

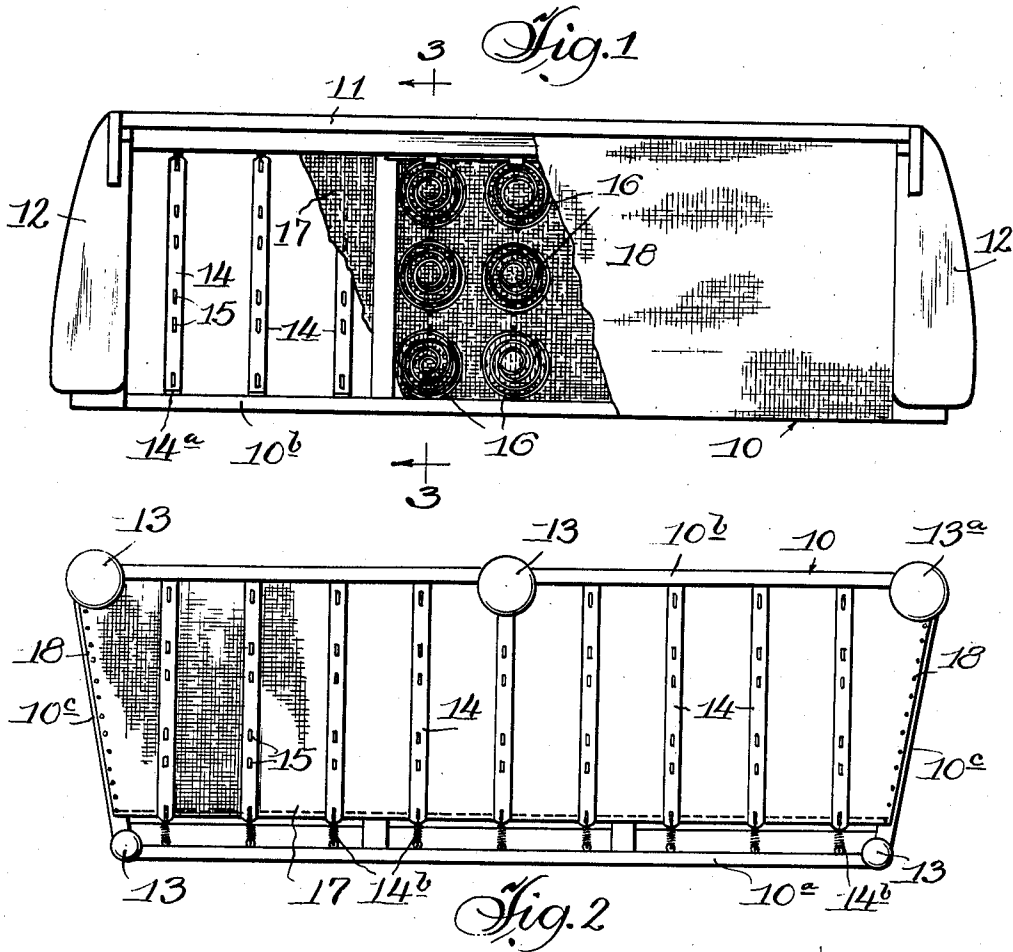
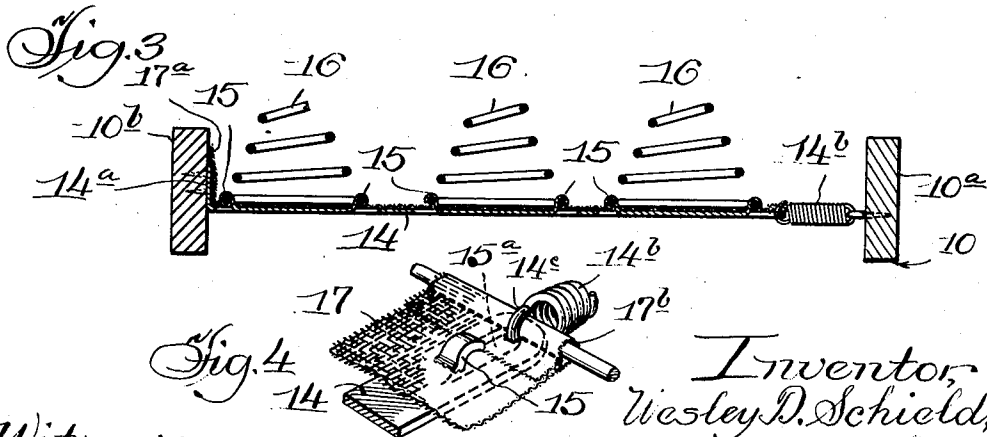
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SPRING SEAT CONSTRUCTION

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SPRING SEAT CONSTRUCTION

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1 Claim. (Cl. 155—179)

This invention relates to spring seat construction, and is adapted for use for davenports, chairs, sofa beds and the like, and consists of the matters hereinafter described and more particularly pointed out in the appended claim.

