

(No Model.)

J. ROUSE.
CHAIR SEAT FRAME.

No. 464,996.

Patented Dec. 15, 1891.

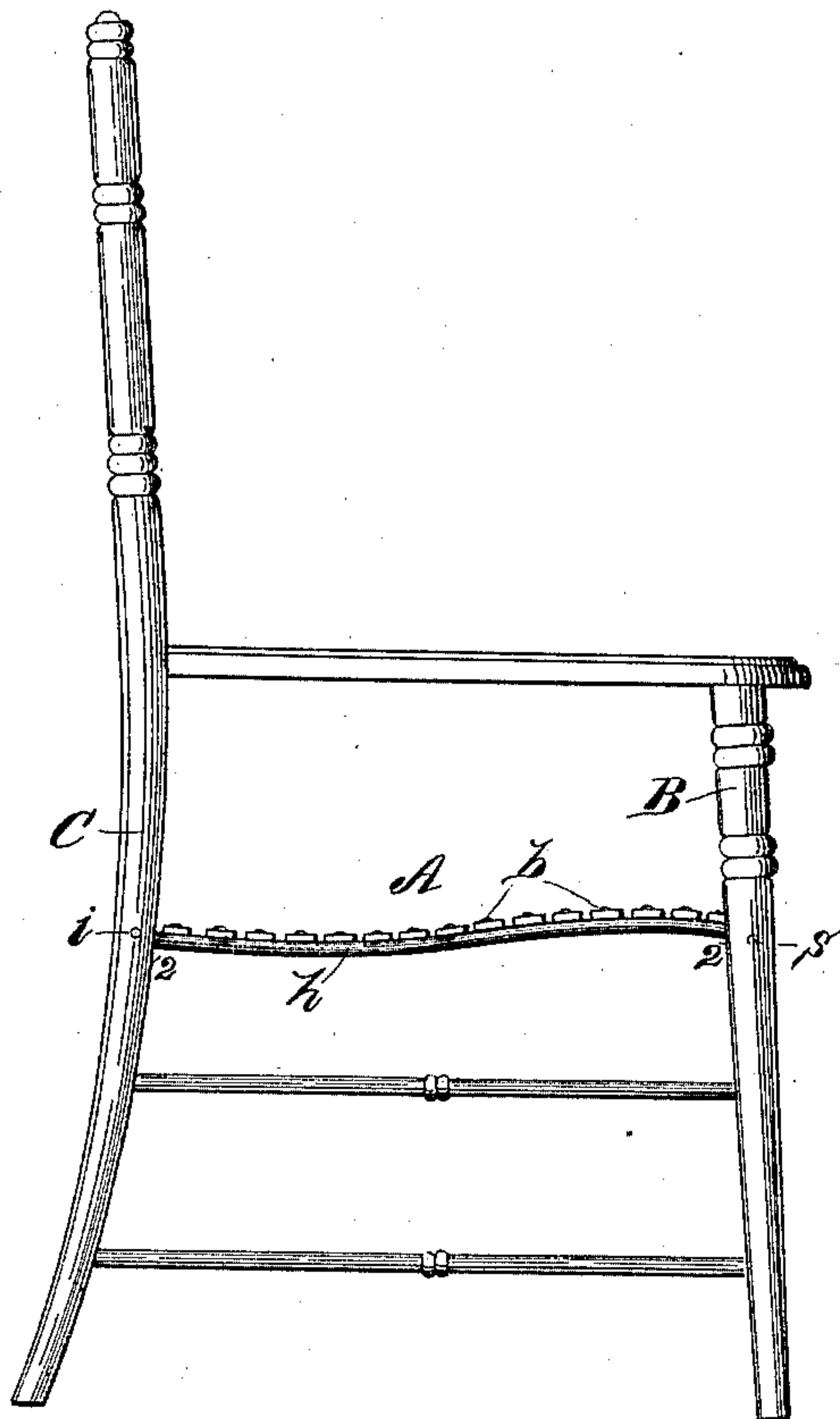


Fig. 1.

