

(No Model.)

H. MEIER.
CAR SEAT.

No. 585,042.

Patented June 22, 1897.

Fig. 1.

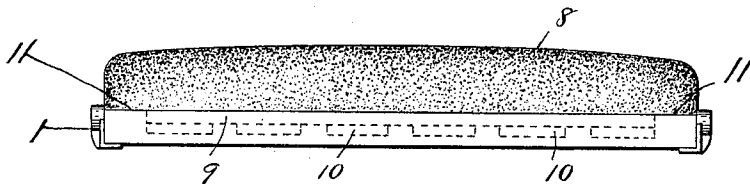


Fig. 2.

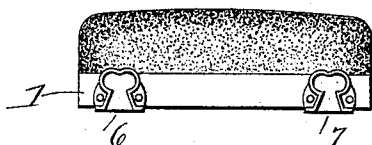


Fig. 3.

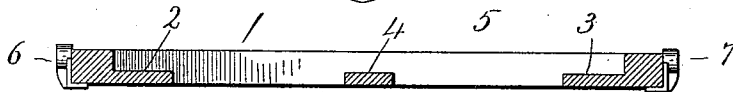
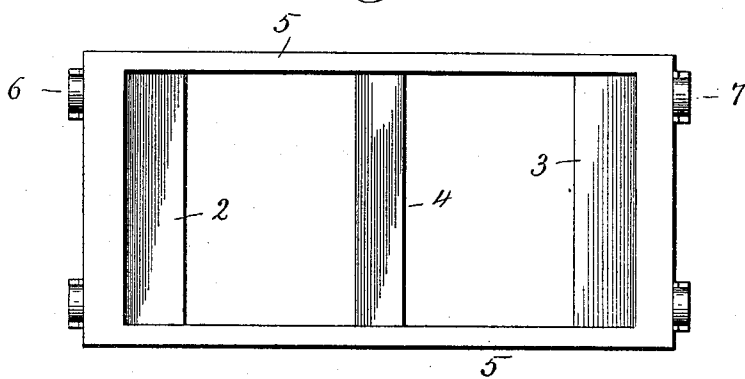


Fig. 4.



WITNESSES

Wm. A. Schoonborw.
Henry H. Byrnes.

INVENTOR,

Hermann Meier,
by John Wedderburn
Attorney

UNITED STATES PATENT OFFICE.

HERMANN MEIER, OF PALESTINE, TEXAS.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 585,042, dated June 22, 1897.

Application filed December 19, 1896. Serial No. 616,328. (No model.)

To all whom it may concern:

Be it known that I, HERMANN MEIER, a citizen of the United States, residing at Palestine, in the county of Anderson and State of Texas, have invented certain new and useful Improvements in Car-Seats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-seats, and more particularly to that seat commonly known as the "Scarritt-Forney" seat. In this particular form of seat there is always considerable liability of tearing or injuring the cushion-cover of the seat when removing the same for purposes of cleaning or replacing the plush.

My object is to obviate the foregoing difficulty, and this is accomplished by the provision of a novel form of base-frame and seat-body, which are formed separate, so that both the seat-body and the frame can be removed from each other without difficulty when desirable.

The invention further consists in certain other details of construction and novel combinations of parts, appearing more fully hereinafter.

In the accompanying drawings, Figure 1 is a side elevation showing the frame and seat-body together; Fig. 2, an end view showing the pockets; Fig. 3, a longitudinal section of the frame alone, and Fig. 4 a plan view of the frame.

The numeral 1 designates the open frame, which is of rectangular shape. This frame has inwardly-projecting ledges 2 and 3 at its ends and a center cross-piece 4, the upper surfaces of the parts lying in the same plane. Owing to this construction the frame has an

upper rim 5. At each end of the frame there are two pockets 6 and 7, which are of similar construction. These pockets are the same as those used on what is commonly known as the "Scarritt-Forney" car-seat, and hence I lay no claim to them separately. They are adapted to receive the shifting links that connect with the movable back. The seat-body is shown at 8, the same being plush-covered, as usual, and of the same length as the frame. This body is provided with a lower frame 9, adapted to fit snugly inside the frame 1, and across which extend slats 10, upon which are located the springs. (Not shown.)

It will be observed that the outwardly-projecting portions 11 of the seat-body rest on the rim of the base-frame, while the slats rest on the ledges 2 and 3 and the cross-piece 4. Owing to this peculiar construction the seat-body as well as the base-frame can be removed separately whenever it is necessary to either clean the plush or replace it.

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

In a car-seat, the combination with an open base-frame having inner lower ledges, of a separate seat-body disconnected from the frame detachable therefrom and having its bottom part fitted in the frame and resting on the ledges, and its upper part overlapping and resting on the rim of the frame.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HERMANN MEIER.

Witnesses:

F. A. LELAURIN, Sr.,
J. B. DOLSEN.