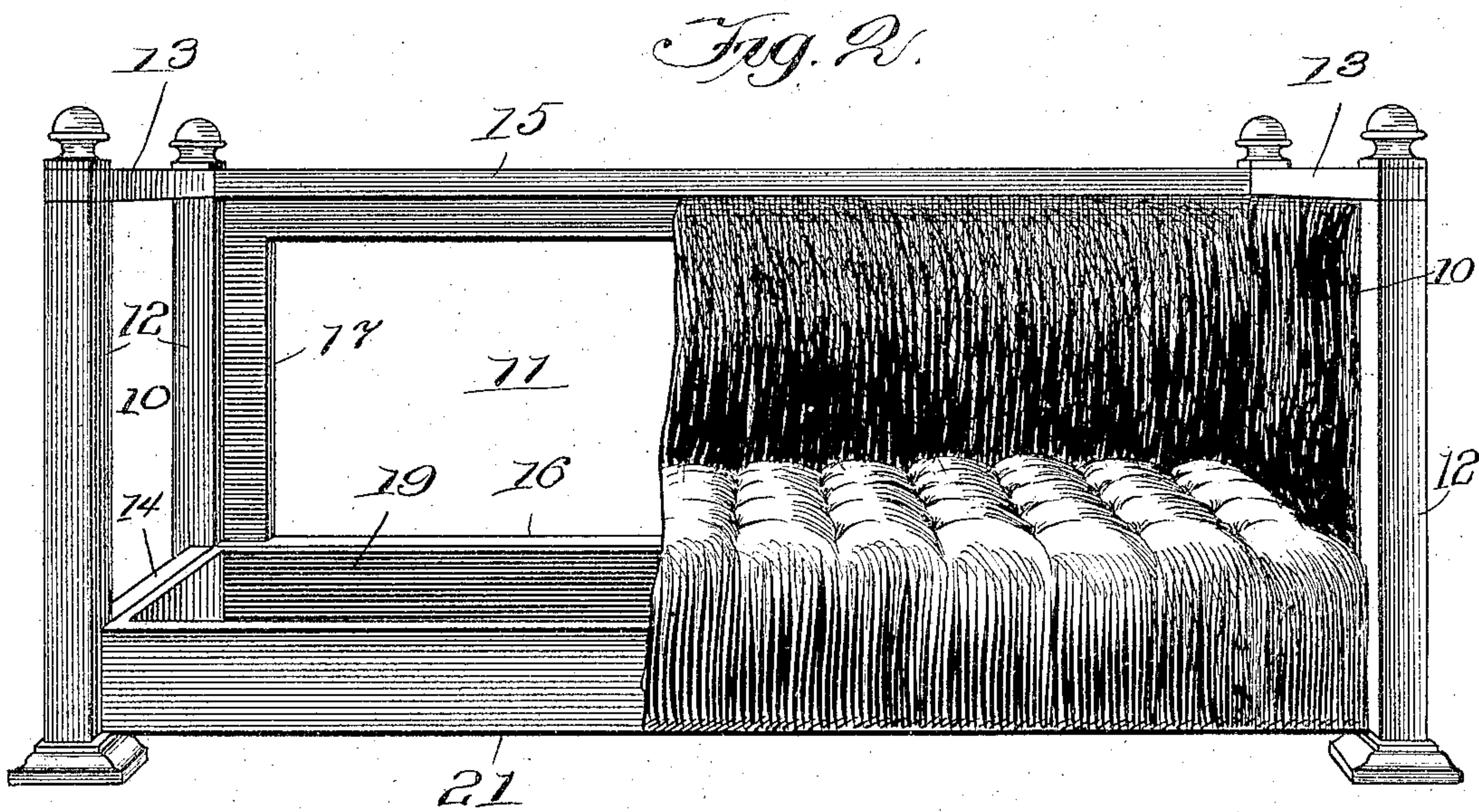