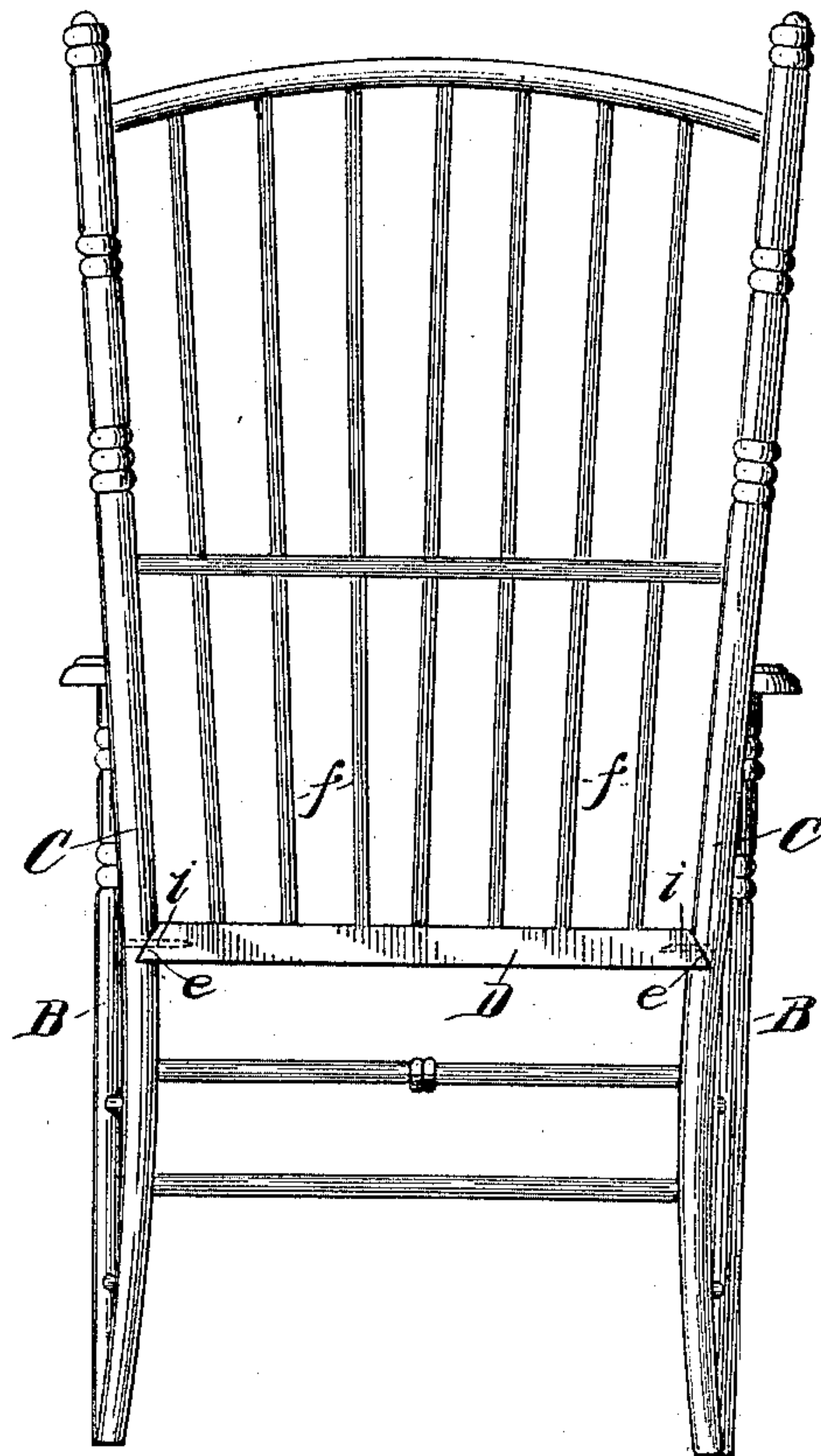


Fig. 2.

