

(No Model.)

W. BRIGGS.
Chair Seat.

No. 231,002.

Patented Aug. 10, 1880.

Fig. 1.

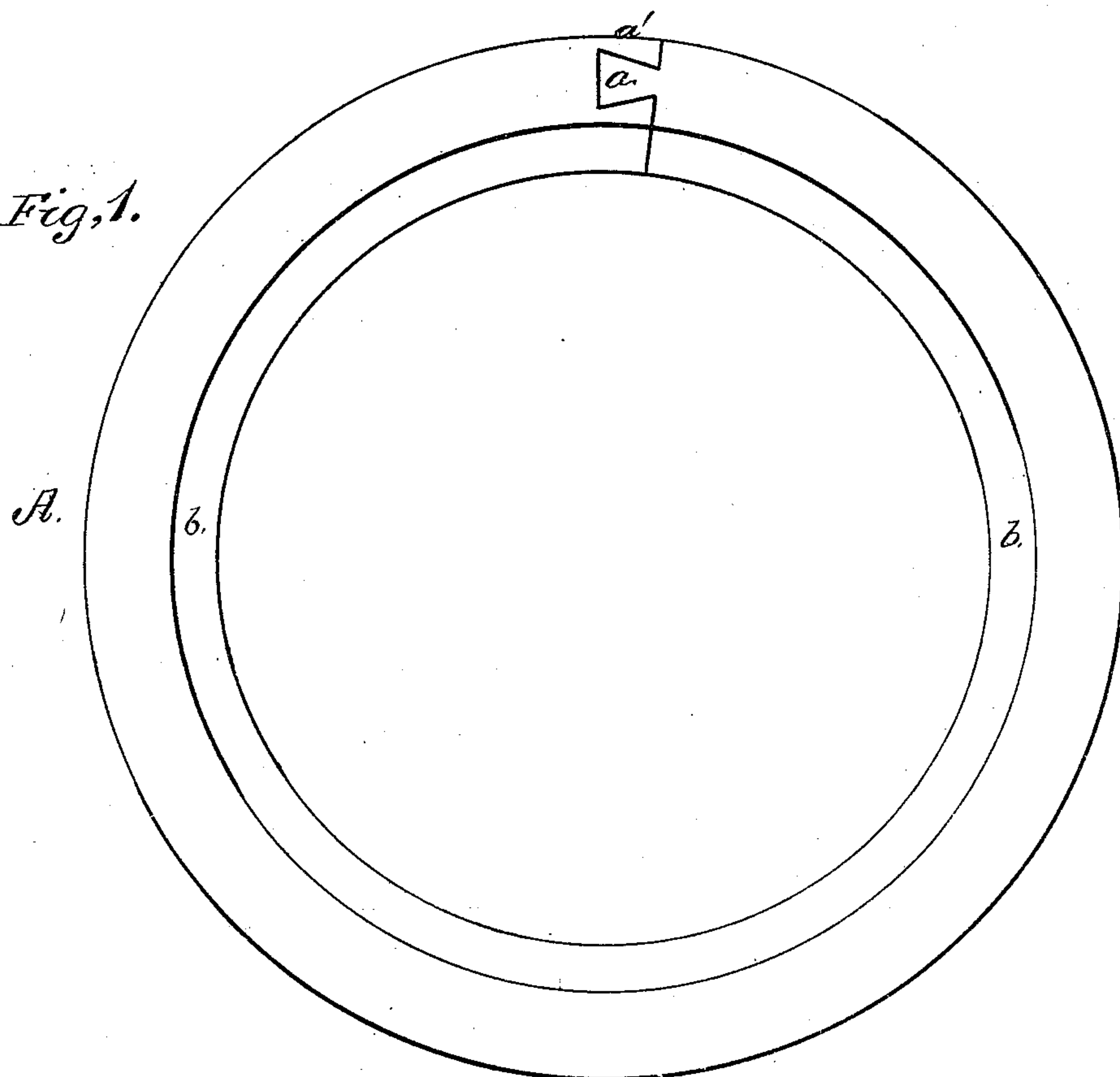


Fig. 2.