The object of the invention is to provide a spring seat for the purpose which is capable of ready and economical construction, which is noiseproof and which is also dustproof.

These and other advantages of the invention will appear more fully as I proceed with my specification.

In the drawing:

Fig. 1 is a top plan view of a davenport frame provided with the improved spring seat construction, the same being broken away at different places to illustrate the interior arrangement.

Fig. 2 is a bottom plan view of the davenport shown in Fig. 1.

Fig. 3 is a view representing a partial transverse section through the davenport in the plane indicated by the line 3—3 of Fig. 1.

Fig. 4 is a detail view on an enlarged scale, to be referred to more fully hereafter in the specification.

Referring now to that embodiment of the invention illustrated in the drawing: 10 indicates the seat frame for a davenport with a back 11 and arms 12, 12 rigidly secured thereto, in a familiar manner. Said frame is mounted on front and rear legs 13 and 13^a.

10^a indicates the rear rail, and 10^b the front rail of the frame 10, and 10^c, 10^c indicate the end rails of said frame. 14 indicates a plurality of parallel, spaced metal straps extending transversely of the frame from the rear rail 10^a to the front rail 10^b. Each metal strap is rigidly connected at its front end 14^a to the front rail 10^b (see Fig. 3). The other end of said metal strap is connected to the rear rail 10^a by a coil spring 14^b.

16 indicates the springs which, as shown herein, are of the familiar hourglass shape and are disposed in the usual manner for connection to and support by the metal straps 14. Each strap has a plurality of prongs 15 disposed in spaced pairs, with the prongs of each pair separated by a distance equivalent to the diameter of the base loop of a spring.

17 indicates a sheet of burlap which extends the length of the bottom frame 10 and is secured as by staples or tacks 18 to the end rails 10^c, 10^c of said frame. Said burlap sheet is disposed upon and supported by the metal straps 14, and is interposed between the base loops of the springs 16 and said straps. The prongs 15 are extended

through the burlap sheet 17 and are bent about the bottom loops of the springs to secure the springs to said straps with the burlap 17 between.

The burlap sheet covers the entire space occupied by the metal straps 14, extending from the front rail 10^b of the frame to the rear ends of said straps. A margin 17^a is turned up at its front edge and is tacked or stapled to the rear face of the front frame member 10^b, as shown in Fig. 3. At its rear edge it is turned upon itself and hemmed to provide a longitudinally extending opening to receive a rod or wire 17^b as shown in Fig. 4. Said wire is held in place by hooks 14^c formed at the front ends of the coil springs 14^b and engaged from below through the openings formed when the proximate prongs 15 are cut from the metal straps 14, and through the burlap sheet above the same. Thus the burlap sheet is held securely in place at all edges to enclose at the bottom the space occupied by the springs, and prevent dust from entering said space. In addition, since the burlap sheet 17 is interposed between the base loops of the springs and the metal straps 14, there is no noise due to the metal of the springs striking the metal of the straps when the springs are compressed.

The top ends of the springs are covered by a sheet of burlap 18 or other material secured to the frame in the usual manner.

I claim as my invention:

In a spring seat construction for davenports, chairs and the like, in combination with a seat frame comprising front, rear and side or end rails and a top cover secured to said rails, a plurality of spaced, parallel metal straps extending transversely of said seat frame in a plane spaced below said cover, means rigidly connecting the forward ends of said metal straps to the front rail, coil springs pivotally connecting the rear ends of said metal straps to the rear rail, said springs having hooks engaged with said straps, a sheet of textile material entirely covering said plurality of metal straps and secured at its end and front margins to the end or side and front rails of said frame in closed relation thereon, said sheet of textile material extending from the front rail to the rear ends of said metal straps and having its rear margin provided with a hem, a wire extending longitudinally through said hem, said hooks being engaged with said wire, a plurality of expansion springs resting upon said sheet, and means for securing the bottom loops of said springs to said metal straps with said sheet of textile material interposed between the bottoms of said springs and said metal straps.

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