

J. W. DANN.

Seat Frame for Vehicles.

No. 103,024.

Patented May 17, 1870.

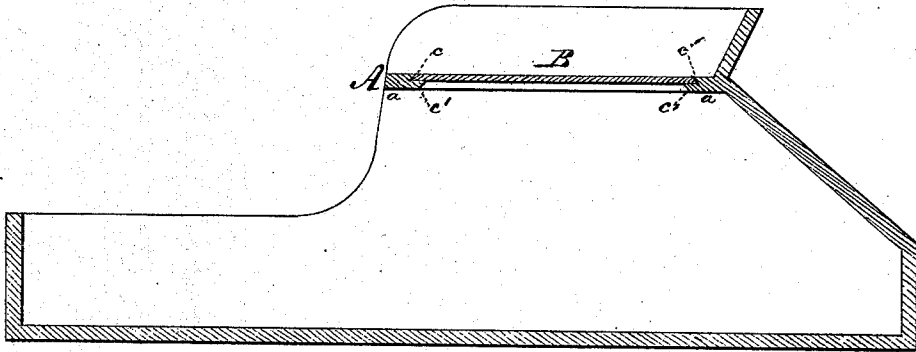


Fig. 2.

Fig. 3.

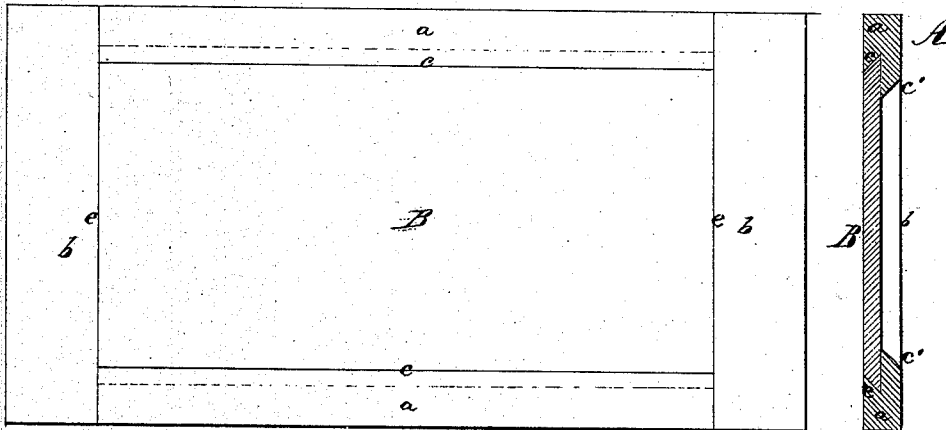


Fig. 4.

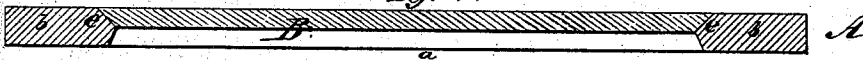


Fig. 5.

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JESSE W. DANN, OF COLUMBUS, OHIO.

IMPROVEMENT IN SEAT-FRAME FOR VEHICLE.

Specification forming part of Letters Patent No. 103,024, dated May 17, 1870.

To all whom it may concern :

Be it known that I, JESSE W. DANN, of Columbus, in the county of Franklin and State of Ohio, have invented a new and Improved Mode of Constructing Seat-Frames for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings making part of this specification, in which—

Figure 1 is a section view of a buggy, showing the improved seat-frame applied to it. Figs. 2, 3, 4, and 5 are different views, showing the manner of uniting the frame and seat-board.

Similar letters of reference indicate corresponding parts in the several figures.

The object of this invention is to improve the seat-frames of vehicles by uniting these frames together in such a manner that interlocking joints are formed, which will render unnecessary the use of nails to hold the pieces together, at the same time providing for firmly securing the seat-boards into the frames, as will be hereinafter explained.

To enable others skilled in the art to understand my invention, I will explain its construction and operation.

One of the usual modes of constructing seat-frames or seat-bottoms for light vehicles is to halve and nail together the ends of the frame-pieces, and then nail the seat-boards into rabbets made into the inner edges of the frame-pieces. This mode, as well as others hitherto adopted, is not only expensive, but the frames and seat-boards thus put together soon give way at the joints in consequence of the swelling and contraction of the wood, and the rough usage to which the frames are necessarily exposed.

I construct the seat-frames or seat-bottoms in the following manner: The frame A is rectangular when finished, and is composed of two longitudinal pieces, *a a*, and two transverse end pieces, *b b*, secured together at their ends, and inclosing a seat-board, B. The

stuff for the longitudinal sides *a* of the frame is run through a machine and rabbeted at the upper half of its inner edge, and at the same time beveled along the lower half of the inner edge, as shown in Fig. 3, wherein *c* represents the beveled rabbet, and *c'* the beveled inner edge.

It will be seen that by under-beveling the rabbet *b* a V-shaped groove is formed.

The stuff for the transverse or end pieces *b* is run through a machine suitably adapted to the purpose, and beveled at the upper half of its inner edge, as shown at *e*, Figs. 4 and 5.

The stuff thus prepared is cut in proper lengths and halved together and glued at the ends. In halving the ends V-shaped grooves are made at *i i* for receiving the beveled edges of the contiguous pieces, as shown in Fig. 5. In putting together the four parts constituting the frame A, I arrange these pieces around the seat-board B, the edges of which are beveled to correspond with the beveled edges of the contiguous pieces, thereby confining the seat-board permanently in place at the same time that the frame is completed.

It will be seen from the above description that the ends of the frame-pieces are halved and locked together, so that they can be substantially secured in place by means of glue; also that the longitudinal edges of the seat-board B are fitted beneath the overhanging portions of the corresponding edges of the longitudinal pieces *a a* in the V-shaped grooves. Thus no nails are required to secure the seat-board in place in the frame, and this board cannot work loose as long as the frame-pieces hold together.

Having described my invention, what I claim as a new article of manufacture is—

A seat-frame or seat-bottom, constructed substantially as described.

JESSE W. DANN.

Witnesses:

J. V. BELLER,
GEORGE J. ATKINSON.