

(No Model.)

M. THORKELSON.
VEHICLE SEAT.

No. 422,660.

Patented Mar. 4, 1890.

Fig. 1.

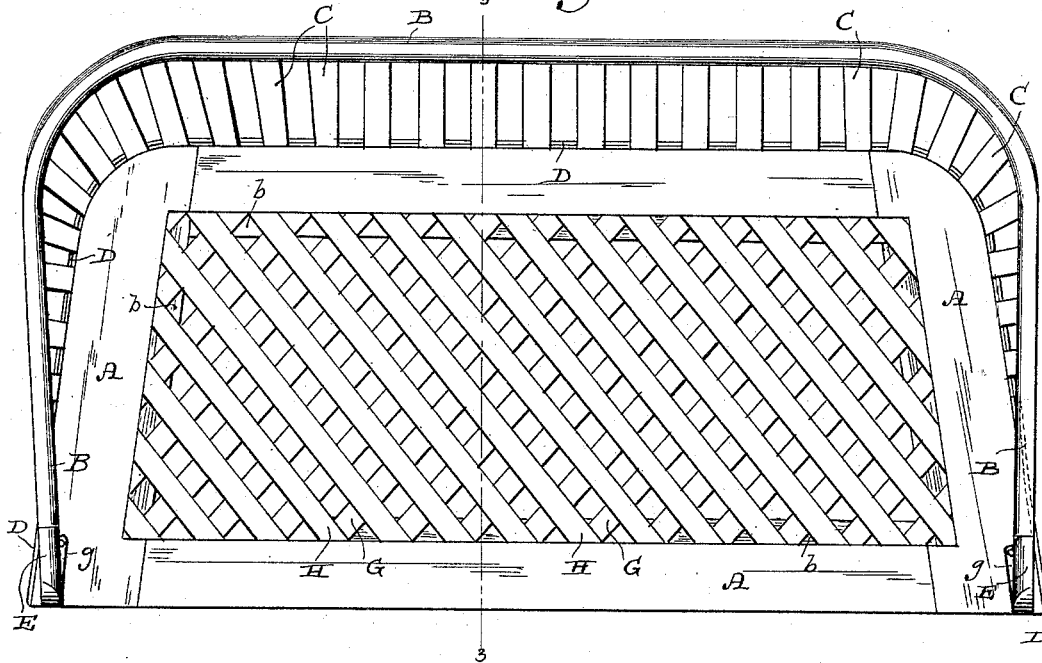


Fig. 4.

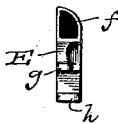


Fig. 2.

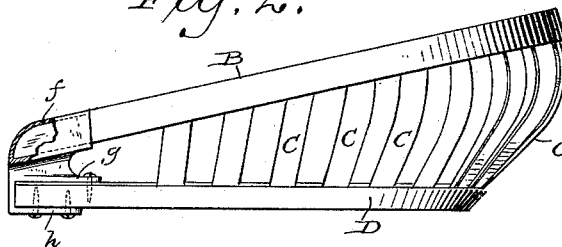


Fig. 5.

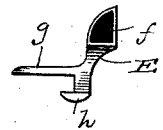
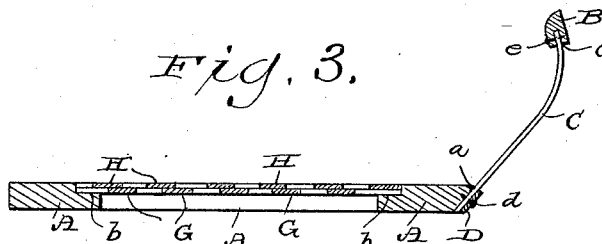


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

MATHIAS THORKELSON, OF MOLINE, ILLINOIS, ASSIGNOR OF ONE-HALF
TO CHARLES S. BEEBE, OF RACINE, WISCONSIN.

VEHICLE-SEAT.

SPECIFICATION forming part of Letters Patent No. 422,660, dated March 4, 1890.

Application filed November 25, 1889. Serial No. 331,435. (No model.)

