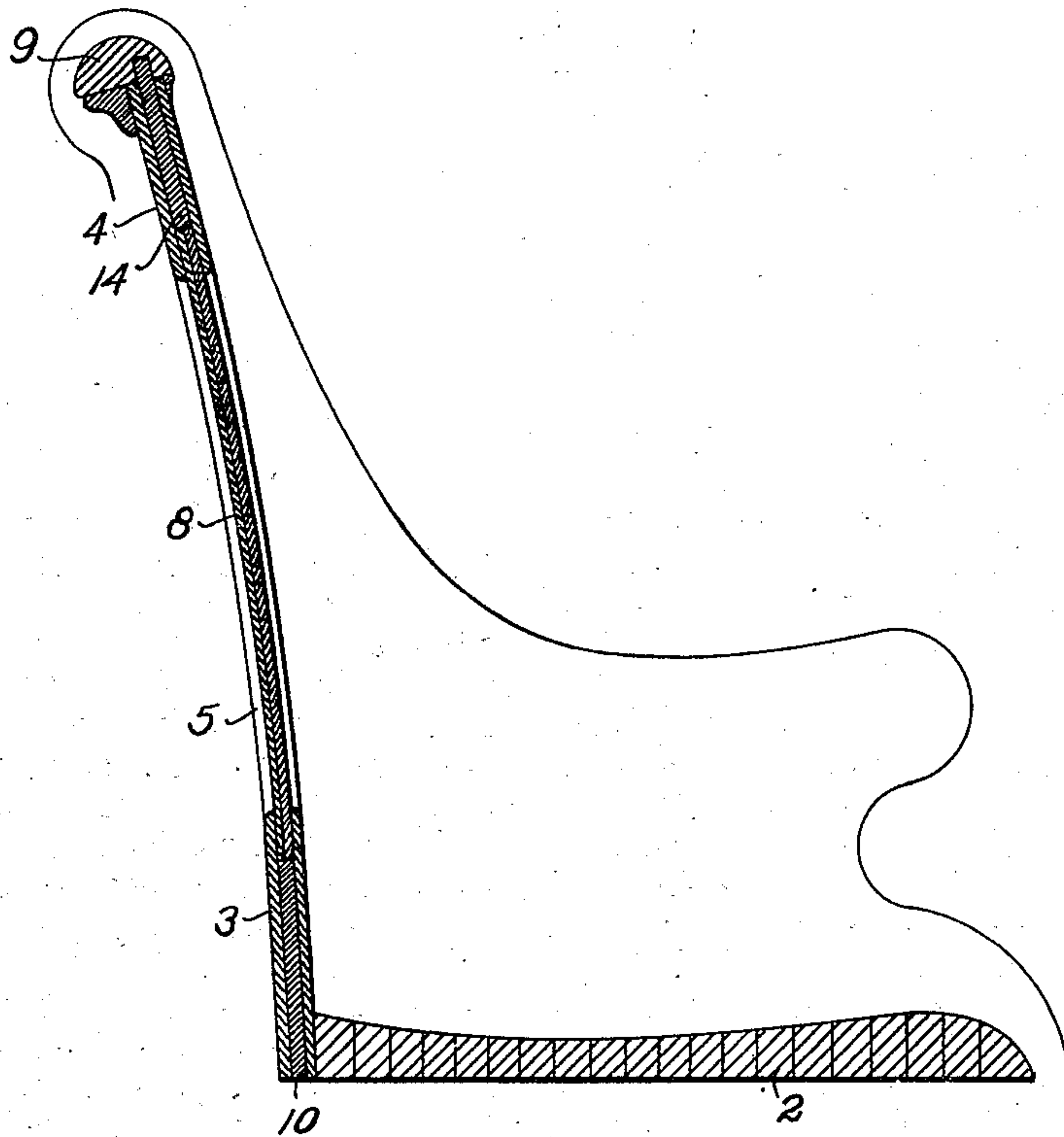


FIG. 2.

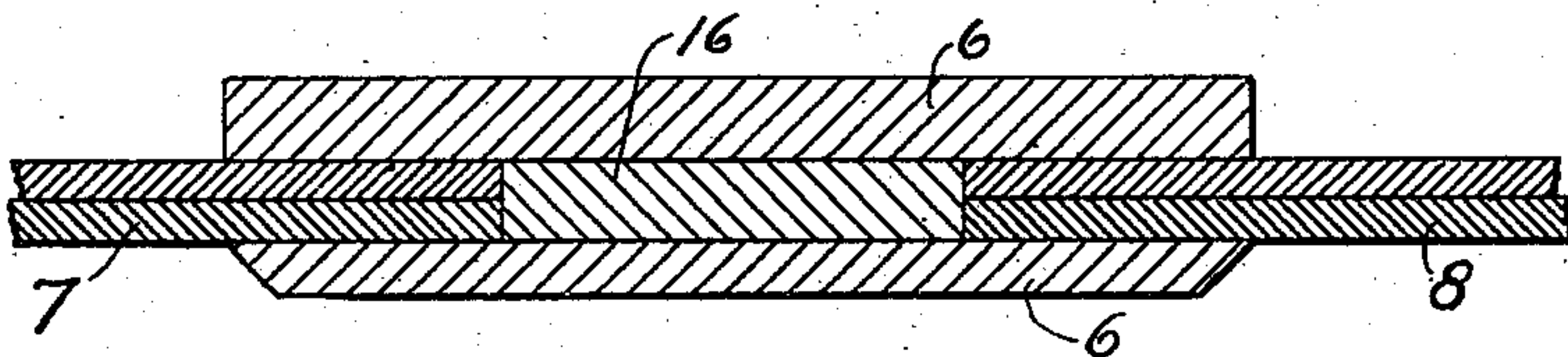


FIG. 3.

