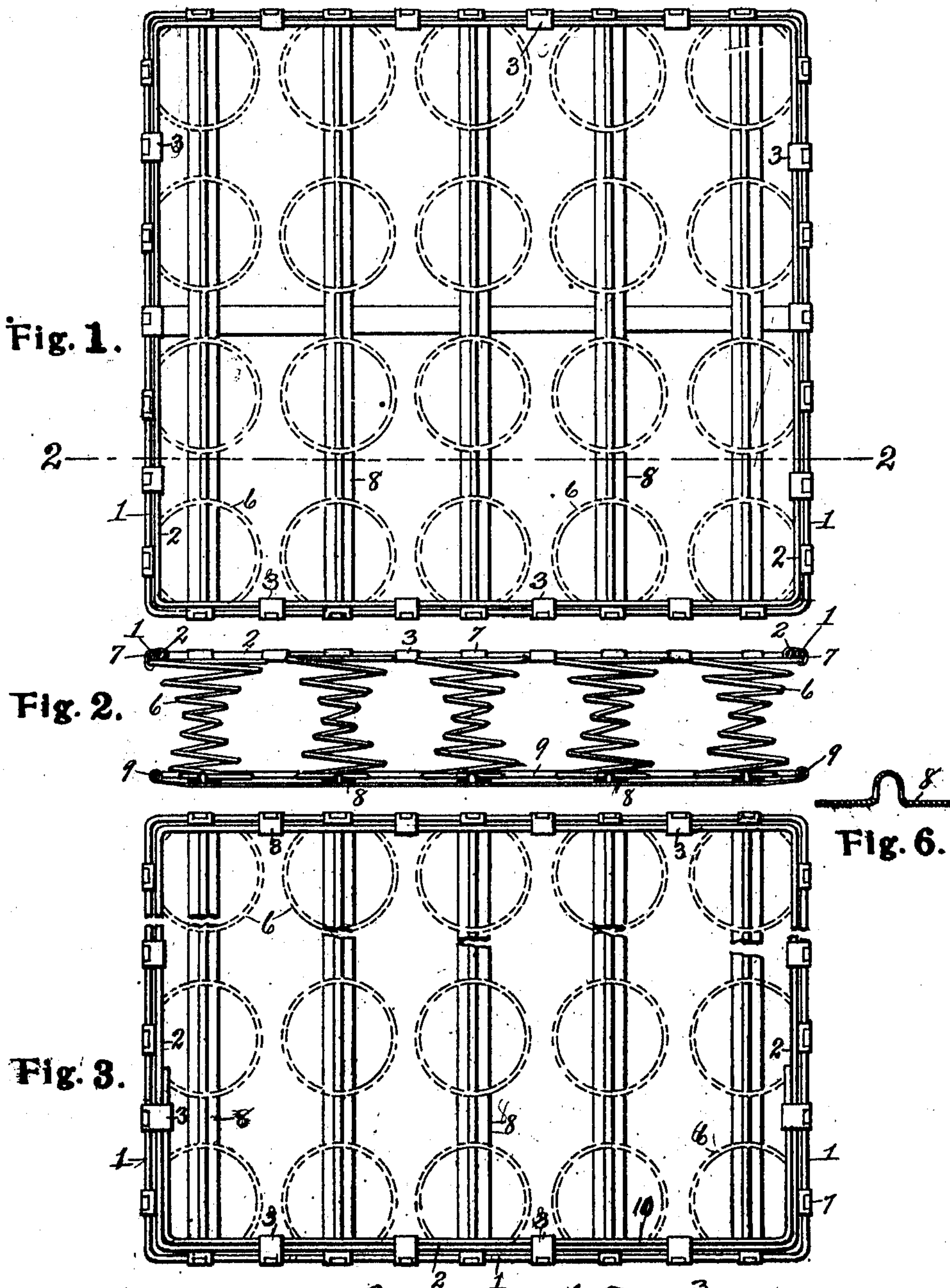


L. A. YOUNG.
 BORDER WIRE REINFORCEMENT FOR SPRING SEAT STRUCTURES.
 APPLICATION FILED JUNE 17, 1909.

970,157.

Patented Sept. 13, 1910.



Witnesses
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Fig. 4.