To all whom it may concern:

Be it known that I, MATHIAS THORKELSON, of Moline, in the county of Rock Island and in the State of Illinois, have invented certain new and useful Improvements in Vehicle-Seats; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to vehicle-seats; and it consists in certain peculiarities of construction, as will be fully set forth hereinafter and subsequently claimed.

In the drawings, Figure 1 is a perspective view of my improved device; Fig. 2, a side view thereof; Fig. 3, a vertical transverse section on the line 3 3 of Fig. 1; and Figs. 4 and 5 are detail views of different forms of the seat-arm sockets.

A is the lower seat-frame, preferably of an approximately rectangular shape, with its side portions inclined inward at the rear and its rear corners rounded, as shown. The rear and side outer edges of this frame are preferably inclined inward from top to bottom, as shown at *a*, and the inner edges of the frame are preferably recessed all around on top, as shown at *b*.

B is the top frame of the seat, consisting, preferably, of a strip of wood bent around into a form approximating in outline that of the sides and back of the lower frame A, but somewhat larger, so as to extend beyond the lines of the frame A at and near the rear. This frame B is preferably grooved or mortised, as shown at *c*, in its under side, to receive the upper ends of the slats C C, whose lower ends are secured, in any suitable manner, to the lower frame A. As shown in Fig. 3, said lower ends may simply rest against the described beveled edge *a* of said frame and be secured by nails *d*, driven through an outside edge-strip D into the edge *a* of the frame A; but recesses, grooves, or mortises may be cut in said frame, either on its edge or its upper or lower surface, if preferred, to receive said lower ends of said slats C. The upper ends of the slats C may be secured in place, if desired, by similar nails *e*, as also shown in said Fig. 3.

In Fig. 4 I show one form of a malleable-iron seat-arm socket E, designed to be secured

to the forward corners of the lower frame A and to receive the forward ends of the upper frame B, whose side portions constitute the seat-arms of my device, and in Fig. 5 I illustrate another form E', both of which have the socket proper *f* rising from a suitable shank, which terminates in two arms *g h*, the arm *g* resting on the upper side of the frame A and the arm *h* fitting up against the under side of said frame A, and both being secured thereto by screws, as shown, the chief difference being that in the form shown in Fig. 4 both arms *g h* are parallel to each other, while in Fig. 5 the said arms extend at right angles to each other.

The lower frame A is an open or skeleton frame, said opening being filled in in any suitable manner. In Fig. 1 I have shown strips G G extending obliquely across said opening, with cross-strips H H resting on them and extending in the opposite direction, the ends of all the strips being within the recessed portion *b* of the frame A, so that the upper strips H may be flush with the top of said frame A. If desired, the strips may be otherwise arranged, or the opening closed by suitable boards and provided with any style of cushion desired.

In place of using the malleable-iron seat-arm sockets I might simply insert blocks between the forward ends of the upper frame B and the lower frame A and secure all firmly together; but ordinarily I prefer the construction shown and described.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a vehicle-seat, the combination, with the lower continuous seat-frame, of an upper frame whose front ends are extended into seat-arms and secured to the front corners of said lower frame and a series of slats extending between and secured to the said upper frame and the outer edge of said lower frame, substantially as set forth.

2. In a vehicle-seat, the combination, with the lower seat-frame, of seat-arm sockets secured to and rising from the front corners thereof, an upper frame whose front ends are extended into seat-arms inserted in said sockets, and a series of slats extending be-

tween and secured to said upper and lower frames at the back and sides, substantially as set forth.

3. In a vehicle-seat, the combination of a
5 lower skeleton seat-frame having recessed upper inner edges and crossed slats covering said opening and forming the seat, the ends
of said slats resting within the said recessed edges, seat-arm sockets secured to and rising
10 from the front corners of said frame, an upper frame whose front ends are extended into seat-arms inserted in said sockets, and a se-

ries of slats extending between and secured to said upper and lower frames, substantially as set forth.

In testimony that I claim the foregoing I
have hereunto set my hand, at Moline, in the
county of Rock Island and State of Illinois,
in the presence of two witnesses.

MATHIAS THORKELSON.

Witnesses:

GUSTAF SWENSSON,
HARVEY WILLIAMS.