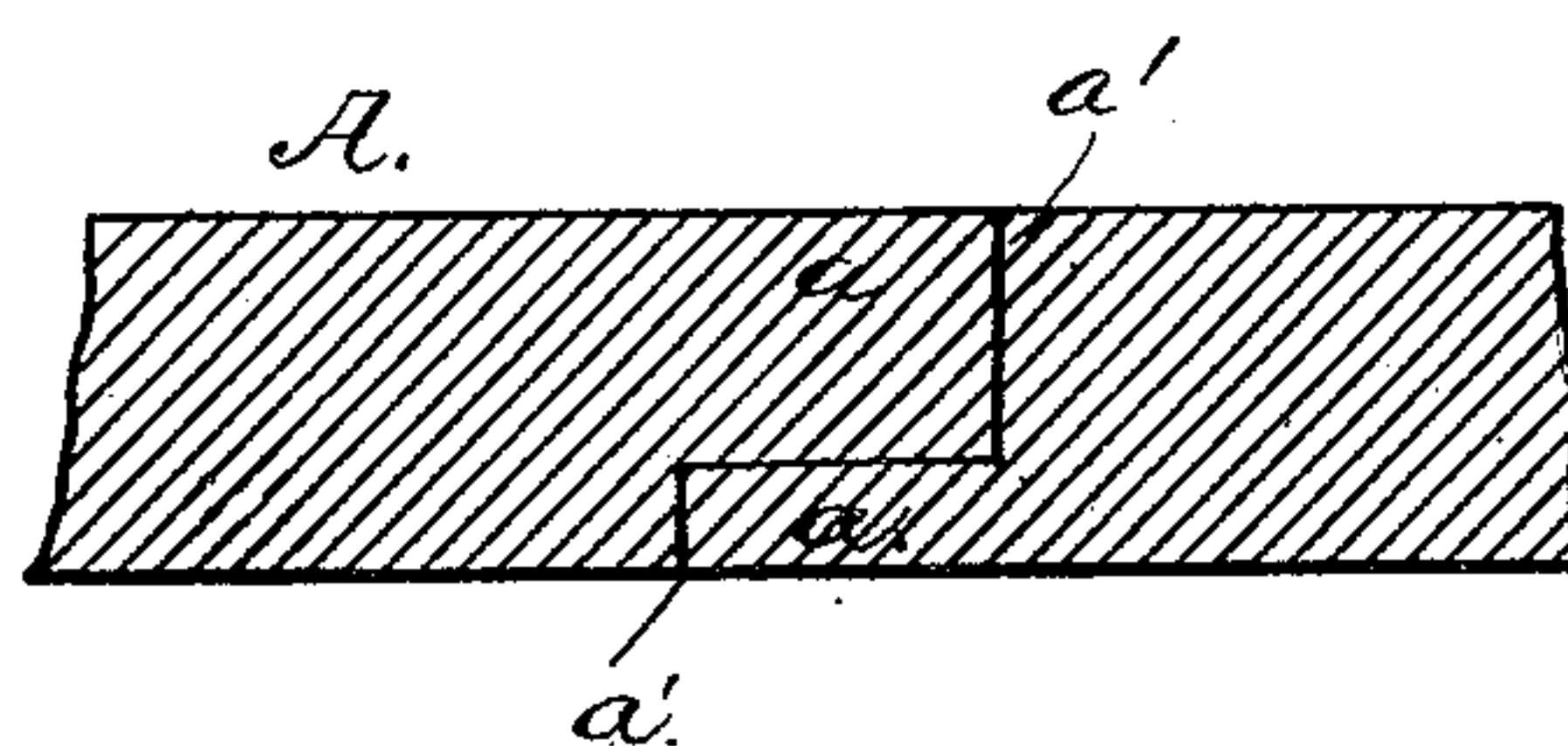
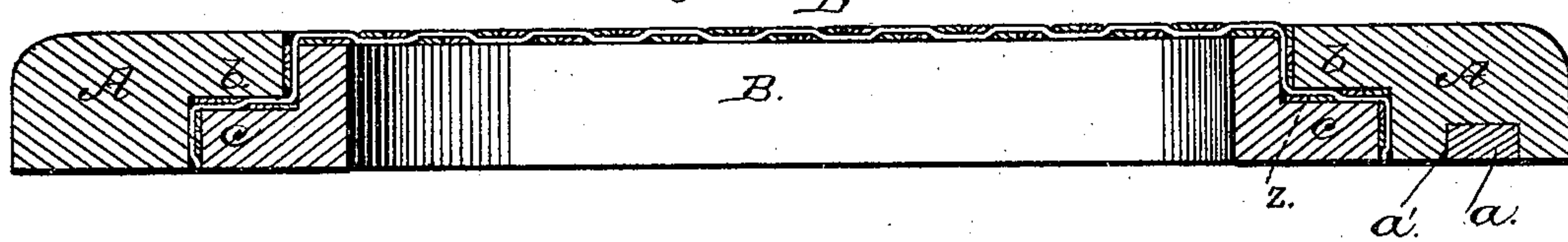