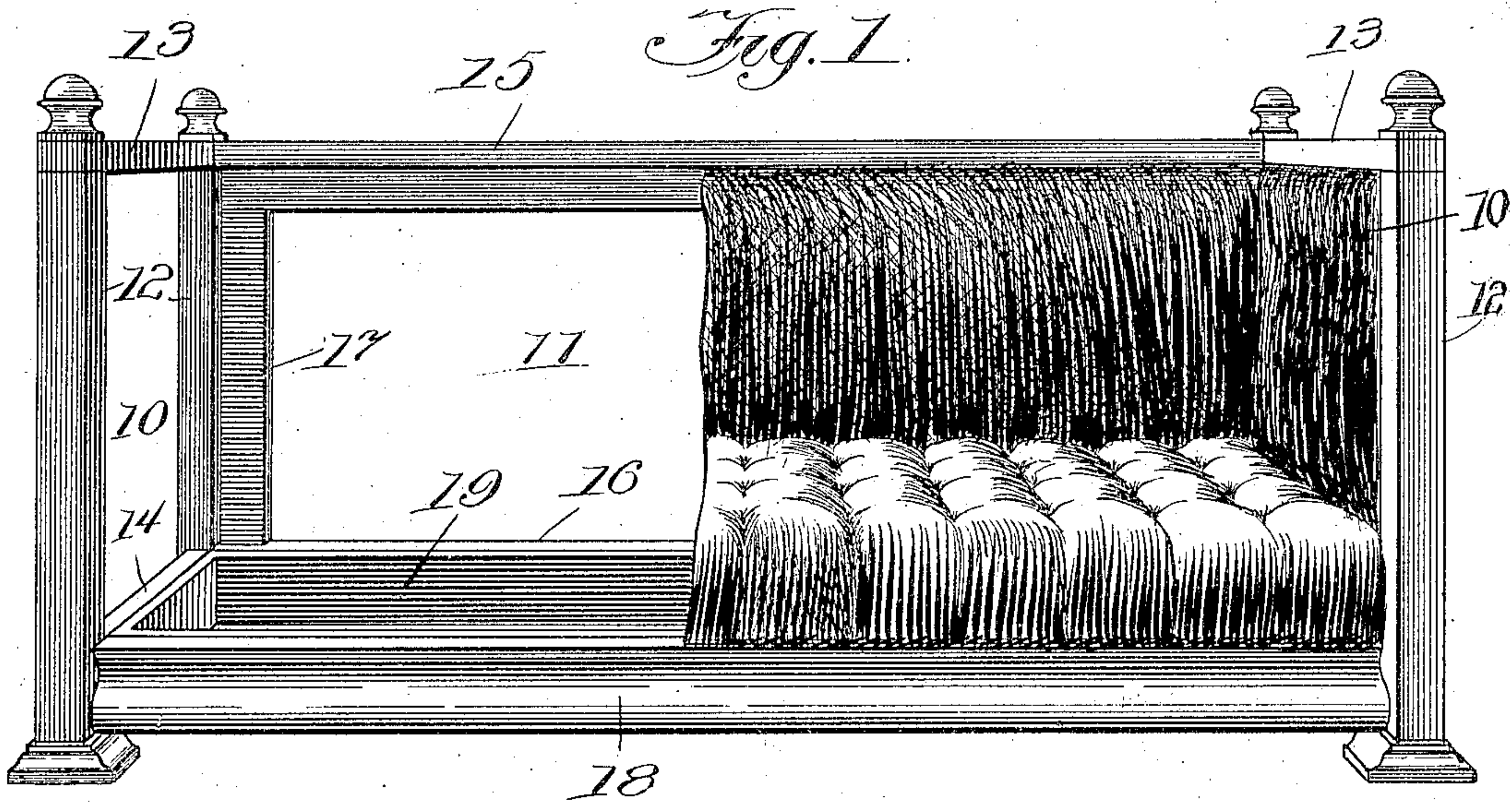


