

May 23, 1939.

E. B. MORGAN

2,159,098

SEAT STRUCTURE

Filed June 22, 1936

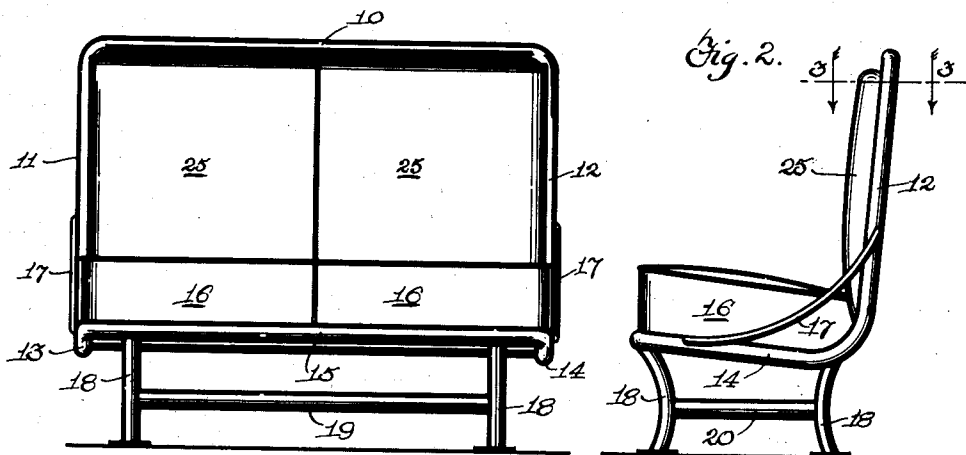


Fig. 1.

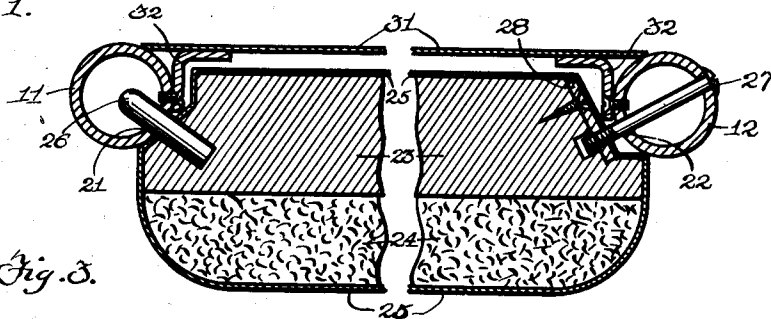


Fig. 3.

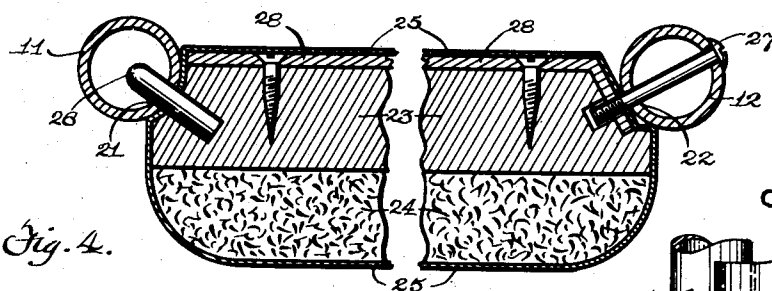


Fig. 4.

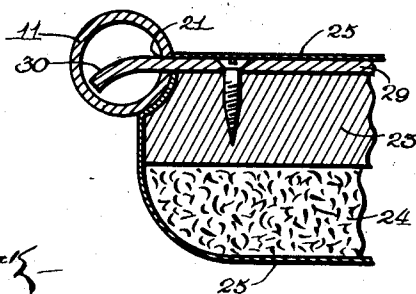
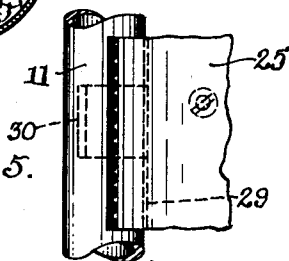


Fig. 5.

Fig. 6.



WITNESSES:

John S. Braddock

INVENTOR.

Erving B. Morgan.
BY Rice & Rice.
ATTORNEYS.

UNITED STATES PATENT OFFICE

2,159,098

SEAT STRUCTURE

Erving B. Morgan, Grand Rapids, Mich., assign-
or to American Seating Company, Grand Rap-
ids, Mich., a corporation of New Jersey

Application June 22, 1936, Serial No. 86,454

4 Claims. (Cl. 155—184)

The present invention relates to seat structures and more particularly to seats which are especially well adapted for installation in buses, airplanes, motor cars and railway coaches.

5 The primary objects of the instant invention are to provide a seat of the character above indicated which is light in weight yet rugged and sturdy in construction; to provide such a seat which is attractive in appearance; to provide such
10 a seat which is comfortable in use; to provide such a seat which is economical in manufacture; to provide such a seat whose parts, upholstery and the fastenings thereof cannot engage the clothing
15 of persons occupying or moving to or from the seat and injuring the same; and, to provide such a seat which may be readily and conveniently constructed and assembled.

