March 12, 1929. W. L. FRY 1,704,703

SEAT COVER AND SUPPORT

Filed Oct. 5, 1927

Fig. 1.

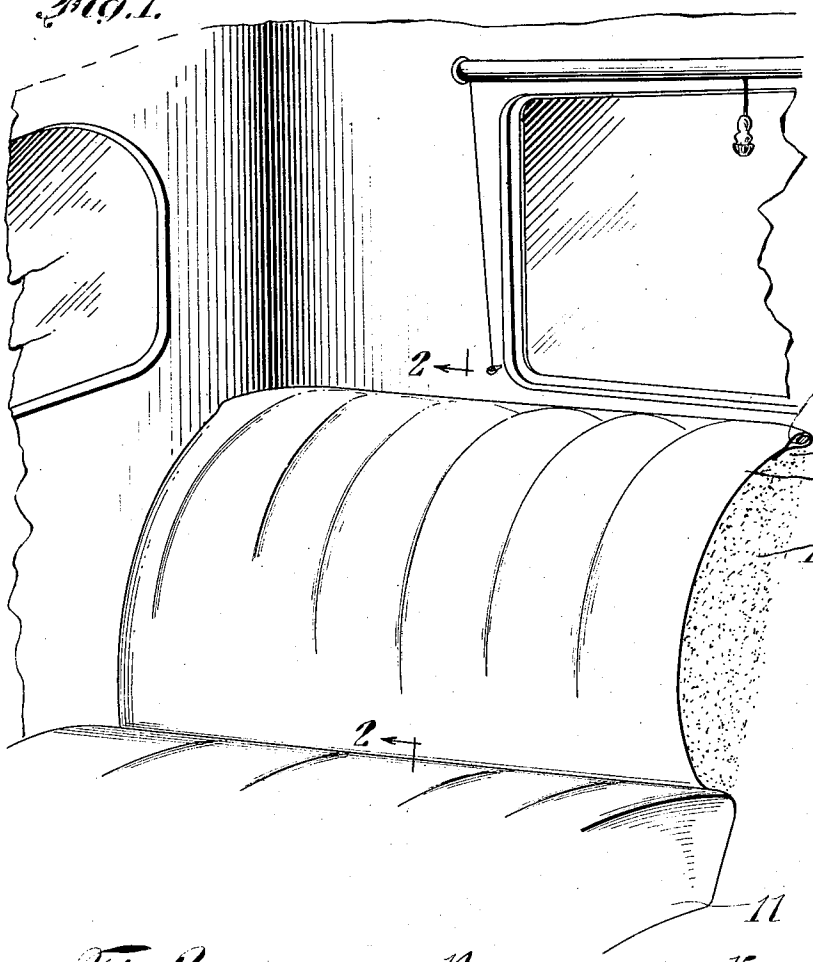


Fig. 2.

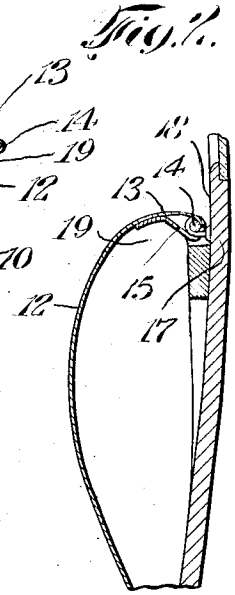


Fig. 3.

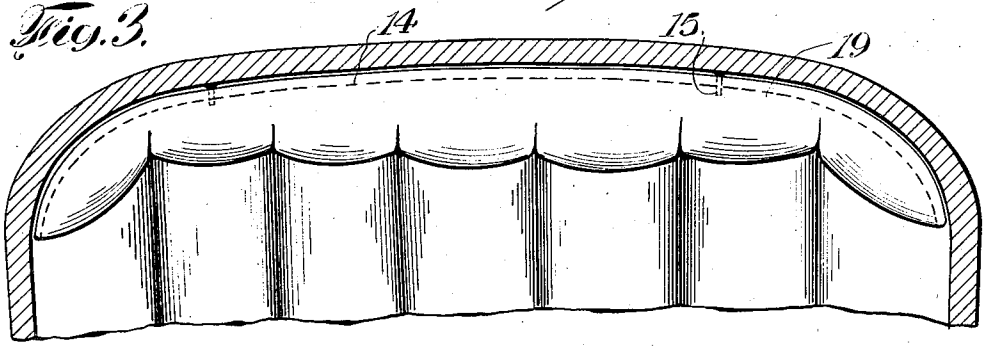
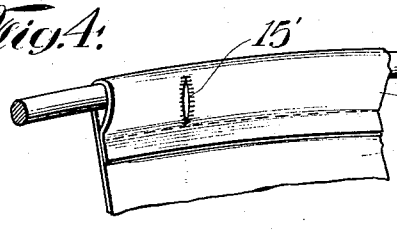


Fig. 4.



