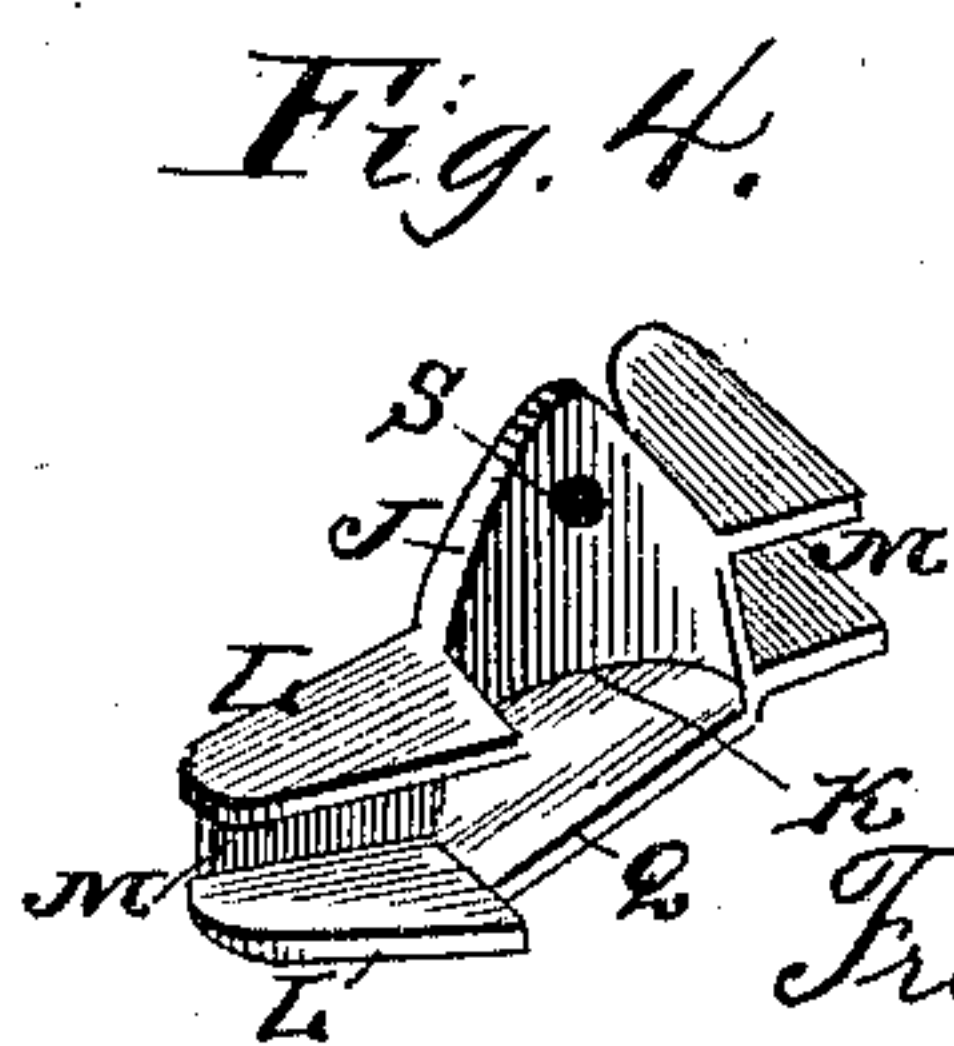