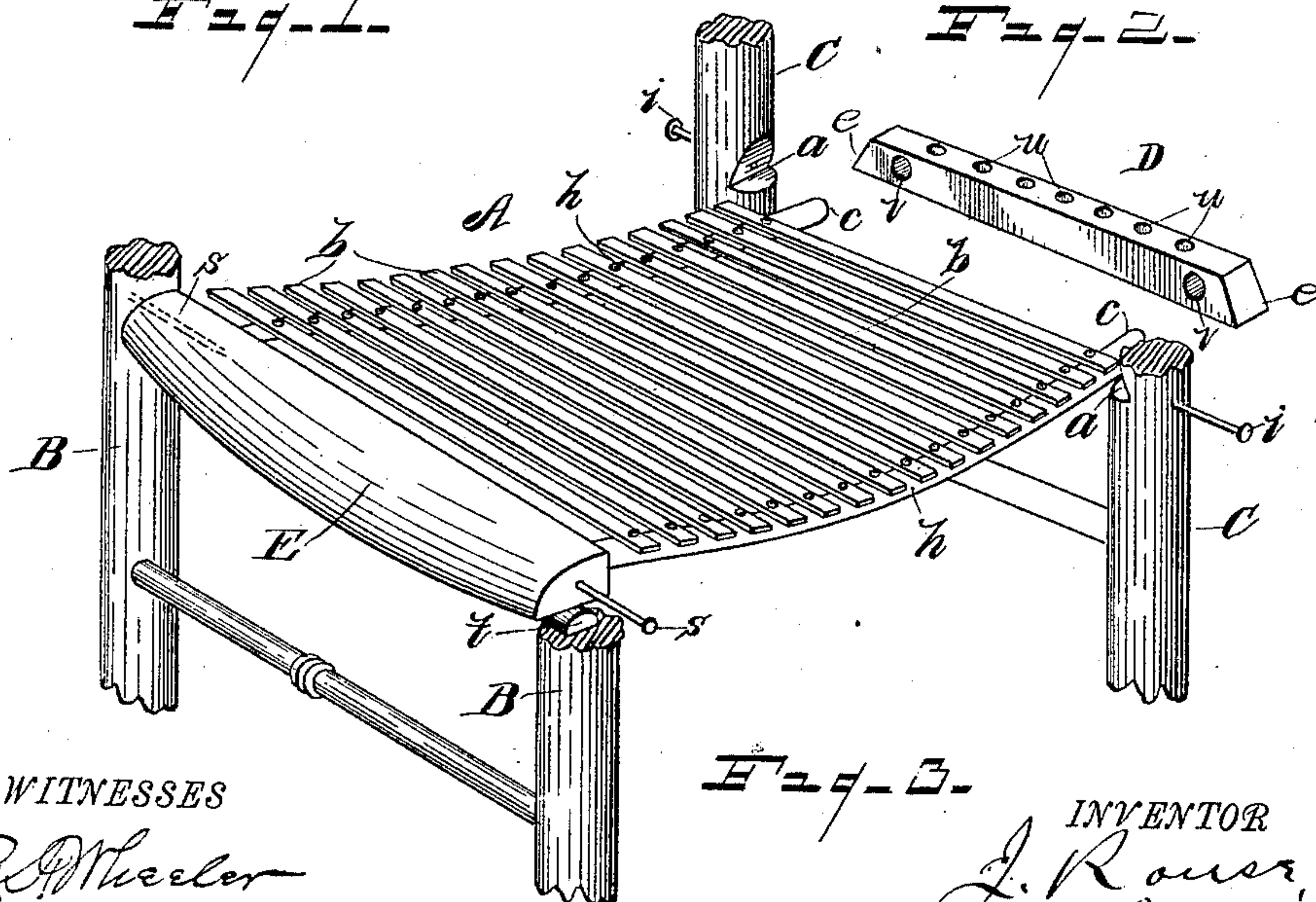


Fig. 3.

WITNESSES

B. A. Wheeler
C. Wheeler

INVENTOR

J. Rouse,
By
Rouse & Wheeler,
Attorney.

UNITED STATES PATENT OFFICE.

JONAS ROUSE, OF DOWAGIAC, MICHIGAN.

CHAIR-SEAT FRAME.