No. 790,949.

PATENTED MAY 30, 1905.

U. BOURKE, JR.
KNOCKDOWN DAVENPORT.
APPLICATION FILED MAR. 18, 1904.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

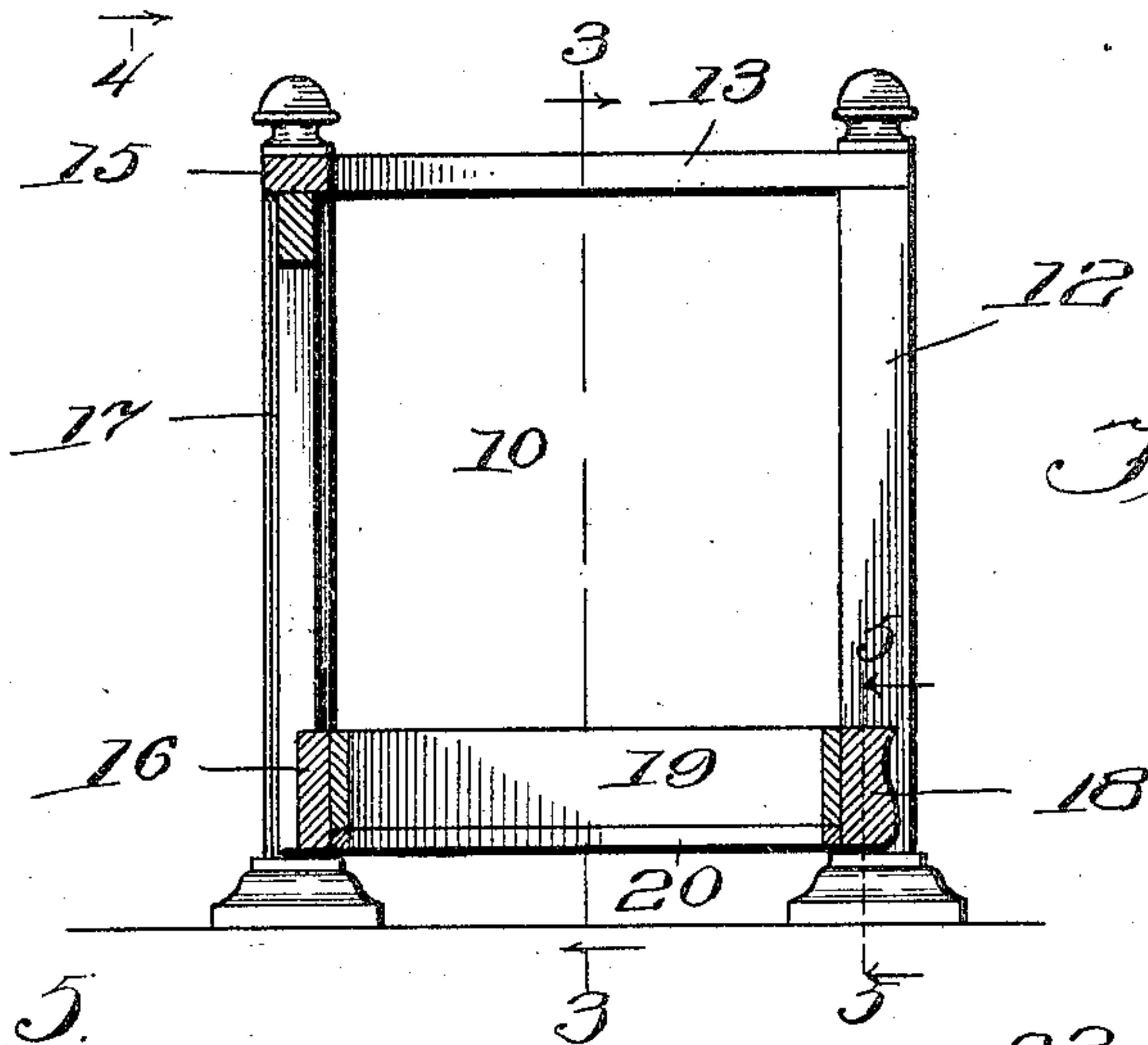
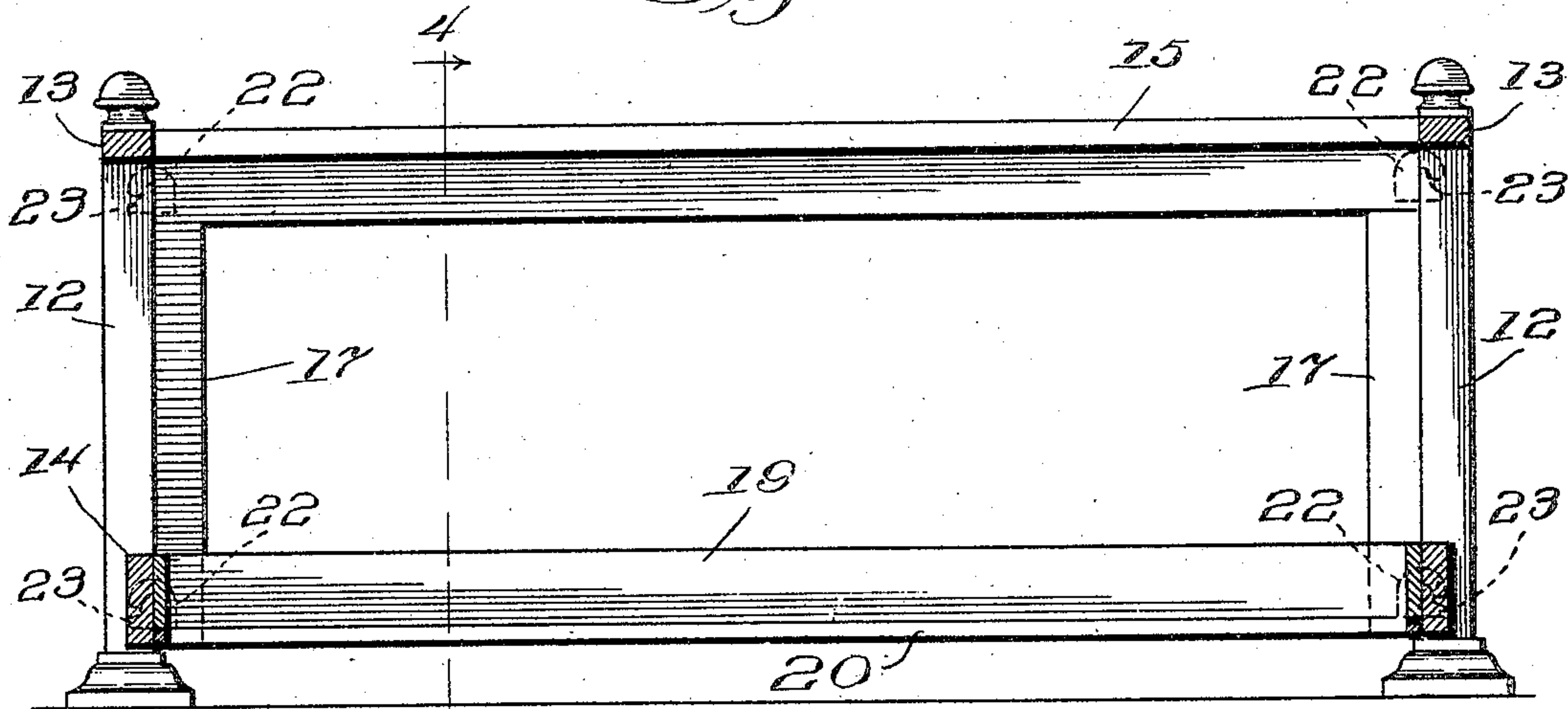


