

No. 635,234.

Patented Oct. 17, 1899.

G. H. CHANCE.  
STOOL SEAT.

(Application filed Dec. 31, 1898.)

(No Model.)

Fig. 1.

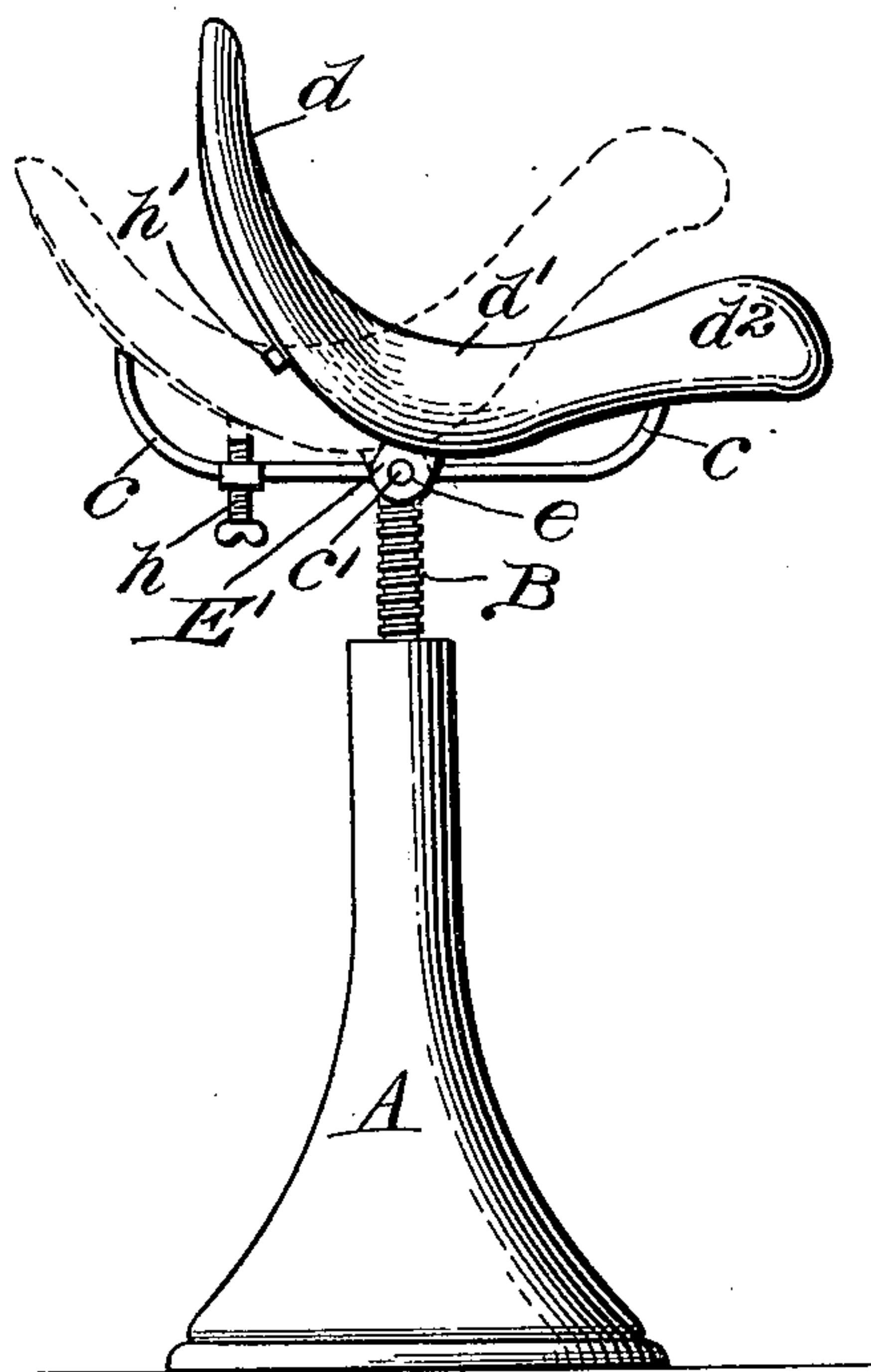


Fig. 2.

