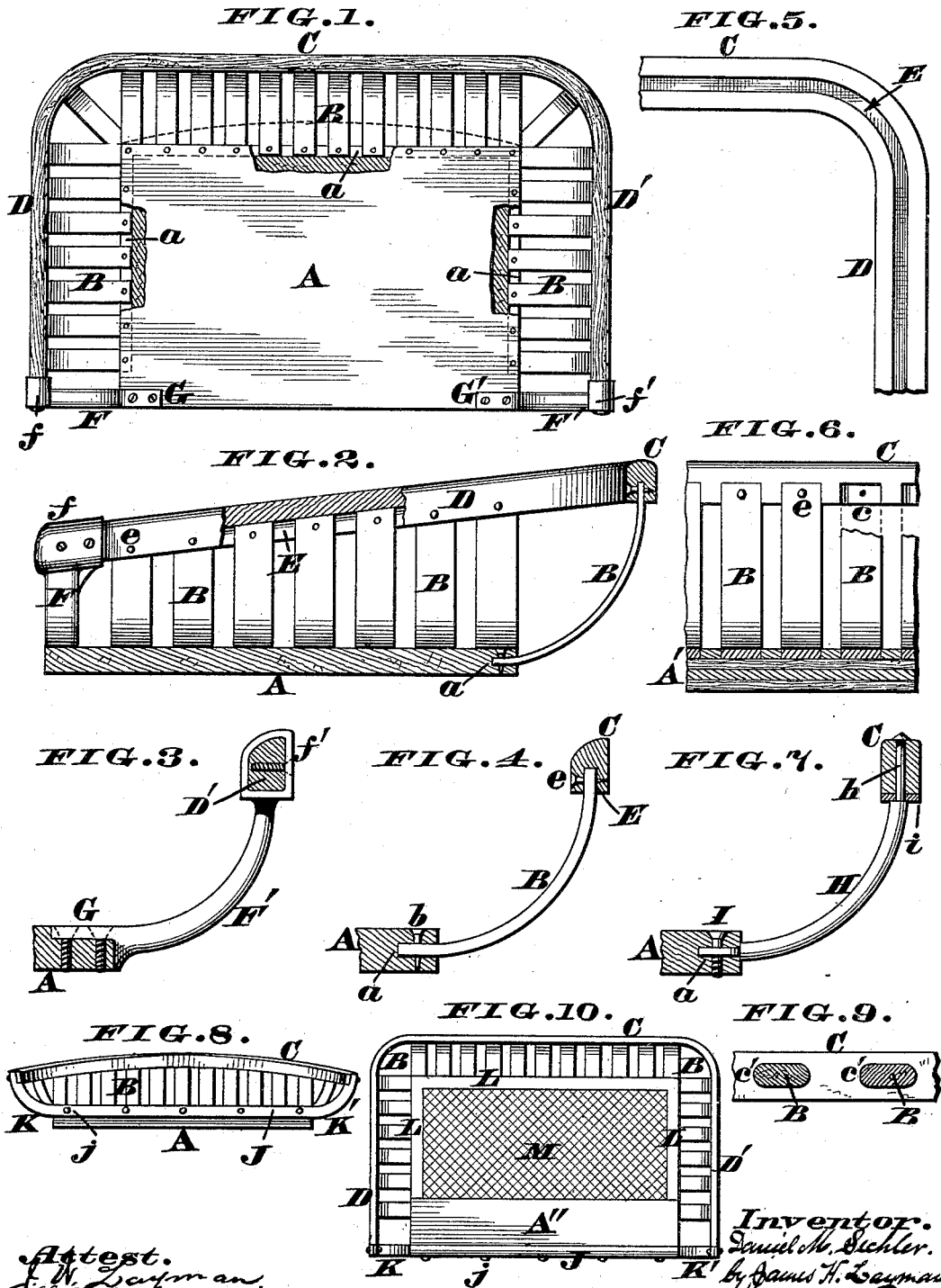


(No Model.)

D. M. SECHLER.
VEHICLE SEAT.

No. 421,322.

Patented Feb. 11, 1890.



UNITED STATES PATENT OFFICE.

DANIEL M. SECHLER, OF MOLINE, ILLINOIS, ASSIGNOR TO THE D. M. SECHLER CARRIAGE COMPANY, OF SAME PLACE.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 421,322, dated February 11, 1890.

Application filed November 20, 1889. Serial No. 330,992. (No model.)

