Aug. 21, 1928. 1,681,179

W. L. FRY

SEAT COVER

Filed Oct. 5, 1927

Fig. 1.

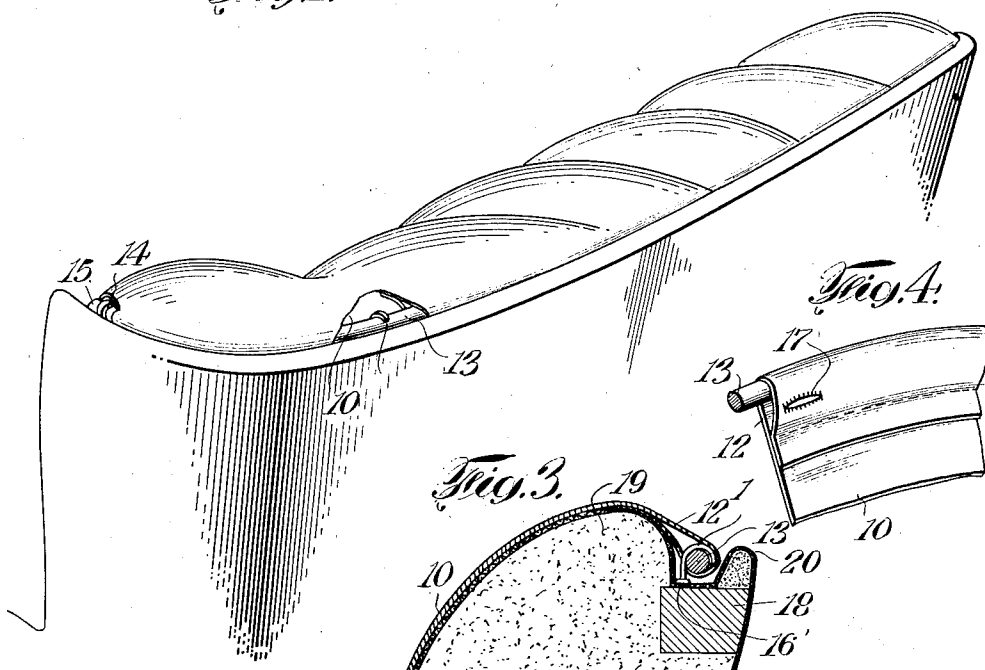


Fig. 4.

Fig. 3.

Fig. 2.

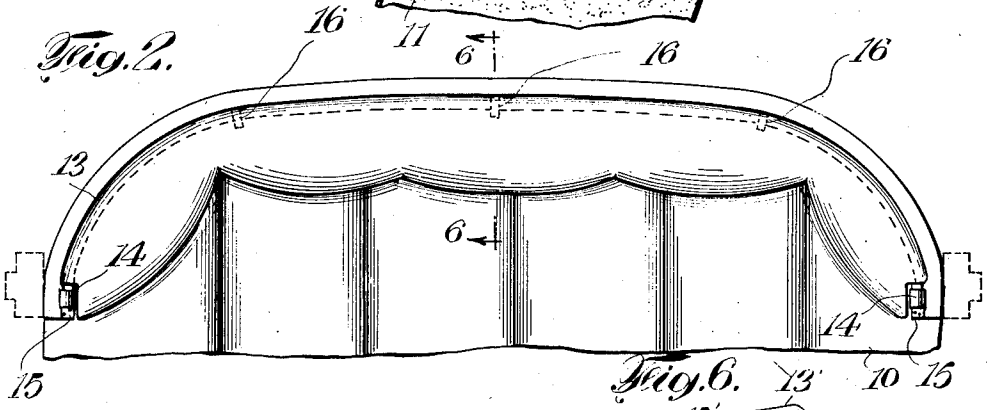


Fig. 6.

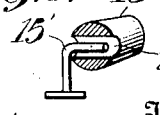
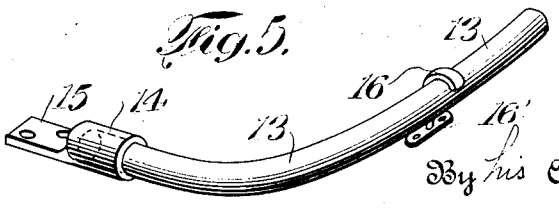


Fig. 5.



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UNITED STATES PATENT OFFICE.

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SEAT COVER.

Application filed October 5, 1927. Serial No. 224,062.

My invention relates to improvements in removable seat covers and more particularly to such covers as are adapted to cover the back portion of a seat. The invention is particularly useful in connection with seats of motor cars or similar seats and the object of my invention is to produce a simple cover and means of attachment by which it can be applied to a seat quickly and as easily removed and will hang in a position to cover the upholstery or front portion of a seat back.

My invention is intended to provide means for attaching the cover in such a way that the fastenings will not be disclosed and the cover will hang smoothly, securely and handsomely in place. My invention is further intended to provide a fastening means applicable to the upper edge of the cover which will hold the cover securely and nicely and will distribute the strain on the cover to a contour bar which supports the upper edge of the cover and to arrange this contour bar in such a way that it will lie free on the top of the seat back and which is supported at its forwardly extending ends in such a way that the strain on the bar will be distributed and taken up by these end supports. The connection with the contour bar is free so that the cover will hang smoothly and by arranging the cover and its contour bar as described I avoid subjecting the cover at its fastening points to strains which will disrupt or distort it thus removing a common objection to such covers and their fastening means.