Fig. 4.

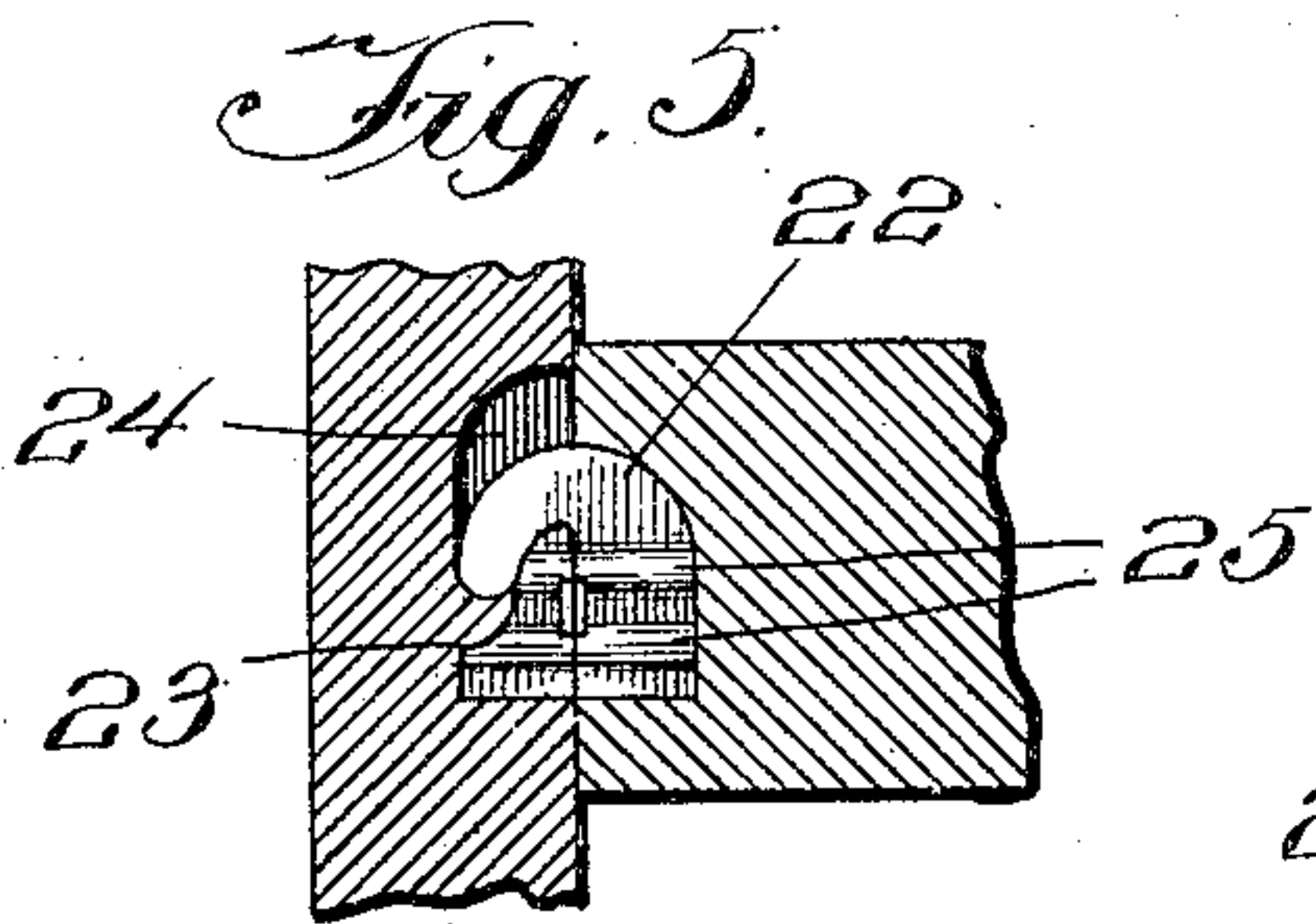


Fig. 5.

