(No Model.)

S. W. PEREGRINE.

FASTENING FOR SLATTED FURNITURE.

No. 438,175. Patented Oct. 14, 1890.

Fig. 1.

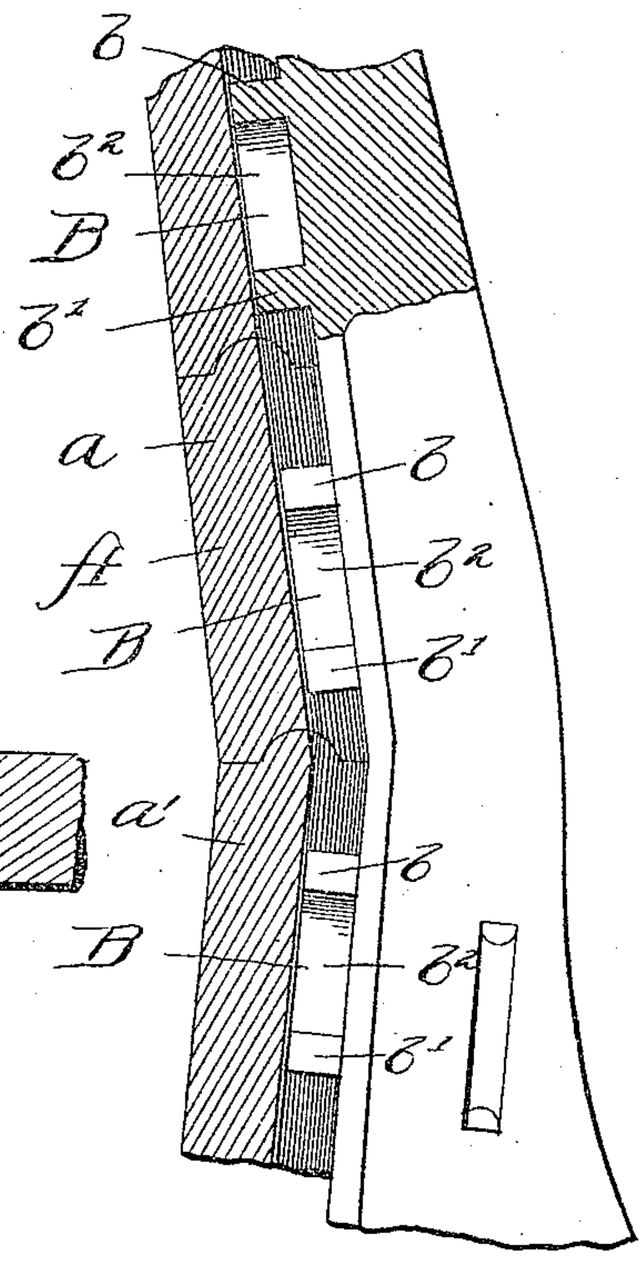


Fig. 4.

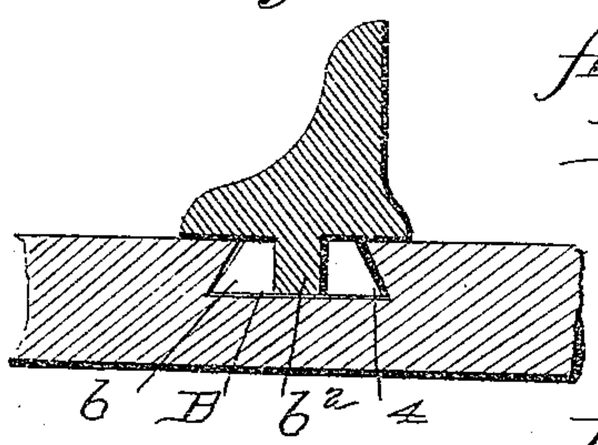


Fig. 2.

