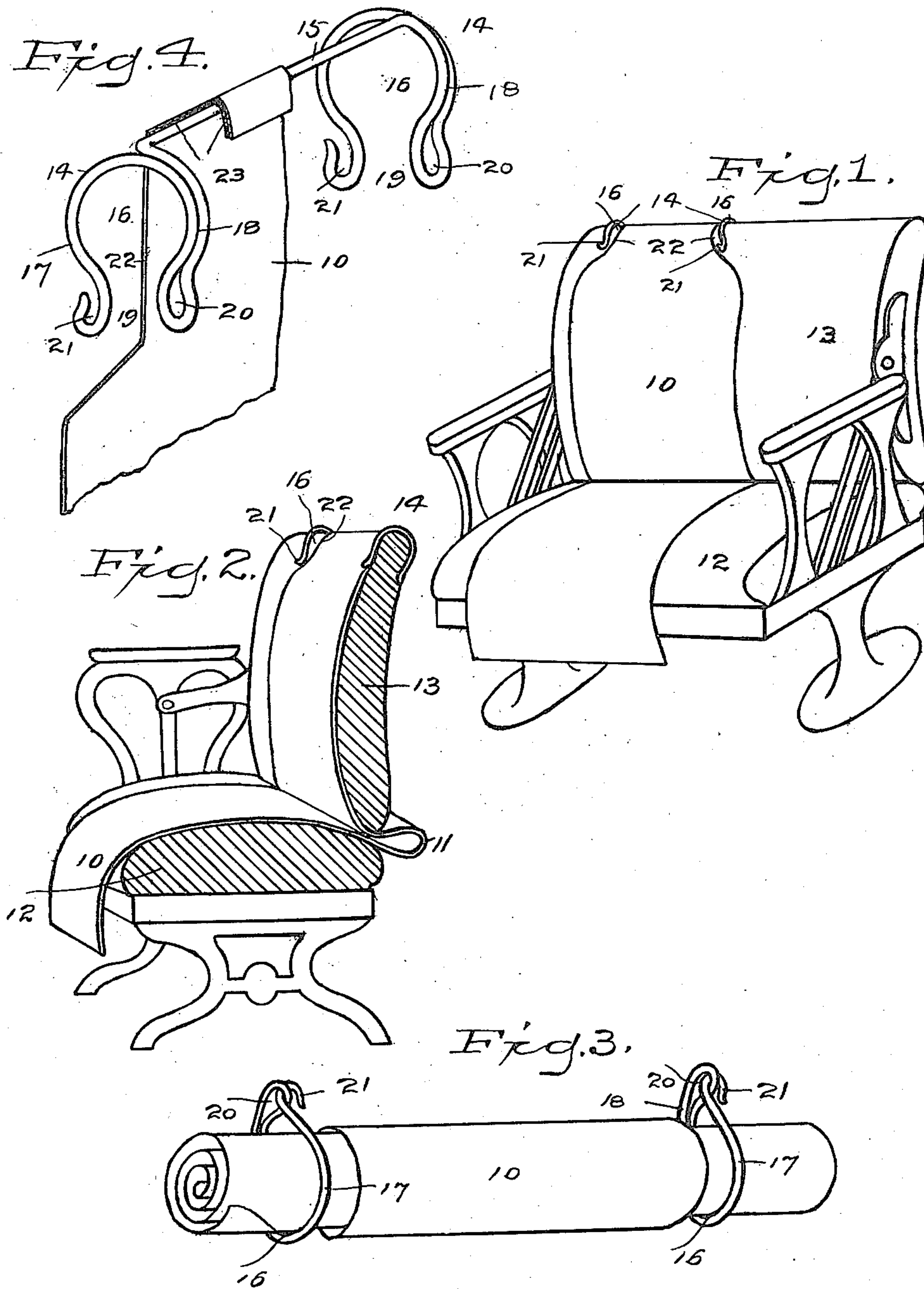


C. L. DREHER.
 SANITARY SEAT COVER.
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Patented Nov. 8, 1910.



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SANITARY SEAT-COVER.

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To all whom it may concern:

Be it known that I, CHARLES L. DREHER, a citizen of the United States, residing at South Norwalk, county of Fairfield, State of Connecticut, have invented an Improvement in Sanitary Seat-Covers, of which the following is a specification.

This invention has for its object to provide a simple and inexpensive sanitary cover for car seats, chairs, etc., that may be sold at retail for a trifling sum, may be rolled into small compass for packing and transportation and may be conveniently and securely attached to any ordinary car seat or chair and as readily removed should it be desired to retain it.