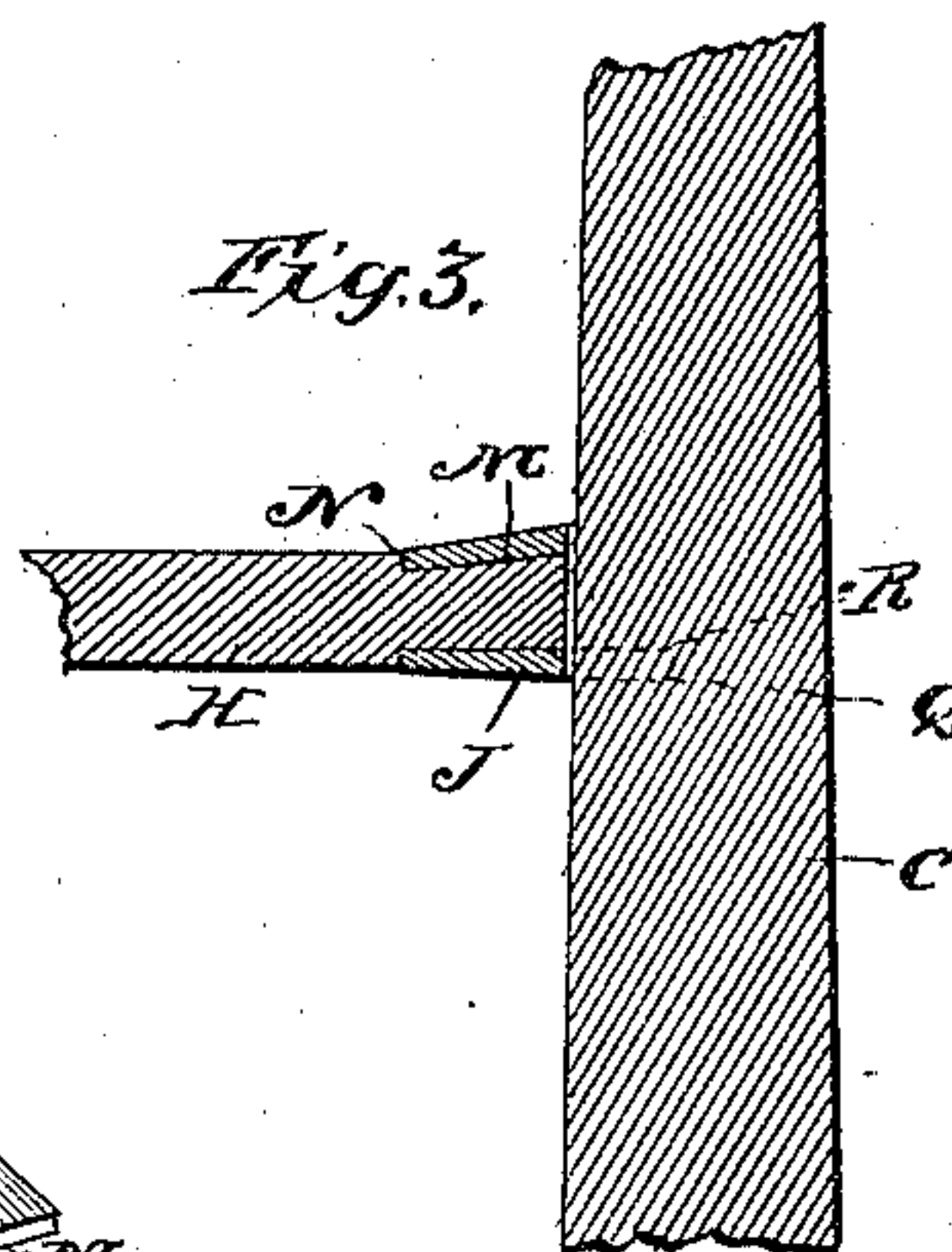