Illustrative embodiments of the invention are shown in the accompanying drawing, wherein:

20 Figure 1 is a front elevational view of a seat structure of the character hereinbefore set forth;
Figure 2 is a side elevational view thereof;

Figure 3 is an enlarged fragmentary sectional view on line 3—3 of Figure 2;

25 Figure 4 is likewise an enlarged fragmentary sectional view of a modified construction;

Figure 5 is also an enlarged fragmentary sectional view of another modified construction; and

30 Figure 6 is a fragmentary front elevational view thereof.

Referring then to the drawing in which like parts of the seat structure shown are designated by the same numerals in the several views, a seat
35 back support is here shown as comprising an inverted U-shaped tubular member 10 whose generally vertically disposed legs 11, 12 are forwardly and slightly upwardly fashioned and then laterally turned toward each other to form side
40 supporting portions 13, 14 and a forward supporting portion 15 for the upholstered or cushioned seat 16.

Arcuately shaped arms 17, here shown as constructed from tubular stock, are preferably secured between the legs 11, 12 and the seat supporting side portions 13, 14 in any suitable manner for reinforcing purposes and supporting legs
45 18, likewise here shown as formed of tubular stock and secured together in spaced upright position
50 by transverse reinforcing struts 19, 20, are provided and upon which the seat supporting frame is mounted in any suitable manner.

The leg 11 is provided with a pair of vertically spaced tongue or pin receiving apertures 21 dis-
55 posed at an angle in Figures 3 and 4 and on the

inner side thereof and the leg 12 is provided with a pair of vertically spaced screw receiving openings 22.

The upholstered seat back shown in Figures 3-5 comprises the rigid member 23 of wood or the like and hair or padding 24 forwardly thereof disposed within the enveloping cover member 25 of leather or other suitable material.

In Figures 3 and 4, the seat back is shown as provided with vertically spaced tongues 26 in the form of angularly projecting pins which register with and are inserted into the tongue receiving apertures 21 and vertically spaced securing elements 27 here shown as machine screws register with and extend through the screw receiving
15 openings 22 and into the secured seat back plate 28 in fastened engagement therewith.

In Figure 5, the secured seat back plate 29 has an arcuately curved tongue portion 30 which extends into the tongue receiving apertures 21 and the other vertical side of the seat back (not shown) is secured in a manner like the seat backs in Figures 3 and 4.

A finishing seat back plate 31, spot welded to brackets 32 which are secured to the seat back supporting legs 11, 12 on their opposite inner sides, may be provided if desired and as shown in Figure 2.

It will thus be seen that the seat structure herein shown and described is light in weight yet rugged and sturdy in construction, is attractive in appearance and comfortable in use, is economical in manufacture and convenient of assembly and that the seating herein shown and described is especially well adapted for installation in buses, airplanes, motor cars and railway coaches.

While but several embodiments of this invention have been herein shown and described, it will be understood that certain details of the constructions shown may be altered or omitted without departing from the spirit of this invention as defined by the following claims.

I claim:

1. In a seat structure of the class described, an inverted U-shaped tubular seat back support, one leg of said support having a forwardly and inwardly facing tongue receiving aperture therein and the other leg thereof having a forwardly and inwardly extending screw receiving opening there-
50 through, a seat back having a fixed rearwardly and outwardly projecting tongue fitted within said aperture, and a securing screw extending through said opening and into the seat back in fastened engagement therewith, said seat back be-
55

ing in overlapping engagement with said seat back support.

2. In a seat structure of the class described, an inverted U-shaped tubular seat back support, one leg of said support having a forwardly and inwardly facing tongue receiving aperture therein and the other leg thereof having a forwardly and inwardly extending opening therethrough adapted to receive a securing element, a seat back having a fixed rearwardly and outwardly projecting tongue fitted within said aperture, a securing element extending through the said opening and into the seat back in fastened engagement therewith, said seat back being in overlapping engagement with said seat back support.

3. In a seat structure of the class described, an inverted U-shaped tubular seat back support, one leg of said support having a forwardly and inwardly facing tongue receiving aperture therein and the other leg thereof having a forwardly and inwardly extending opening therethrough adapted to receive a securing element, a seat back having a fixed rearwardly and outwardly projecting

tongue fitted within said aperture, a securing element extending through the said opening and into the seat back in fastened engagement therewith, said seat back being in overlapping engagement with said seat back support, and a finishing plate for said seat back secured to the seat back support.

4. In a seat structure of the class described, an inverted U-shaped tubular seat back support, one leg of said support having a forwardly and inwardly facing tongue receiving aperture therein and the other leg thereof having a forwardly and inwardly extending opening therethrough adapted to receive a securing element, a seat back having in its opposite side edges recesses respectively embracing said legs and having a fixed tongue projecting rearwardly and outwardly from one of said recessed edges and fitted within said aperture, and a securing element extending through the said opening and into the other recessed edge of the seat back in fastened engagement therewith.

ERVING B. MORGAN.