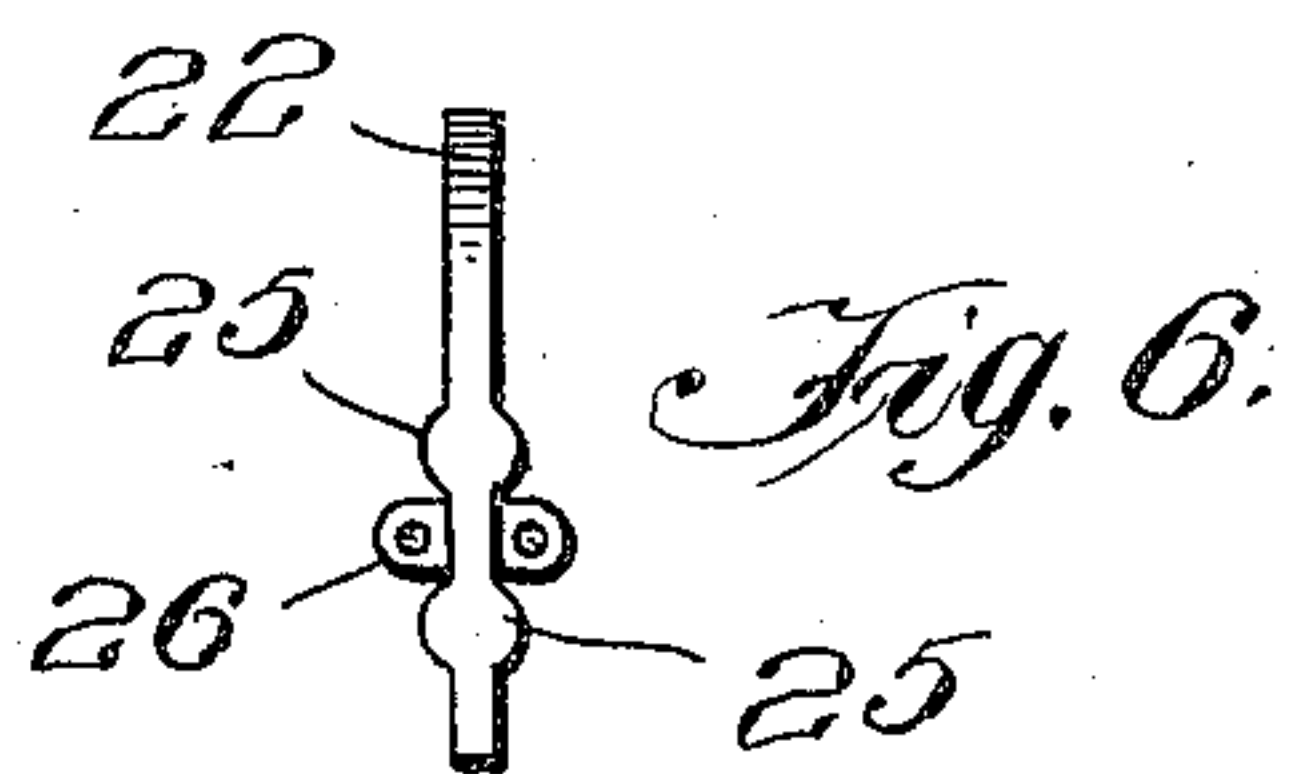


Fig. 6.

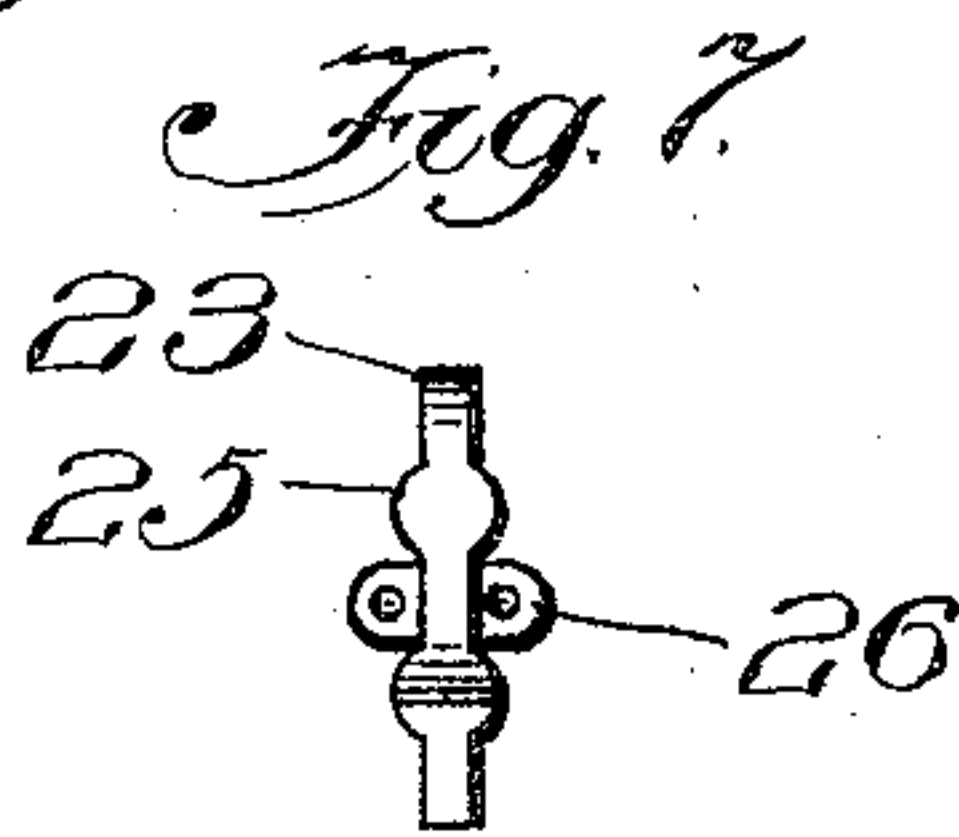


Fig. 7.

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KNOCKDOWN DAVENPORT.

SPECIFICATION forming part of Letters Patent No. 790,949, dated May 30, 1905.

Application filed March 18, 1904. Serial No. 198,740.