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UNITED STATES PATENT OFFICE.

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SEAT COVER AND SUPPORT.

Application filed October 5, 1927. Serial No. 224,063.

My invention relates to improvements in removable covers for the backs of seats, and more especially upholstered seats such as are used in motor cars and the like. My present invention relates more particularly to the means of applying a cover to the back seat of a car. While this seems like a simple matter, great difficulty has been found in applying a cover so that it can be easily attached and removed, and in such a way that it will lie smoothly and handsomely, will have concealed fastenings, and will have these fastenings disposed so as to be convenient. My invention is intended to meet these conditions, and further to provide means of supporting the cover so that it will not wrinkle or tear under ordinary use, and in such a way that hidden fastenings will hold it firmly yet securely at the upper edge, and in a manner which will prevent the strain from being applied to any one point or points, and so the requirements of an ideal cover arrangement will be fulfilled. Heretofore the top edge of the cover, especially for the back of a car seat, has been usually attached at intervals to the seat top, and in some cases hooks have been used engaging the member in the top edge of the cover, and the hooks have been applied to the seat back at the top so that the strain on the cover caused by the movement of the bodies pressing against it, would bend the hooks or fastenings and cause the cover to become displaced, distorted, torn or wrinkled. I have found that by having the upper edge of the cover lie freely upon a supporting rod which is shaped like the seat top, and supporting this rod by hooks or the like applied independently of the seat and to a rigid support practically opposite the seat top, then the cover will lie smoothly, its support will be concealed, and the pull on the hooks or other fastenings which support the rod or stiffening element will be substantially lengthwise of the hooks and they will not readily give way. If the cover is supported in this manner, and its lower edge allowed to lie free between the back and seat parts of the seat, then all the usual difficulties are avoided and the cover lies smoothly in its desired position.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar reference characters indicate corresponding parts in all the views.

Figure 1 is a broken detail perspective view of the inside of a car showing particularly the arrangement of the rear seat.

Figure 2 is a vertical section on the line 2—2 of Figure 1.

Figure 3 is a broken plan of the seat and its cover and securing means, and

Figure 4 is a broken detail of the inner or under side of the cover and its supporting rod.

In the drawings 10 represents the ordinary upholstered seat back and 11 the seat proper of the car seat. The cover 12 can be any usual flexible material, and is disposed and of a size to fully cover the front of the seat back. Its lower edge lies freely between the parts 10 and 11 of the seat and is held only by the pressure of the seat part 11 against it. At its upper edge the cover is provided with a keeper 13 which receives and slides on a supporting bar 14 so that the bar is concealed by the keeper. The bar is carried by hooks 15 which can be of any suitable kind adapted to receive the bar, and these have preferably bases 17 attached to the back wall 18 of the car or at least to some rigid support nearly opposite but slightly below the top 19 of the upholstered part of the seat. These hooks 15 may be of any usual or preferred kind, and as stated have preferably bases 17 attached to the support 18, and by reference to Figure 2 it will be seen that they are disposed so that the pull on the bar 14 is substantially lengthwise of the hooks, and so the hooks are not likely to be straightened out or bent over. If they were disposed at right angles or nearly so to the plane of the pull on the bar, they would be bent over and leave an unsightly gap at the top of the cover, and further they would be likely to give way.

I have found by experience that by having the supports arranged as stated independent of the seat and carrying the cover so that it may ride freely on the bar 14, it always hangs smooth and is not likely to be displaced. Moreover the fastenings hold fast, and in use no gap appears, and the connections are not unduly strained. It will be understood that the keeper 13 must conform in shape to the bar 14, and that this is shaped in turn to conform to the contour of the seat top.

To facilitate the attachment of the bar to the hooks 15 in a manner to conceal both the bar and hooks, the keeper 13 has on the under side slits 15 through which the hooks may extend to engage the bar, and thus both

hooks and bar are concealed by the top edge of the cover.

I claim:

1. A seat cover and support comprising a bar shaped to lie along the top of a seat, supports for the bar rigidly fastened independently of the seat behind and below the top portion thereof, and a cover lying freely on and covering the seat back, said cover having at its upper edge a keeper to receive the aforesaid bar, and serving to conceal said bar and its supports.

2. The combination with a seat back, of supporting hooks extending forwardly near the top of and slightly below the seat back and carried by a rigid member behind the top of the seat back, a bar lying in the hooks and shaped to conform to the top of the seat back, and a cover adapted to lie over the upholstery of the seat and having a keeper which receives and is carried by the aforesaid bar, said cover serving to conceal said bar and its supports.

3. The combination with a seat back, of a bar lying in close proximity to the top of the seat back and supported independently of, slightly below, and behind the vertical plane of, the seat back, and a cover lying freely over the seat back and with the upper edge fitting along the aforesaid bar.

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

WALTER L. FRY.