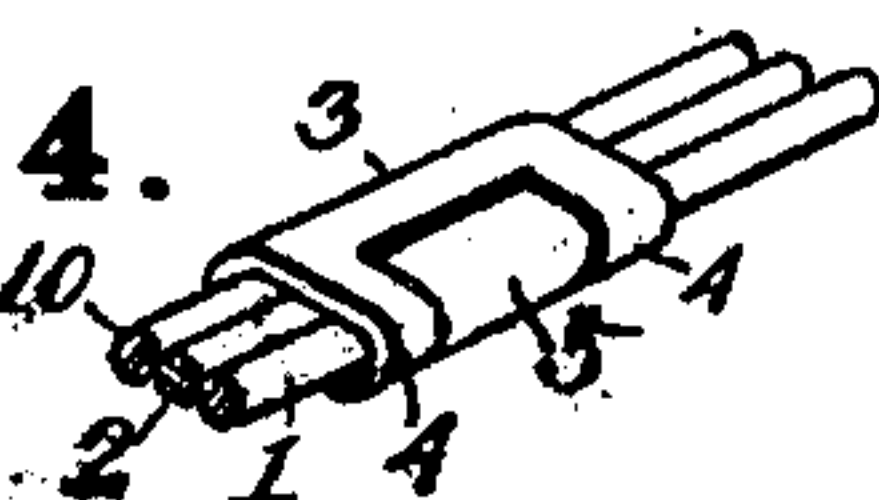


Fig. 5.



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BORDER-WIRE REINFORCEMENT FOR SPRING-SEAT STRUCTURES.

970,157.

Specification of Letters Patent. Patented Sept. 13, 1910.

Application filed June 17, 1909. Serial No. 502,758.

To all whom it may concern:

Be it known that I, LEONARD A. YOUNG, a citizen of the United States, residing at Detroit, in the county of Wayne, State of Michigan, have invented certain new and useful Improvements in Border-Wire Reinforcements for Spring-Seat Structures; 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 figures of reference marked thereon, which form a part of this specification.

This invention relates to border wire reinforcement for spring seat structures, as will be hereinafter more fully set forth and claimed.

The object of the invention is to provide for strengthening the top border wire of a spring seat structure in a manner to obviate undue weight and at the same time afford a resiliency which will cause the border wire to spring back or return to its normal position after relieved of the pressure which is applied to the front edge of the seat in the operation of shoving it into place in the seat frame.

The above object is attained by the structure illustrated in the accompanying drawings, in which:—

Figure 1 is a plan view of a spring seat structure showing my reinforced border wire applied thereto. Fig. 2 is a transverse section as on line 2—2 of Fig. 1. Fig. 3 is a plan view showing the arrangement for increasing the reinforcement shown in Fig. 1. Fig. 4 is a fragmentary view in perspective, showing a clip embracing the border wire and tying the reinforcing wires thereto. Fig. 5 is a perspective view of the blank from which said clip is formed. Fig. 6 is an enlarged transverse section through one of the base strips of the seat structure.

In spring seat structures as ordinarily made where a light or weak top border wire is employed, the pressure necessary against the front edge of the spring cushion to force said cushion into place in the seat frame, bends the border wire inwardly and destroys the straight line of the front margin of the seat, thereby giving the cushion an unsightly appearance. I overcome said objectionable feature of the ordinary spring seat construction by reinforcing the border

wire 1 through the addition of a second border wire 2 which lies within the first border wire and is secured thereto by clips 3, comprising a plate, as shown in Fig. 5, having at one edge the projecting tongues 4, and at the opposite edge the central tongue 5 adapted to lie between the tongues 4 when said tongues are folded around the border wires in opposite directions, as shown in Fig. 4. The primary border wire 1 is attached to the border springs 6 by means of suitable clips 7, so that by means of the clips 3, the secondary or reinforcing border wire 2 becomes also attached to the springs through the medium of the wire 1.

By reinforcing the border wire, as shown, it is materially strengthened so as to resist lateral pressure without bending, yet the resiliency of the border wire is not destroyed, nor the flexibility of the spring cushion impaired. When reinforced, as shown, the border wire will spring inwardly when pressure is applied thereto, but will return to a straight line when the pressure is removed, leaving the front margin of the cushion straight. By extending the reinforcing wire entirely around the frame, the front is additionally strengthened because the sides are held from springing outwardly by an inward application of pressure at the front.

The bottom of the springs are seated upon transverse base strips 8, the ends of which are connected by a bottom border wire 9.

In unusually heavy structure, or in cases where more strength is required in the top border wire than is afforded by the two wires shown in Fig. 1, said wires may be additionally strengthened by a third border wire 10, shown in Fig. 3, which extends across the front within the wire 2 and partially along the sides, said third wire being bound to the wires 1 and 2 by the clips 3. By binding the plural border wires together as shown, they are braced one against the other and their strength greatly increased without adding materially to the weight of the structure.

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

1. In a spring seat structure, a base, border springs mounted upon the base, a resilient border wire embracing the tops of said springs, clips connecting the upper ends of said springs to said border wire, a

resilient reinforcement for the border wire conforming to and lying within the plane thereof, and clips connecting said reinforcement directly to said border wire.

- 5 2. A spring seat structure comprising border springs, a resilient border wire embracing said springs at the top, a second resilient border wire conforming to and reinforcing said first-mentioned border wire,

clips connecting said border wires together, 10 and clips connecting said joined border wires to the tops of said border springs.

In testimony whereof, I sign this specification in the presence of two witnesses.

LEONARD A. YOUNG.

Witnesses:

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I. G. HOWLETT.