June 1, 1937. E. C. SECHREST 2,082,427

FURNITURE CONSTRUCTION

Filed May 27, 1936

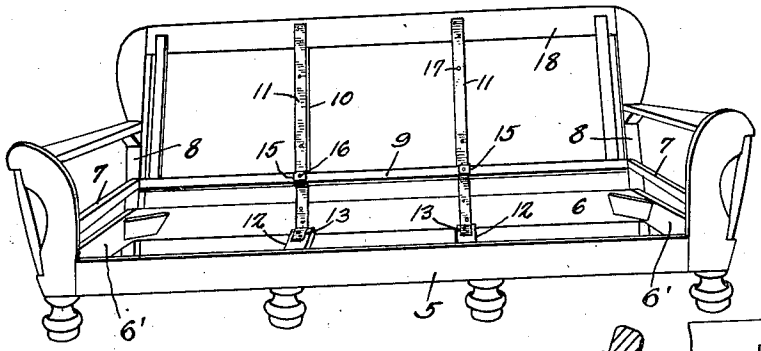


Fig. 1.

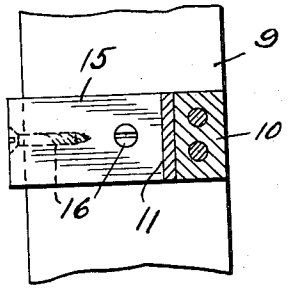


Fig. 4.

Fig. 2.

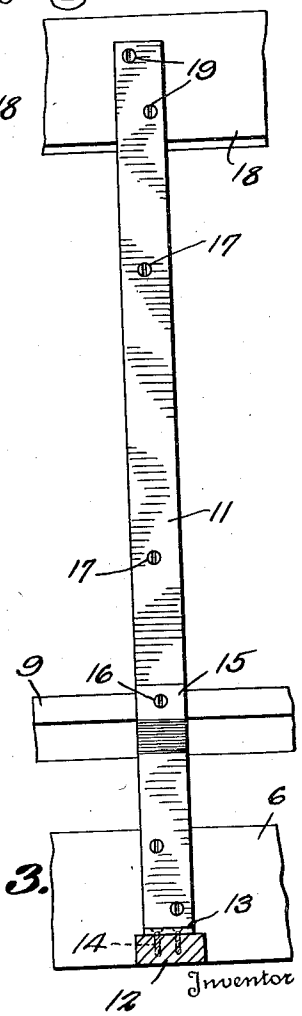


Fig. 3.

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FURNITURE CONSTRUCTION

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Application May 27, 1936, Serial No. 82,127

1 Claim. (Cl. 155—197)

This invention relates to furniture construction, and particularly to the construction of chairs, davenports or the like, wherein a center auxiliary back rail forms a part of the frame construction.

The primary object of the invention is to provide means whereby the back of the davenport or chair will be held in an upright position at all times, and will be braced against splitting or breaking when the back is subjected to severe strain.

With the foregoing and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

Referring to the drawing:

Figure 1 is a front elevational view of a davenport supplied with vertical back bars.

Figure 2 is a vertical sectional view through the back of a davenport.

Figure 3 is an elevational view of one of the auxiliary back bars of the davenport frame.

Figure 4 is a sectional view taken on line 4—4 of Figure 2.

Referring to the drawing in detail, the reference character 5 designates the front rail of a davenport frame, and the reference character 6 designates the bottom back rail of the frame which extends in parallel relation with the rail 5.

At the ends of the frame are bottom end bars 6′, which connect with the front rail 5 and bottom back rail 6 of the frame.

The ends of the davenport also include bars 7, which connect with the rear leg members 8. Disposed in parallel spaced relation with the rail 6 is a center back rail 9, which is substantially wide as shown by Figure 2 of the drawing, the rear edge of the rail 9 being flush with the rear surface of the vertical back slats 10, the forward edge of the rail 9 being spaced an appreciable distance from the back slats 10, providing a support for the seat section of the davenport.

Metallic bars 11 are provided at the back of the davenport frame, each bar being of a length to extend from the seat slats 12, to the top rail 18 of the back, the lower ends of the bars 11 being extended forwardly as at 13, where they are secured to the seat slats 12, as by means of the securing screws 14. It will of course be understood that the seat slats 12 are secured between the bars 5 and 6 of the frame.

Securing screws extend through the bars 11, connecting the bars to the rear rail 6 of the davenport.

Each of these bars 11 is formed with an offset portion 15 providing a recess to receive portions of the back rail 9, the offset portions of the metallic bars having openings to receive screws 16, securely connecting the offset portions of the bars to the center back rail 9.

On positioning these metallic bars 11, the bars 11 are extended over the back slats 10, where they are secured to the back slats 10 by the screws 17. The metallic bars 11 extend over the points of connection between the back rail 9, and back slats 10, as well as the points of connection between the bottom back rail 6, and seat slats, the bars 11 being secured to the top rail 18 by means of screws 19.

From the foregoing it will be seen that due to the construction shown and described, the back of the davenport, which is substantially long, will be held against movement under severe strain, to the end that an exceptionally rigid davenport structure is provided.

Having thus described the invention, what is claimed is:

Furniture frame construction including a front and a bottom back rail, end bars connecting the front and back rails, a top rail, vertical back slats secured to the top rail, the lower ends of the vertical slats terminating in spaced relation with the back rail, a wide horizontally disposed center back rail connecting the lower ends of the slats, seat slats connecting the front and bottom back rails, connecting bars extending along the seat slats and extending vertically over the bottom and center back rails and the vertical slats and having the upper ends thereof connected with the top rail, and said connecting bars having offset portions embracing portions of the wide center back rail, and means for securing the connecting bars in position.

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