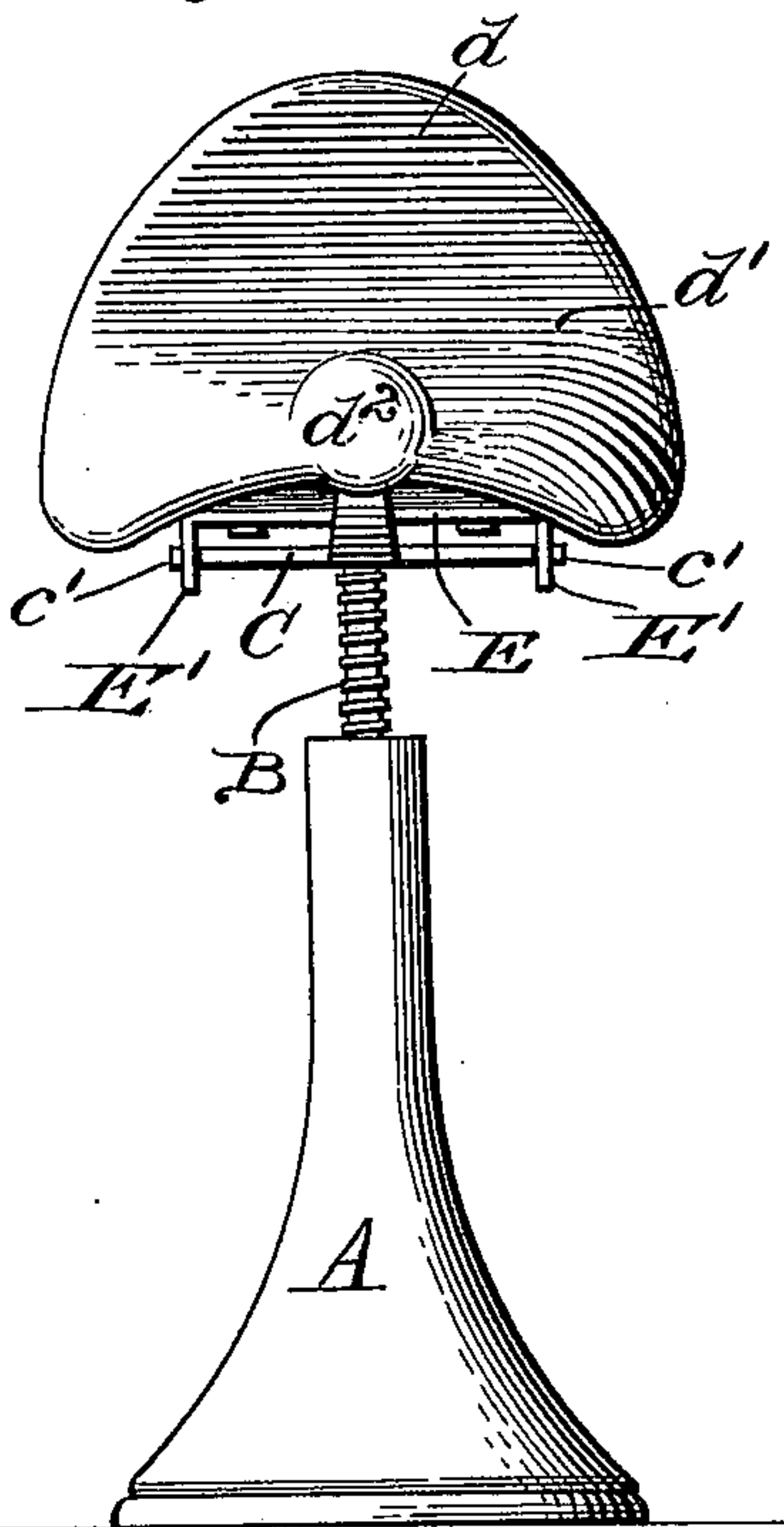