With these and other objects in view I have devised the novel sanitary seat cover which I will now describe, referring to the accompanying drawing forming a part of this specification and using reference characters to indicate the several parts:

Figure 1 is a perspective illustrating the application of my novel cover to a car seat; Fig. 2 a perspective showing the back and seat in section and my novel cover in edge view; Fig. 3 a perspective on an enlarged scale, showing the cover rolled and secured as for transportation; and Fig. 4 is a perspective showing the cover unrolled for attachment and also showing the attachment of the cover to the holding clip.

10 denotes the cover which is a strip of strong but inexpensive paper made long enough to wholly cover the back and the seat and to provide a fold, indicated by 11, which is slipped in between the seat and the back and assists in retaining the cover in place in use, the seat being indicated by 12 and the back by 13. As a means of carrying the cover, retaining it in place in use and retaining it rolled for transportation, I provide a clip 14 which is formed from a single piece of wire bent to shape. The mid-length of the piece of wire is left in the form of a straight bar, indicated by 15. At the ends of the bar the wire is curved and re-curved to form yokes 16 comprising spring arms 17 and 18, the free ends of which are partly closed together to form a neck 19, arm 18 being made double and arm 17 single. At the free end of arm 18 is an eye 20 and at the free end of arm 17 is a hook 21. The cover is preferably made

wider than the length of the bar except at the end to which the clip is attached, the attached end of the cover being cut away at the sides as indicated by 22. This is in order that two of my novel covers may be used upon an ordinary double car seat, it being desirable that the covers overlap slightly at their inner edges so as to wholly cover the back of the seat but without interference of the clips with each other. The cut-away end of the cover is attached to the bar of the clip by simply folding the end over the bar and pasting it down, a stay piece, indicated by 23, being preferably interposed between the cover and the bar in order to prevent the cover from being torn from the clip when subjected to the severest conditions of ordinary use.

For transportation the cover is rolled loosely and the arms of the clip are sprung over and caused to inclose the roll, it being understood of course that the bar is left to turn freely in the stay piece. The hooks are then engaged with the eyes as clearly shown in Fig. 3, thus retaining the cover in a neat roll and permitting it to be handled freely without danger of its becoming unrolled. In use, the arms of the clip are detached from the roll which is unwound and the yokes are caused to engage the top of the seat back, as clearly shown in Figs. 1 and 2, in which position they are retained by their own resiliency, the necks of the yokes gripping the back of the seat firmly. As the rod will lie well over on the top of the seat, the top as well as the back is protected so that the user may rest his head, which will lie upon the cover and not come in contact with the plush or other covering of the back. Having attached the upper end of the cover it is pressed down over the back, a fold of the cover, as indicated by 11, is passed in between the back and the seat and the other end of the cover is allowed to lie loosely over the front of the seat. My novel covers will be made so cheaply and sold for such a trifling amount that the users will be likely quite frequently not to take the trouble to remove them. If desired, however, the clip may be readily disengaged from the back, the cover wound loosely, the arms caused to inclose the roll and the hooks engaged with the eyes which will prevent the cover from unrolling.

Having thus described my invention I claim:

1. A sanitary seat cover comprising a strip of flexible material adapted to be formed into a roll when not in use, and a supporting bar to which one end of said strip is secured, said bar being provided with resilient supporting yokes, one end of each yoke being provided with an eye the other end of said yoke having a hook adapted to engage said eye, whereby said hook and eye may be interlocked to prevent unwinding of the strip when rolled.

2. A sanitary seat cover comprising a strip of flexible material adapted to be formed into a roll when not in use, and a supporting bar to which one end of said strip is secured, the ends of said bar being curved to form integral resilient supporting yokes, one end of each yoke being provided with an eye the other end of said yoke having a hook adapted to engage said eye,

whereby said hook and eye may be interlocked to prevent unwinding of the strip when rolled.

3. A sanitary seat cover comprising a strip of flexible material adapted to be formed into a roll when not in use, and a supporting bar to which one end of said strip is secured, the ends of said bar being bent at an angle to the body thereof to form a curved loop, the extremity of each end being extended to form a curved arm provided with a hook, said loops and arms forming supporting yokes, said hooks being adapted to engage said loops to prevent unwinding of the strip when rolled.

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

CHARLES L. DREHER.

Witnesses:

JOHN MORELLI,
JOHN T. MOKLEY.