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RICHARD P. ELLIOTT, OF BOSTON, MASSACHUSETTS.

SEAT-BACK.

SPECIFICATION forming part of Letters Patent No. 728,215, dated May 19, 1903.

Application filed August 22, 1901. Serial No. 72,890. (No model.)

To all whom it may concern:

Be it known that I, RICHARD P. ELLIOTT, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Seat-Back, as set forth in the specification and claims forming a part hereof.

My invention contains the following novel features: It possesses greater strength than a one-piece back. The seat-back can be more readily bent into the required longitudinal and vertical curvature owing to the thin middle sections or panels and narrow rails at the top and bottom. A seat-back of this construction is much lighter in weight than those heretofore made.

Referring to the accompanying drawings, attached hereto and forming a part hereof, Figure 1 represents a sectional front elevation of my improved seat-back. Fig. 2 is an end elevation through line A A of Fig. 1. Fig. 3 is a section through line B B of Fig. 1.

The best mode known to me in which to embody my invention is shown in the drawings, which illustrate this principle.

In the drawings, 1 represents a portion of the seat end, and 2 the seat-bottom, to which the bottom rail of the seat-back is attached.

In the construction described herein the bottom rail 3 and the top rail 4 are composed of three layers of wood of the required thickness cemented together, the outer layers being continuous. The vertical rails 5 and 6 are composed of three layers of wood of the same thickness as the rails 3 and 4. The panels 7 and 8 are made up of two continuous layers of thin wood cemented together and curved longitudinally and vertically as required. The top rail or molding 9 is made in the usual manner and is provided with a groove in its under side.

As before stated, the rail 3 is composed of three layers of wood cemented together, the center layer 10 of which is narrower than the two outside layers, as indicated by the dotted line 11, and is in two lengths to leave a mortise for the lower end of the center layer 16 of the rail 6, as indicated by the dotted lines 12 12, and for the lower end of the center layer of the rail 5, as shown by the dotted line 13. The narrowing of the center layer

10 also provides a groove to receive the lower edge of the panels 7 and 8.

The top rail 4 is composed of three layers of a thickness to correspond with the layers in the lower rail 3, the center layer 14 being offset upward to form a groove in the lower edge of the rail 4, adapted to receive the edges of the panels 7 and 8 and to form a tongue on its upper edge adapted to enter the groove in the molding 9. The center layers of the rails 3 and 4 are also made in two sections to leave mortises to receive the center layer 16 of the rail 6 and the center layer of the rail 5.

It will be understood that the panels 7 and 8 are wide enough to extend from the bottom of the groove in rail 3 to the bottom of the groove in rail 4 and long enough to extend to the bottom of the vertical grooves in the rails 5 and 6.

The construction herein shown is particularly adapted to seat-backs that are curved both longitudinally and vertically to conform to a required seating plan and the back of the occupant as well.

In the manufacture of my new seat-back the center layers 10 14 16 and of the rail 5 are of the same thickness as the panels 7 and 8 in order that said panels 7 and 8 will exactly fill the grooves in the rails 3, 4, 5, and 6. The ends of layer 16 and the ends of the center layer of rail 5 will fill the mortises in the rails 3 and 4 and when covered with glue or cement will make a good glue-joint.

In cementing the top and bottom rails of my seat-back they are given the required longitudinal curvature to conform to a given seating plan by means of the usual molds, and likewise the panels and vertical rails when cemented together are curved longitudinally and vertically as desired to adapt them to the seating plan and to provide a comfortable support for the occupant.

I do not wish to confine the construction of my improved seat-back to the exact form shown in the drawings, as it may be changed and modified without departing from the spirit of my invention.

Having described my invention, what I claim is—

1. A seat-back comprising a top rail formed of a plurality of layers, one layer offset from the others to form a groove on one edge, and

a tongue on the other edge of the rail, a top molding engaging said tongue; a bottom rail formed of a plurality of layers, an intermediate one of said layers made narrower than
5 the others to form a groove in the upper edge of said rail; end pieces for said back formed of a plurality of layers, one of said layers so formed as to provide tenons to engage the top and bottom rails; and grooves on said end
10 pieces to engage adjacent parts of said back; and panels formed of a plurality of layers adapted to engage said top and bottom rails and said end pieces.

2. A pew-back comprising top and bottom
15 rails, said rails being formed of a plurality of layers, an intermediate layer in each rail being formed in sections; vertical rails formed of a plurality of layers extending between the bottom and top rails, and having the ends of

one layer extending beyond the others to form
20 tenons, said tenons extending through the top and bottom rails between said sections of their intermediate layers; and panels fitted within the bottom, top and vertical rails.

3. An article of manufacture comprising a
25 seat-back composed of top and bottom rails made up of three or more layers of wood cemented together and curved longitudinally; vertical rails made up of three or more layers
30 of wood cemented together and curved vertically, and one or more panels made up of two or more continuous layers of wood cemented together and curved longitudinally and vertically.

RICHARD P. ELLIOTT.

Witnesses:

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