To all whom it may concern:

Be it known that I, ULICK BOURKE, JR., a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Knockdown Davenport, of which the following is a specification.

The object of this invention is to make a davenport in sections, so that it can be shipped "knocked down" and easily and quickly set up in position for use.

In the accompanying drawings I have illustrated my invention embodied in davenports of two constructions.

Referring to the drawings, Figure 1 shows a davenport with part of the upholstery removed. Fig. 2 is a similar view showing the front rail forming a part of the seat-frame. Fig. 3 is a sectional view on the line 3 3 of Fig. 4. Fig. 4 is a sectional view on the line 4 4 of Fig. 3. Fig. 5 is a sectional view on the line 5 5 of Fig. 4. Figs. 6 and 7 show the hook and socket members of the locking device in end elevation.

In the drawings like numerals of reference designate corresponding parts in the several figures, and, referring thereto, 10 and 11 designate, respectively, the ends and the back which form the framework of the davenport. In the construction shown in the drawings each end consists of the posts 12, connected by the top rail 13 and the bottom rail 14, and the back consists of the top rail 15 and the bottom rail 16, connected at their ends by the upright 17. In Fig. 1 the front corner-posts are connected near the bottom thereof by a front rail 18, which serves to hold the ends in proper position. The seat-frame 19 is constructed to fit within the end rails 14 and the back and front rails 16 and 18, and it rests upon a supporting strip or cleat 20 on the inner side of said rails. In the construction of Fig. 2 the front rail 21 is made a part of the seat-frame and the upholstery is carried down to the bottom thereof, whereas in the construction shown in Fig. 1 the seat-frame is entirely independent of the front rail 18 and can be removed without in any way affecting the front rail.

The several parts of the frame of the davenport are connected by fastening means which

permit the parts to be readily disengaged and the davenport to be knocked down. I have shown one kind of a fastening device in Figs. 5 and 6 which can be employed, and referring thereto, 22 is a hook member carried by one part, and 23 is a socket member located in a socket 24 in another part and adapted to be engaged by the hook. The hook and socket members are driven into openings provided for them in the frame, and they are each provided on their sides with bosses 25 to make a tight frictional engagement with the frame. I may also provide ears 26 on these members to receive screws for fastening them more securely to the frame. I preferably provide the hooks at the top and bottom of each end of the back of the frame to engage socket members properly located in the top and bottom of the rear corner-posts, and hook members are also provided at each end of the front rail in the construction of Fig. 1 and also in the construction of Fig. 2 to engage socket members properly located at the bottom of the front posts.

It will be readily understood that the seat can be removed from the frame and the latter easily and quickly knocked down by lifting the front rail to disconnect it from the front posts and similarly disconnecting the back from the rear posts. In the construction of Fig. 2 the front rail will be disconnected from the front posts when the entire seat-frame is taken out.

The form of construction of the davenport may be greatly varied, and it is not considered necessary to show any other davenports in which the invention can be embodied, and it will be understood that the seat and the frame can be upholstered in any desirable manner and in a great variety of different ways.

The invention enables this large piece of furniture to be packed and shipped in sections in compact form and moved about from place to place without difficulty. It is of especial importance, as it enables a davenport to be moved in and out of buildings having small doors and windows and steep staircases. It is also of especial importance in enabling a davenport to be moved in and out of apart-

ment-buildings in which the staircases usually wind and are confined to a narrow space, and it likewise facilitates the moving of the davenport within the apartment.

5 Without limiting myself to the exact construction and arrangement of parts herein shown and described, what I claim, and desire to secure by Letters Patent, is—

10 1. A knockdown davenport comprising a frame consisting of two ends and a back, and a seat-frame, all made separate from each other, means for detachably connecting the ends and the back together, means for supporting the seat-frame on the back and ends,
15 and a front rail detachably connected to said ends.

2. A knockdown davenport comprising a

frame consisting of two ends and a back, said ends having posts at each side thereof provided with sockets, devices for detachably 20 fastening the ends and back together and consisting of hook members on the back adapted to engage socket members in the sockets in the rear posts of the ends, a front rail, hook members on said front rail adapted to engage 25 socket members in the sockets in the front posts of the ends to detachably connect said front rail to the ends, a support on said ends and back, and a seat-frame adapted to rest upon said support.

ULICK BOURKE, JR.

Witness:

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