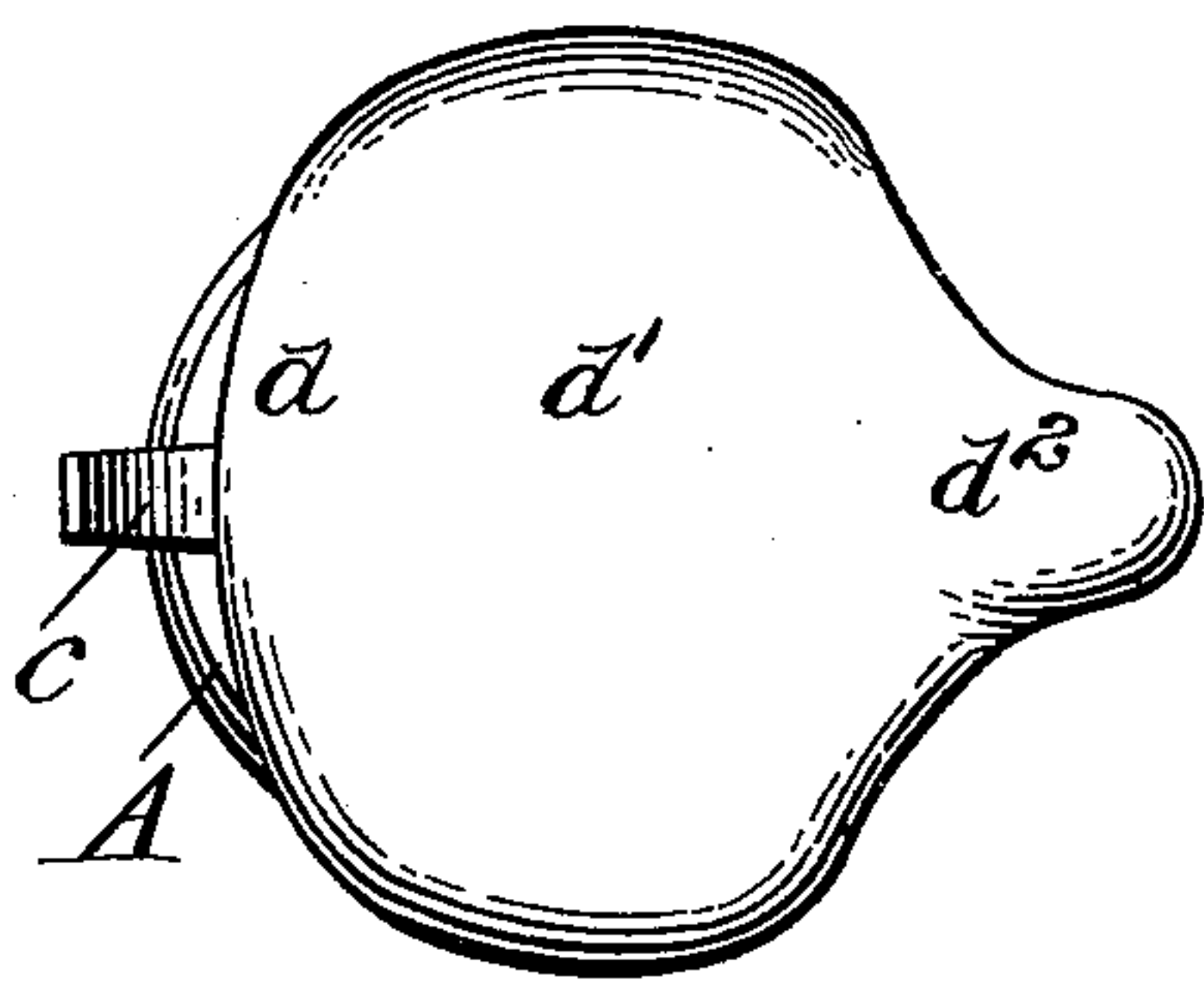