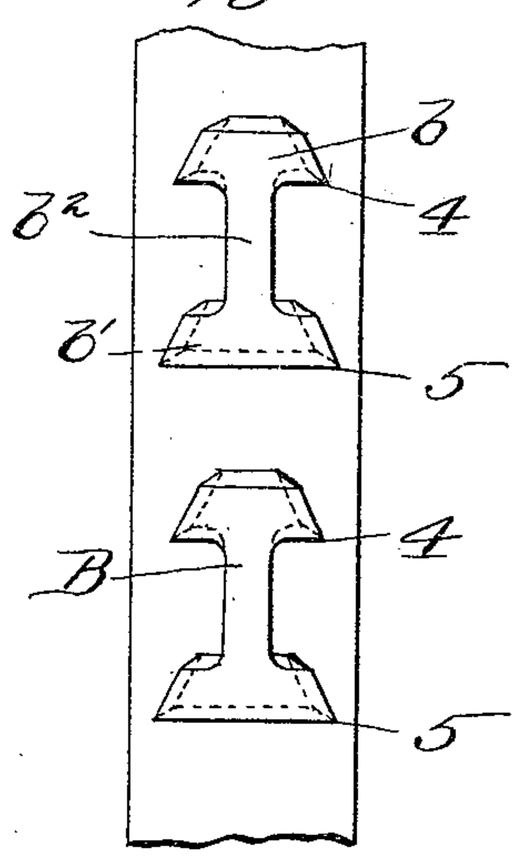
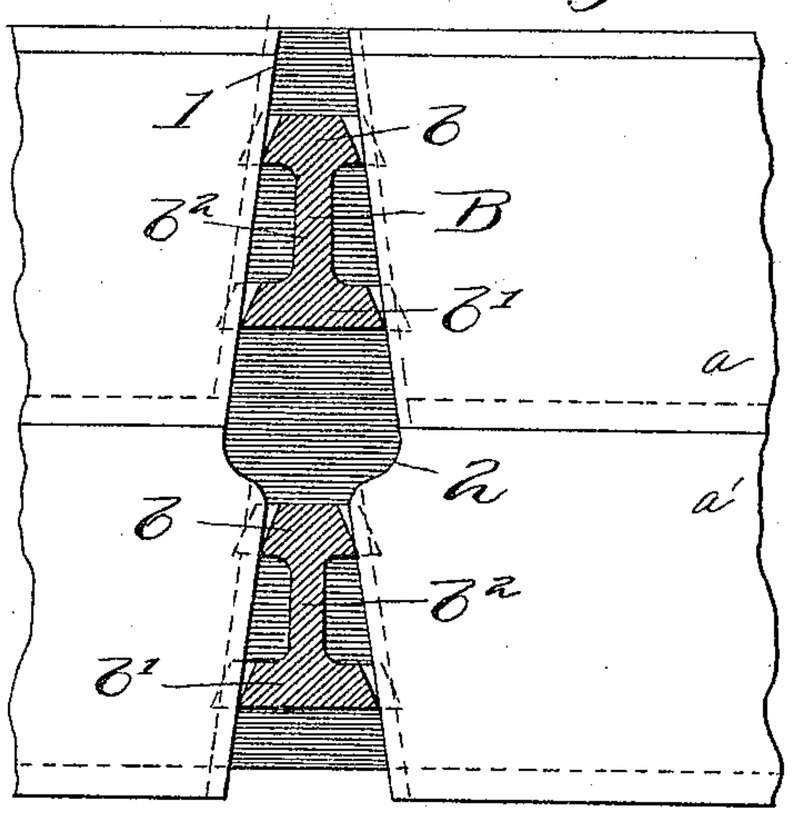


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

SEYMOUR W. PEREGRINE, OF GRAND RAPIDS, MICHIGAN.

FASTENING FOR SLATTED FURNITURE.

SPECIFICATION forming part of Letters Patent No. 438,175, dated October 14, 1890.

Application filed September 2, 1889. Serial No. 322,723. (No model.)

To all whom it may concern:

Be it known that I, SEYMOUR W. PEREGRINE, of Grand Rapids, in the county of Kent and State of Michigan, have invented a new and useful Improvement in Fastenings for Slatted Furniture; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention is an improved fastening device to be used on the standards of school-seats for securing said seats or the backs thereof to said standards; and it relates particularly to that class of said devices which consists of lugs or dovetail projections secured to or cast with the standard and adapted to dovetailed grooves or sockets in the slats of the school-seats or backs.

The form of device herein claimed is designed to accomplish the same objects as the form shown in United States Patent No. 414,573, granted me November 5, 1889. These objects are to provide a fastening-lug of skeleton form which will present bearing-points to engage with the wood on each side instead of a continuous edge from one end of the lug to the other. This construction reduces the weight of these fastenings and requires but little finishing after leaving the mold.

My invention consists of a lug in the form of a rib having transverse portions which form bearing-points on each side and an intermediate connecting portion between these two.

In the drawings, Figure 1 is a sectional view of a portion of a school-seat or back and its support, the section being taken through the dovetail grooves. Fig. 2 shows an elevation of a portion of the standard. Fig. 3 is an elevation of a portion of the seat or back with the fastening devices in place and in section. Fig. 4 is a transverse section through the standard and lug with a portion of the slat.

In the drawings, the seat or back A is made up of any number of slats *a a'*, which may be connected by tongues and grooves in the ordinary manner. Each slat has a dovetailed and wedge-shaped groove or socket extending laterally across it from edge to edge, and when the slats are properly positioned in relation to each other the said grooves register with each other and form a continuous groove all the way across the back or seat, the sides of which are close together at points 1 and farther apart at points 2.

The fastening devices consist of a series of lugs B B, (there being one for each slat,) each adapted in size and general shape to the corresponding groove in the slat; but instead of forming the lug solid and with continuous edges on both sides I make it of skeleton form, with a short transverse rib *b* and a longer transverse rib *b'*, connected with each other by a rib b^2, extending approximately centrally, and thus leaving projecting points 4 5 on each side to engage with the wood.

In placing the seat or back and the standard together the larger parts 2 of the sockets are made to register with the ribs or lugs which enter therein freely. Force is then applied so that the bearing-points of the lug will engage with and embed themselves in the wood along the edge of the socket, and to better secure this result the said points are beveled to an edge, from which it will be seen that any tendency which the parts may have to separate will be resisted by the said points engaging with the wood.

By reason of the skeleton form of the lug, which presents only the points to bear upon the edge of the sockets, the parts may be positioned relatively to each other, so that any imperfections in the wall of the socket will lie opposite the open side of the lug, thus avoiding the liability of splitting the wood which would naturally arise were the bearing-edge continued on account of the excessive pressure between the lug and the said imperfection.

It will also be noticed that the fastening-lug is made light, and this is a material advantage in handling and shipping a large number of seats on account of the reduction in freight charges, besides, of course, requiring less metal and less machine-work and skilled labor in finishing.

I claim—

In combination with a school-seat or back having slats with a series of dovetailed or wedge-shaped sockets, the standard and a series of retaining-lugs on the standard independent of each other, each consisting of the transverse ribs *b b'*, of different lengths, having projecting points 4 5 and a central connecting-rib b^2, substantially as described.

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

SEYMOUR W. PEREGRINE.

Witnesses:

CHARLES A. RENWICK,

FRANKIE CONNOLLY.