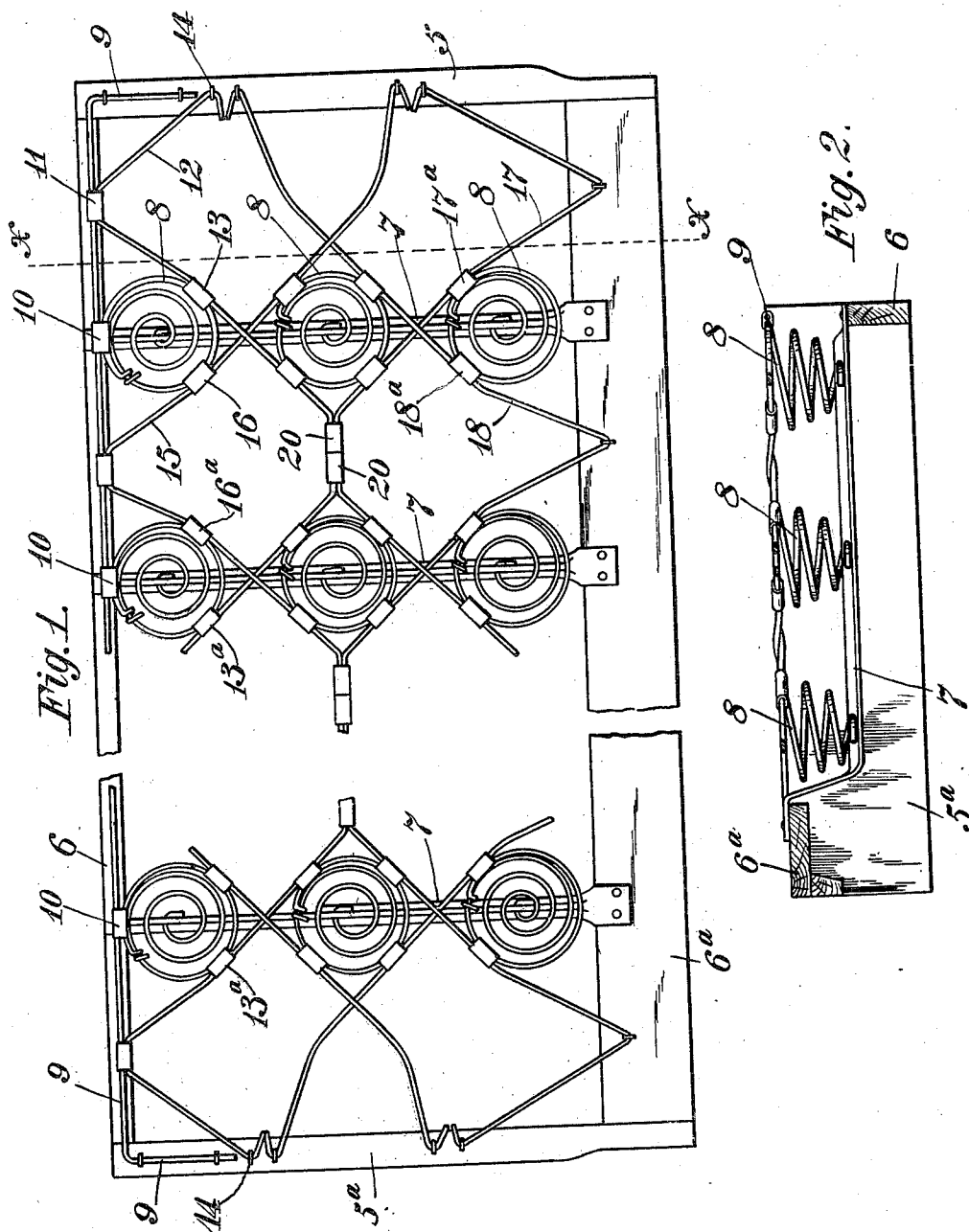


E. M. HULSE.
 UPHOLSTERING SPRINGWORK.
 APPLICATION FILED MAY 15, 1912.

Patented Sept. 3, 1912.