Fig. 3.

WITNESSES

Villette Anderson.
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UNITED STATES PATENT OFFICE.

WILLIAM BRIGGS, OF WEST GARDNER, MASSACHUSETTS.

CHAIR-SEAT.

SPECIFICATION forming part of Letters Patent No. 231,002, dated August 10, 1880.

Application filed April 9, 1880. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BRIGGS, of West Gardner, in the county of Worcester and State of Massachusetts, have invented a new and valuable Improvement in Chair-Seats; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a bottom view of the one-piece seat-rim. Fig. 2 is a transverse section of the seat-bottom, and Fig. 3 is a section taken through the tenon of the seat-rim.

This invention has relation to improvements in that description of cane-seat chairs wherein the seat-frame is made in one piece of bent wood; and it consists in the construction and novel arrangement of parts, as hereinafter shown and described.

In the annexed drawings, the letter A designates the seat-frame, formed of any flexible wood, and made of a single piece of the same. This blank is provided on one end with a dovetail tenon, *a*, and in the under side of the other end with a dovetail recess, *a'*, of corresponding size and shape. It has also upon its inner edge a rabbet, *b*. The seat-rim blank thus formed is bent in any suitable way, and the tenon engaged in the recess and properly glued therein. In this form the rabbet is on the under side of the rim at its inner edge, as shown in Fig. 2. It is clear that even should the glue become softened by dampness the ends of the rim cannot spring apart, and that they may be shipped by water in an unglued condition and glued upon their arrival at destination by simply raising the tenon out of the recess, putting in a little glue, and then replacing the tenon. It is also clear that the ends of the rim cannot pull apart. In its finished condition the seat-rim is rounded off upon its outer edge, and the rabbet is upon its inner edge at its lower side, and forms a seat for the correspondingly rabbeted edge *c* of the seat-bottom rim B. This is constructed in precisely the same way as the rim A and fits snugly within it, its mar-

ginal flange *c* being received in the rabbet of the said rim A.

The rims A and B are formed by machinery according to fixed patterns, and the rim B of any chair will fit properly in the rim A of all chairs of the same class. There may be two or more classes of different sizes.

Should the cane bottom of any chair of a class break down, a rim of a corresponding class covered with cane may be had at a dealer's or from the factory, and the broken rim being removed the new one substituted therefor at a small cost and with but little labor.

The cane-rim is glued on its upper side, including its rabbet, and the woven cane bottom D placed upon the same in wet condition. The seat-rim is then forced over it, bending the bottom down into the L-shaped point or space Z between the said rims, and drawing it tight somewhat after the manner in which a drum-head is stretched.

The glue speedily dries and hardens and secures the cane, and as the latter dries it contracts and forms a seat of board-like rigidity and unyieldingness.

It is evident that should the cane or its rim become broken the rims may be separated and a new cane-rim substituted therefor.

What I claim as new, and desire to secure by Letters Patent, is—

The combination, in a cane-seat chair or stool, of a frame, A, having on its under side a rabbet, *b*, extending around its inner edge, and a flanged seat-bottom rim, B, forming an angular joint, Z, with the frame A, and having the woven cane placed thereon, and forced into the opening of the seat-rim, whereby the cane bottom is forced into the angular joint Z and stretched tightly over its rim, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of three witnesses.

WILLIAM BRIGGS.

Witnesses:

FRANK W. ALLEN,
E. D. HOWE,
A. P. JOHNSON.