SPECIFICATION forming part of Letters Patent No. 464,996, dated December 15, 1891.

Application filed November 24, 1890. Serial No. 372,415. (No model.)

To all whom it may concern:

Be it known that I, JONAS ROUSE, a citizen of the United States, residing at Dowagiac, in the county of Cass and State of Michigan, have invented certain new and useful Improvements in Chair-Seat Frames; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in chair-seat frames; and it consists in a certain construction and arrangement of parts, as hereinafter more fully set forth, the essential features of which being pointed out particularly in the claims.

The object of the invention is to provide a strong and serviceable seat to enable the placing of the seat in the chair-frame after said frame has been set up and glued together, by which means the seat-frames may be made up in quantities and fitted to the chair-frames when completing the chair. This object is attained by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a chair provided with my improved seat-frame. Fig. 2 is a rear elevation of same. Fig. 3 is an enlarged perspective view of the seat-frame and the legs of the chair, the latter being broken away, the rear rail of the seat-frame being detached to more clearly show the construction of parts.

Referring to the letters of reference, A indicates the seat-frame, which is composed of the front rail E, the detachable rear rail D, and the curved seat-bars *h*, which are made fast at one end of the rail E and are removably coupled to the rail D at their opposite ends. Crossing the seat-bars *h* is a series of slats or strips of wood *b*, that are secured to said seat-bars, so as to form an open slatted bottom, as clearly shown in Fig. 3. In some cases I design using a thin perforated sheet to form the bottom, which sheet may be attached to the seat-bars by means of brads or

screws, and, if desired, the number of curved seat-bars may be increased, and said bars may be covered with a textile fabric, such as carpeting. The rear rail D of the seat-frame is provided with the holes *v* in its inner face that are adapted to receive the rear ends *c* of the seat-bars *h*, said rail also having the series of holes *u* in its upper edge that receive the lower ends of the vertical rounds or spindles *f* in the back of the chair, and is also provided with the beveled ends *e*, adapted to be received in the gains *a*, formed in the inner adjacent faces of the back legs C of the chair, which construction is clearly shown in Figs. 2 and 3.

To provide a chair with this improved seat-frame, the front rail E of said frame, to which the forward ends of the seat-bars *h*, that supports the slats *b* of the bottom, are attached, is placed upon the round *t*, connecting the two front legs B of the chair, (shown in Fig. 3,) and said rail secured in place by means of the nails or screws *s*, that are driven through the legs B and into the ends of said rail. The beveled ends *e* of the detachable back rail D are then inserted in the gains *a* in the adjacent faces of the rear legs C, the holes *v* in the inner face of said rail receiving the rear ends *c* of the seat-bars *h*, and the holes *u* in its upper edge receiving the lower ends of the rounds *f* of the chair-back, the rail D being then secured in place by driving the nails or screws *i* through the rear legs C of the chair and into the beveled ends *e* of said rail, as clearly shown by dotted lines in Fig. 2, whereby the seat-frame is firmly secured in the chair.

The great difficulty heretofore encountered in placing the seat previously made in the chair-frame after said frame has been set up is on account of the variation in width between the points 2 2 of the chair-frame indicated in Fig. 1, which variation made it difficult to put the parts properly together. This difficulty, however, is overcome by the use of my improved seat-frame, as by means of its construction and the removable back rail D such variation may be readily taken up or adjusted, enabling the chair-frame and seat-frame to be made up separately in any quanti-

ties and quickly and securely put together when desired, thus forming a cheap and durable chair.

Having thus fully set forth my invention,
5 what I claim as new, and desire to secure by Letters Patent, is—

A seat-frame for chairs, comprising in conjunction the front rail, the series of seat-supporting rails attached thereto, the rear rail D,
10 having the holes *v* in the front face and at

some distance from the ends, enabling said rail to be adjustably coupled to the seat-supporting rails the ends of the rear rail being beveled, for the purposes specified.

In testimony whereof I affix my signature in
presence of two witnesses. 15

JONAS ROUSE.

Witnesses:

HENRY MICHAEL,
B. F. CHAPMAN.