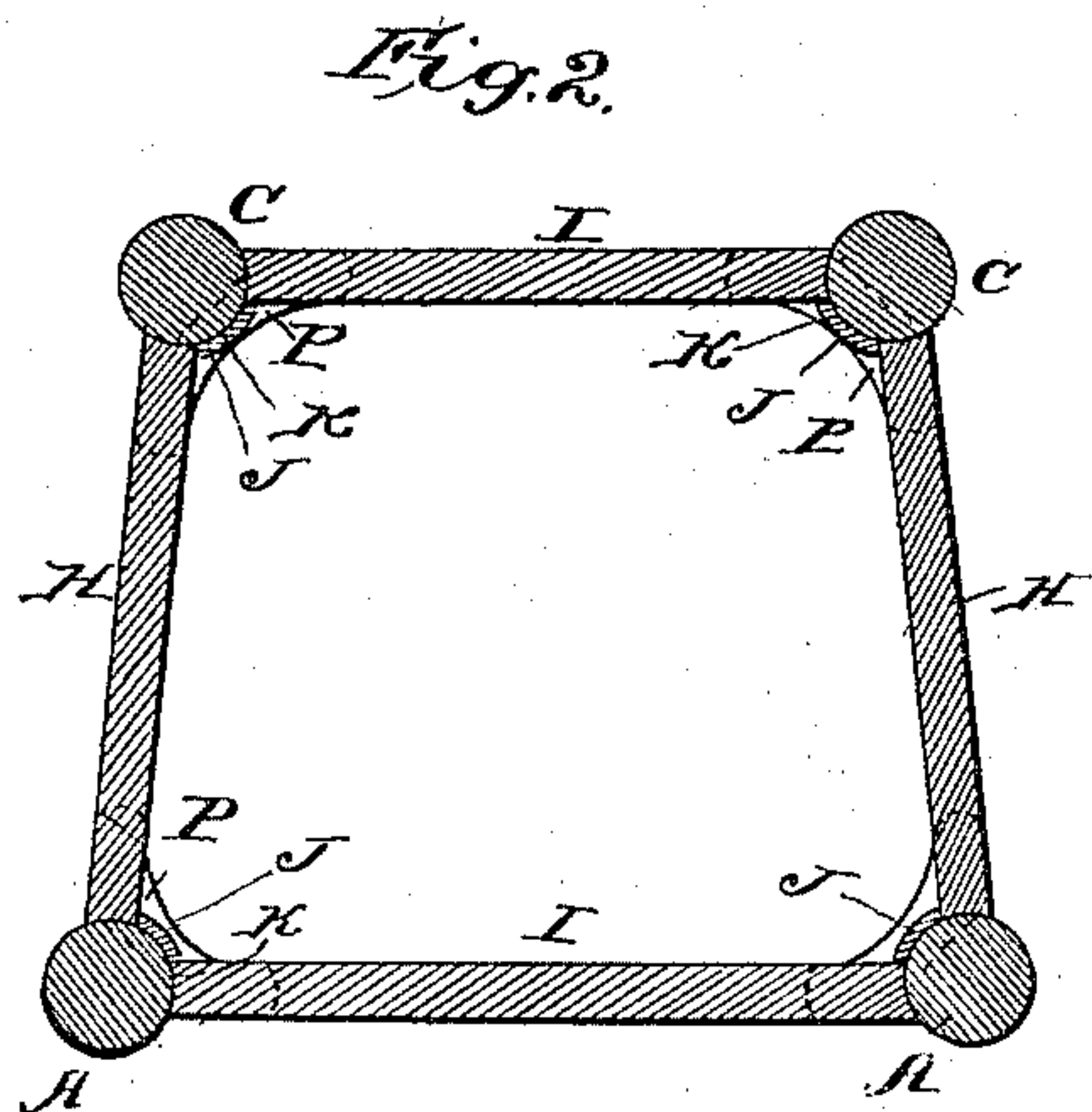