To all whom it may concern:

Be it known that I, DANIEL M. SECHLER, a citizen of the United States, residing at Moline, in the county of Rock Island and State of Illinois, 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, reference being had to the annexed drawings, which form part of this specification.

My improved vehicle-seat is composed of a board whose rear and end edges are suitably grooved to admit the lower extremities of a system of slats, the upper extremities of the latter being connected to the back-rail and arm-rests, which rests are preferably integral with said rail and are supported in front by standards secured to said board, as hereinafter more fully described.

In the annexed drawings, Figure 1 is a plan of the preferred form of my vehicle-seat, portions of the board of the same being broken away to expose its marginal groove. Fig. 2 is an enlarged transverse section of the seat. Fig. 3 is an enlarged vertical section of one of the standards. Fig. 4 is a similar section of the back-rail and a portion of the seat. Fig. 5 is an enlarged plan of a portion of the under side of the back-rail and arm-rest. Figs. 6, 7, 8, 9, and 10 show different modifications of my invention.

Referring to Fig. 1, A represents the seat proper, which is a board of any suitable size and shape, and has a marginal groove *a* cut along its back and end edges, which continuous groove admits the lower extremities of slats B. These slats are of any desired size, shape, and material, and are secured within the groove by any convenient fastener—as, for example, by nails *b*, as seen in Fig. 4. Furthermore, these slats are so bent as to curve outwardly and upwardly toward the back-rail C and arm-rests D D', which rests are usually integral with said rail.

E is a continuous groove traversing the under edge of the rail and rests and having the upper ends of the slats B secured therein by nails *e* or otherwise. The front ends of arm-rests D D' are inserted within rear-

wardly-projecting sockets *f f'* at the top of standards F F', which standards have, respectively, base-plates or flanges G G', secured to the seat A in the manner shown in Fig. 3, and serve to support said rests at a suitable distance above said seat. When these different members are secured together in the manner shown, the board A serves as the bottom or seat proper, while the various slats B and standards F F' unite the back-rail and arm-rests to said seat, and impart a light and finished appearance to the entire structure. It is evident, however, that the details of the structure may be greatly modified without departing from the leading feature of my invention, one obvious change being seen in Fig. 6, where the slats are secured at top by being inserted within notches *c*, cut in the back-rail. The lower ends of these slats are seated within recesses or mortises cut in the edge of the seat, and the latter is composed of a series of thin veneers A', cemented together in such a manner as to cause the grain of one sheet to be practically at a right angle to the grain of the contiguous sheet or sheets; but, as seen in Fig. 7, a round slat or metallic bar H is employed, said bar being secured to the seat by a screw I, and having at its upper end a spindle *h*, which is passed vertically through the back-rail or arm-rest and then fastened thereto by being headed up.

i is a washer that may be interposed between this bar and the rail or rest.

In the modification seen in Fig. 8, J represents a piece of stuff secured to the front edge of the seat by fastenings *j*, the opposite ends of said piece being bent up at K K' to perform the duty of the standards F F', seen in the preceding illustrations, the arm-rests being attached to the upper part of said bends K K'. This bent piece of stuff is seen also in Fig. 10, where the seat-board A'' is comparatively narrow and has a three-sided frame L attached thereto, the slats B being secured to this frame and to the back-rail and arm-rests in any convenient manner.

M is a cane or wire-cloth or other suitable seat applied to the frame L and board A''.

This construction enables the seat to be made almost entirely of metal, thereby rendering it especially adapted for harvesters and other implements that are subjected to rough

5 usage.

In the modification seen in Fig. 9 the under side of back-rail C is mortised at *c'* to admit slats B, having rounded edges. Finally, the back of seat A may be curved, instead of
10 straight, as indicated by dotted lines in Fig. 1.

I claim as my invention—

1. The combination, in a vehicle-seat, of a solid or bottom board having a marginal groove at its back and ends, a back-rail and
15 arm-rests grooved on their under edges, and a series of slats or rods having their lower ends secured within the groove of said bottom and their upper ends secured within the groove of

said rail and arm-rests, substantially as herein described. 20

2. The combination, in a vehicle-seat, of a bottom-board, a back-rail, and arm-rests, slats secured to said board, rail, and rests, and a pair of standards attached to said bottom and supporting the front ends of said rests, 25 substantially as herein described.

3. The combination, in a vehicle-seat, of the grooved bottom-board A *a*, grooved back-rail C E, grooved arm-rests D D' E, slats B, and standards F *f* F' *f'*, for the purpose stated. 30

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

DANIEL M. SECHLER.

Witnesses:

W. W. WELLS,

A. W. GRIFFITH.