Fig. 3.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE H. CHANCE, OF PORTLAND, OREGON.

## STOOL-SEAT.

SPECIFICATION forming part of Letters Patent No. 635,234, dated October 17, 1899.

Application filed December 31, 1898. Serial No. 700,781. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE H. CHANCE, residing at Portland, in the county of Multnomah and State of Oregon, have invented certain new and useful Improvements in Stool-Seats; 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 letters of reference marked thereon, which form a part of this specification.

This invention has relation to a stool or seat particularly adapted for office and desk use, and is designed to provide a stool having its seat shaped and supported in such a manner as to form a perfect and easy support for the spinal column of the occupant, while it permits free motion of the thighs and gives free circulation of the blood and nervous forces in the lower extremities.

In the construction of the stools heretofore generally used but little regard appears to have been paid to the anatomy of their occupants, and the result has been that persons who are compelled to spend several hours a day seated on stools of this kind not only suffer much discomfort, but are injured in health thereby, owing to imperfect support for the spinal column and obstruction of the circulation in the lower extremities. The present invention is designed to remedy this evil by providing an anatomically-constructed seat.

With these objects in view the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Figure 1 of the drawings is a side elevation of my invention, the seat being shown in tilted position in dotted lines. Fig. 2 is a front elevation of my invention. Fig. 3 is a plan view of same.

Referring to the accompanying drawings, the letter A designates a suitable support, in which is seated a screw B, which carries my improved seat. In the present instance I have shown the upper end of the screw as having rigidly secured thereto a cruciform frame C, whose forwardly and rearwardly extending arms are formed with upturned end

portions *c* and whose laterally-extending arms terminate in journals or pivots.

The seat D has secured transversely to its under side a bar or plate E, whose downturned end portions *E'* are provided with seats or apertures *e*, which loosely engage the journals or pivots *c*. This plate E is so positioned on the seat that the center of gravity of the seat will shift from one side to the other of the seat-pivots when the seat is tilted or brought into horizontal position, whereby the seat is in stable equilibrium in either position. I do not, however, confine myself to the particular form of support shown and described, as the seat may be supported in various ways. I deem it advisable, however, that the seat shall in all cases be supported in such a manner as to give it a limited forward-and-back tilting movement, and the means which I have shown and described are well adapted to this purpose.

The seat D is formed with a rounded upturned rear portion *d* of the conformation of an end portion of an ellipse, a concaved central portion *d'* of broad form, the faces of said portions *d* and *d'* forming a section of a cylindrical surface, the portion *d* extending upwardly and the portion *d'* extending forwardly a similar distance when the seat is in normal position. The seat has also a narrow pommel portion *d<sup>2</sup>*, similar in shape to the pommel portion of the usual bicycle-saddle. The central portion of the seat has its sides turned or flared downwardly and laterally below the plane of the seat, as shown, the lines of their edges curving upwardly and inwardly to meet the lines of the lower edges of the pommel portion. The lines of the seat throughout, it will be readily seen from the drawings, are such as to adapt the several portions thereof to the portions of the body of the occupant which they respectively support. The upturned rear portion forms a rest for the lower portion of the back, and in connection with the broad seat portion, into which it merges, forms a perfect support for the lower end of the spinal column, while the lines of the sides permit the thighs and legs free natural positions. The upturned pommel portion prevents any tendency to slip forward, and by tilting the seat forwardly and properly ad-



justing the height of the seat a portion of the weight of the body may be thrown onto the feet resting on the floor. The upturned end portions *c* of the frame-arms limit the tilting movement of the seat, and this may be further limited by means of an adjustable stop *h*, seated in the rear frame-arm and designed to engage a stop projection or contact *h'* on the seat-bottom. The tilting movement of the seat also permits it to assume an easy position when the occupant wishes to lean back somewhat and raise his feet from the floor.

As shown in dotted lines in Fig. 1 of the drawings, it is apparent that when the seat is in tilted position the upturned back portion thereof is engaged by the rear seat-stop and the weight of the occupant supported directly thereby, the said back portion being relieved from strain.

It will be observed that the longitudinal extremities of my cruciform frame, which form seat-stops, are of upwardly arched or bowed form, and that the supplemental seat-stop *h* is placed just forward of the rear of said stops, whereby should said rear stop give under strain the supplemental stop will act to immediately catch the seat and prevent undue strain of said rear stop.

Having thus described my invention, what

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

1. The combination with a base or support and a rearwardly-extending frame carried thereby and having the upwardly arched or bowed termination forming a seat-stop, of a seat pivoted to said frame, and having the upturned back portion engaging said stop when the seat is in tilted position, together with a supplemental seat-stop for relieving said rear stop from undue strain, substantially as specified.

2. The combination with a base or support, an adjustable standard carried thereby, a frame carried by said standard, and seat-stops carried by said frame, of a tiltable seat having an upturned back portion and pivotally connected with said frame, said upturned back portion being adapted to engage one of said seat-stops when the seat is in tilted position, together with a supplemental adjustable seat-stop carried by said frame, substantially as specified.

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

GEO. H. CHANCE.

Witnesses:

HENRY ROE,

FRED B. SCHULTZ.