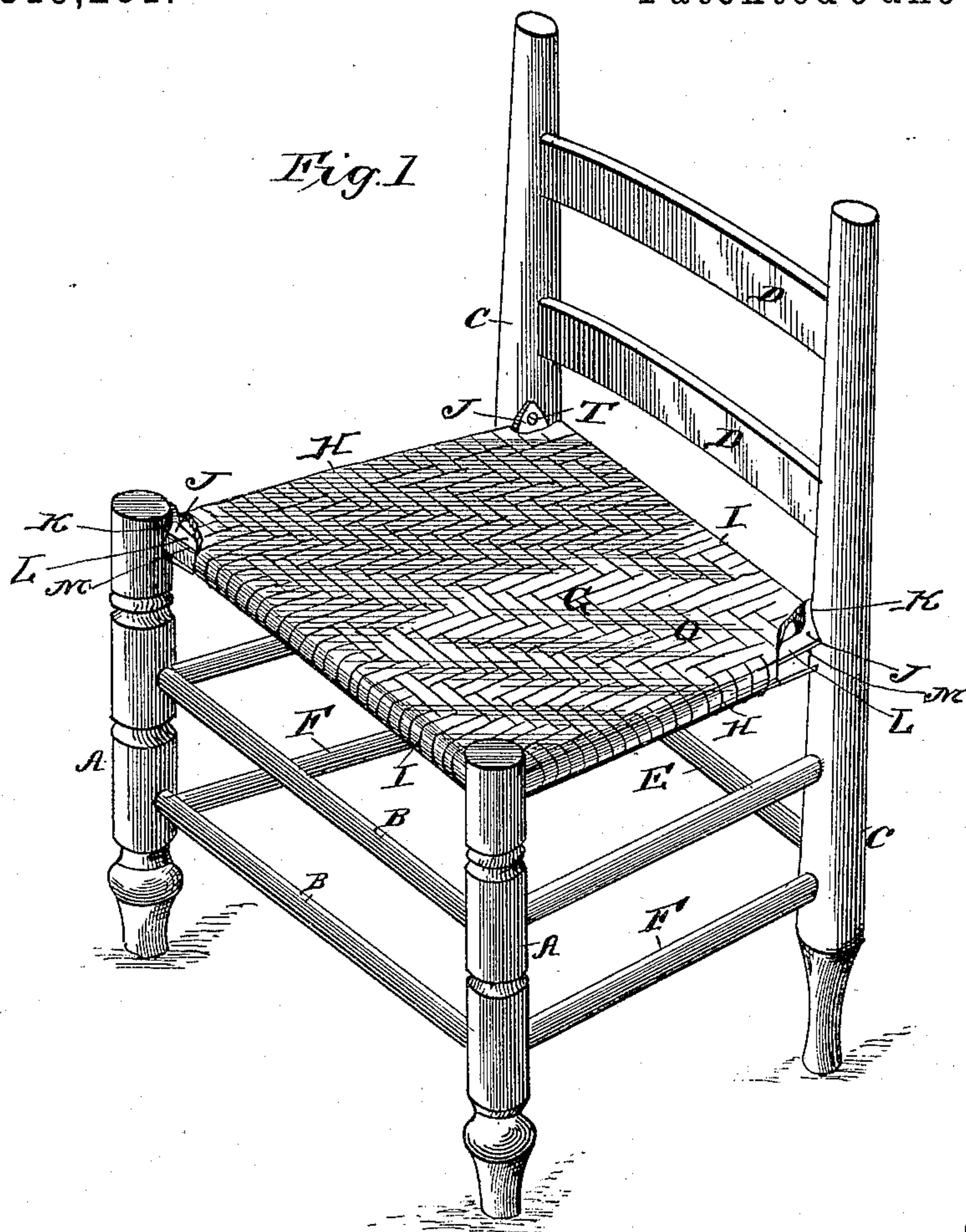