My invention is further intended to arrange this contour bar so that it will follow the top conformation of the seat back, will lie preferably rather behind the highest part of the upholstery, will be concealed by the cover which it carries, and will be provided with end supports into which it can be readily placed, and then snapped into place, lying behind or below the higher parts of the upholstery so as to make it inconspicuous. I provide means for preventing the cover from springing up and the details of my construction are intended to support the cover in such a way that the fastenings are not visible, but the cover is held in place securely yet freely to the end that it may always hang suitably with respect to the seat back. These and other advantages will appear more fully from the description which follows.

Reference is to be had to the accompanying drawings in which similar reference characters represent corresponding parts in all views.

Figure 1 is a broken perspective view of a front seat of a motor car taken from the rear and showing the application of my improved cover and support.

Figure 2 is a broken plan view of the same.

Figure 3 is a fragmentary vertical section showing the application of a cover to a seat.

Figure 4 is a broken plane of the under side of the cover as applied to its contour bar.

Figure 5 is a broken detail perspective of the contour bar and one of its engaging hooks, and

Figure 6 is a broken detail of a modified means for holding down the contour bar.

The cover 10 can be of any suitable material and is of a size to substantially cover the front or surface of the upholstery 11 of the seat. At its upper edge, it is shaped to conform to the contour bar 13 so that it may fit nicely thereon, and this bar may be of any preferred cross sectional shape, and follows the contour of the top of the seat with its end portion extending forwardly as shown and held in nipples 14 into which it enters freely. These nipples have flattened portions 15 by which they may be fastened to the rigid part of the seat at the top end forward portions and will be seen that when the ends of the contour bar are inserted in the nipples 14 and sprung down against the top of the seat back it will carry with it the upper edge of the cover 10 and it will be further noticed that the keeper 12 which receives the contour bar is freely movable on the seat so that no sidewise or lateral strain is imparted to the cover, and it will not as is usual in such cases strain the detail fastenings which secure it in place. The contour bar is prevented from rising by hooks 16 which have bases 16′ secured to the top rigid portion 18 of the seat and the hooks can be fastened in any preferred way. They are curved so as to open on the under side and they lie preferably between the raised upholstered portions 19 and 20 of the conventional seat. The part 19 usually rises above the part 18 and in any event the contour bar 13 lies behind this and is snapped or pushed be-

neath the hooks 16. These are preferably flattened as shown and lie against the top of the contour bar so as to prevent it from rising up, but they do not prevent its endwise movement and no great strain is exerted on them by the pull of the cover 10. To facilitate the connection of the bar to the hook and to conceal the connection, the keeper 12 is provided at intervals on the under side with slits or openings 17 as illustrated in Figure 4 so that these parts may be pushed on over the hooks and when the bar is inserted through the keeper, attached to the nipples 14, sprung down into place as shown and the hooks allowed to enter through the slits 17, the bar and fastenings will be entirely concealed and the cover will be held so that the main strain will be applied to the bar 13, through substantially its whole length and the pull will be distributed along the bar so that its principal movement or tendency to move will be endwise and this movement will be taken up by the nipples 14 or equivalent fastenings. Thus I get a smooth, unnoticeable, strong connection which supports the cover freely and permits it to adjust itself to the movement of the seat back caused by the pressure of bodies against it. Instead of having the hooks 16 extend over the top of the contour bar, similar hooks 15′ may enter slots 21 in the bar 13′ with the same effect and in some cases this is desirable as it will leave no projections to rub against the cover.

The modification of the means for holding down the contour bar 13 makes it apparent that many devices for this purpose can be used without affecting the invention, the important thing being to have some attachments which will prevent the bar from being displaced in use, and which will not interfere with the free holding of the top cover edge.

I claim:

1. A structure of the kind described comprising a bar shaped to conform to and lying entirely on the top of a seat back with its end portions extending forwardly, supports to receive said end portions and take the thrust of said bar, and a cover associated with the bar and adapted to extend over the front of the seat back.

2. A structure of the kind described comprising a bar shaped to conform to and lie entirely on the top of a seat back with its ends extending forwardly, supports to receive said end portions and to take the thrust of said bar, means attached to the seat back and hooking over the bar to prevent it from rising, and a cover connected to the bar and adapted to extend over the front of the seat back.

3. A structure of the kind described comprising a bar shaped to fit and lie entirely upon the top of a seat back with its end portions extending forwardly, supports to receive said end portions and take the thrust of said bar, hooks on the said top hooking over the bar to prevent it from rising, and a cover adapted to lie over the front of the seat back and having its upper end formed into a keeper which fits over the bar.

4. A structure of the kind described comprising a contour bar adapted to lie entirely upon and conform to the shape of the top of a seat back with its end portions extending forwardly, supports on the top of the seat back to receive the end portions of the bar and to take the thrust of the bar, concealed members secured to the seat back top and engaging the bar between its supports to prevent it from rising and a cover freely supported on the bar in a manner to conceal the bar and adapted to lie over the front of the seat back.

5. A structure of the kind described comprising a contour bar shaped to lie upon the top of a seat back and with its end portions extending forwardly, nipples supported on the seat back and arranged to receive the ends of the bar, hooks on the seat back engaging over the bar top, and a cover slidably supported on the bar and arranged to lie over the front of the seat back.

In testimony whereof, I have signed my name to this specification this 28th day of September, 1927.

WALTER L. FRY.