(No Model.)

F. H. LOGEMAN.
KNOCKDOWN CHAIR.

No. 319,281.

Patented June 2, 1885.



WITNESSES:

Wm. S. Dietrich.
Wm. Bagger.

Fredrick H. Logeman,
INVENTOR.
by *Louis Bagger & Co.*
ATTORNEYS

UNITED STATES PATENT OFFICE.

FREDRICK H. LOGEMAN, OF ST. LOUIS, MISSOURI.

KNOCKDOWN CHAIR.

SPECIFICATION forming part of Letters Patent No. 319,281, dated June 2, 1885.

Application filed February 26, 1885. (No model.)

To all whom it may concern:

Be it known that I, FREDRICK H. LOGEMAN, a citizen of the United States, and a resident of St. Louis, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Knockdown Chairs; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved knockdown chair. Fig. 2 is a sectional view of the same, taken horizontally through the seat. Fig. 3 is a vertical sectional view, and Fig. 4 is a detail view in perspective, of the corner clamp or bracket used for connecting the seat-rails.

The same letters refer to the same parts in all the figures.

This invention relates to chairs; and it has for its object to provide a chair of simple and durable construction, which may be easily knocked down, so as to be packed closely for shipping.

With these ends in view the invention consists in the improved construction, arrangement, and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A A designate the front legs, which are connected by rounds B B.

C C are the rear legs or pillars, which are connected by slats D D, forming the back, and a round, E. The front and rear frames are to be connected in the usual manner by rounds F F.

G designates the seat, of which H H are the side rails, and I I the front and rear rails. The seat-rails are connected at the corners by means of metallic clamps J J, having rounded portions K, from the ends of which arms or brackets L L extend at an angle to each other. The said arms or brackets are provided at their upper and lower edges with laterally-extending flanges M M, converging toward their outer ends, so as to form dovetailed recesses or sockets for the reception of the ends of the seat-rails. The ends of the seat-rails are notched or

dovetailed to correspond, as shown at N N, so as to be readily inserted into the said recesses or sockets, thereby connecting the corner clamps or brackets, which, together with the seat-rails, constitute the seat-frame. The seat-rails are connected together and to the corner clamps by means of the covering material O, which constitutes the chair-bottom, and which may consist of rattan, splint, textile fabric, or any other suitable material woven around or suitably secured to the seat-rails in such a manner that they shall be prevented from pulling out of the sockets in which their ends are seated.

The corner clamps, J, may be cast in a single piece, and their arms or brackets L are connected with the body or central portion by webs P, whereby strength is added and durability insured. The lower edges of the clamps are provided with rearward-extending flanges Q, which are seated in recesses or kerfs R, formed for their reception in the legs of the chair. The clamps are also provided with perforations S, to receive screws T, whereby the seat is secured to the leg-frames, and the chair completed.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of my invention will be readily understood. The seat may easily and in a moment's time be detached from the chair-frame by simply removing the screws T, after which the front and rear leg-frames may be separated, and the chair packed for shipment or storage. When desired, the parts may as easily and quickly be reassembled.

The construction is simple and inexpensive, and the seat being practically separate may be more easily manufactured or repaired, and is more durable than when it forms an integral part of the chair.

When desired, the corner clamps may be employed at the rear corners only, the front ends of the seat-rails being then connected in any other suitable manner with the ends of the front rail.

I am aware that it is not new to construct chairs having clamps at the corners of the seat, and I do not claim such construction, broadly; but

I claim and desire to secure by Letters Patent of the United States—

1. A seat-clamp for knockdown chairs, con-

sisting of a perforated curved center piece, arms extending from the sides of the same at nearly right angles, and flanges projecting horizontally outward from the top and bottom
5 of each of said arms, substantially as and for the purpose set forth.

2. A seat-clamp for knockdown chairs, consisting of a perforated curved center piece, arms extending from the sides of the same at
10 nearly right angles to each other, and flanges projecting outward from the top and bottom of each of said flanges, and a horizontal web or flange across the concave side of said center piece, substantially as and for the purpose
15 set forth.

3. A seat for knockdown chairs, consisting of a number of perforated curved clamps having

arms extending from their edges, said arms having outwardly-projecting flanges from their tops and bottoms, said clamps being provided
20 with a horizontal web across their concave side adapted to fit in a horizontal kerf in the chair-legs, side and end pieces fitting in said flanged arms of said center pieces, and a covering material secured to said side and end
25 pieces, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

FREDRICK H. LOGEMAN.

Witnesses:

JOHN C. GRUEINER,
JOHN C. LULLMAN.