1,037,256.



Witnesses
 Benjamin Linckel
 Adalberto

Inventor
 Edwin M. Hulse
 by Linckel Linckel
 his Attorney:

UNITED STATES PATENT OFFICE.

EDWIN M. HULSE, OF COLUMBUS, OHIO.

UPHOLSTERING SPRINGWORK.

1,037,256.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, EDWIN M. HULSE, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a certain new and useful Improvement in Upholstering Springwork, of which the following is a specification.

The object of this invention is more especially to provide an improved spring construction to constitute in a sofa, davenport or similar article of furniture the foundation for the upholstering or padding of the seat. In such an article of furniture it is very desirable to have the edge—especially the forward edge—of the seat quite stiffly constructed in a horizontal plane and particularly along the front edge of the seat so as not to be readily disfigured by rough use and it has been customary to apply a large amount of padding or upholstering material along such front edge to give an approximation to the result desired. Stiffness or durability of such edges has therefore been obtained at large cost in work and materials. By my present invention I obtain a horizontally rigid edge at small cost that will retain its straight, slightly appearance when subjected to the roughest use.

My invention is embodied in the construction herein shown and described and then pointed out in the claims.

In the accompanying drawing forming part hereof—Figure 1 is a plan view of a sofa or davenport seat frame containing my invention, a part being broken out. Fig. 2 is a vertical section on the line $x-x$ Fig. 1 looking to the left.

In the example of my invention shown I provide a rectangular frame of wood comprising end pieces 5 and 5^a connected by a front piece or rail 6 of a width about equal to half the height of the end pieces and an elevated rigid rear piece 6^a. Secured to the pieces 6 and 6^a and transversely of the wooden frame are a number of parallelly arranged metallic bars 7. Rows of ordinary conical springs 8 are supported at their smaller ends on the bars 7. Secured to the upper forward portions of the end pieces 5 and 5^a are the bent ends of a stiffening edge wire 9 that extends along the front of the structure above the upper edge of the front rail or piece 6. The edge wire 9 is secured

by clips 10 to the forward springs 8. Secured to the edge wire 9 by means of clips 11 is a zig-zag wire 12. Said zig-zag wire 12 has its diagonal portions extending between the two forward longitudinal rows of springs 8 and is secured to the upper coils of such springs by clips as at 13 and 13^a. Said zig-zag wires are also secured at their end portions to the end pieces 5 and 5^a by staples as at 14. A similar zig-zag wire 15 has its diagonal portions cross diagonal portions of the wire 12 and is secured to the upper coils of the springs 8 by clips at 16 and 16^a. Zig-zag wires 17 and 18 like the wires 12 and 15 are secured to the rear piece 6^a and end pieces 5 and 5^a but in reverse position by means of staples. The last named zig-zag wires have portions crossing each other between the two rear longitudinal rows of springs and are secured to the upper coils of such springs by clips as seen at 17^a and 18^a. The zig-zag wires have straight portions between transverse rows of springs where they are tied together by clips as seen at 20, 20. One important point of this construction is that because the zig-zag wires are tied together and are secured to the front and rear longitudinal members they form a trussed member that braces the front wire against considerable rear flexion. A further important point is that this trussed member affords places for securing the springs in vertical position. A further result of this construction is that while the front wire is strongly braced against rearward flexion it is amply flexible in a downward direction when subjected to a loading.

What I claim is—

1. In a sofa or davenport seat, in combination, a suitable frame having upholstering springs supported therein, a vertically yielding front wire, a rear member parallel to the front wire, a trussed frame for said front wire composed of a plurality of zig-zag wires secured to the front wire and to the rear member and to each other between the upper ends of the springs, substantially as described.

2. In a sofa or davenport seat, in combination, a suitable frame having upholstering springs supported therein, a vertically yielding front wire, a rear member parallel to the front wire, a trussed frame for said front wire composed of a plurality of zig-

zag wires secured to the front wire and to the rear member and to each other at points between the upper ends of the springs and also to said upholstering springs, substantially as described.

3. In a sofa or davenport seat, in combination, a suitable frame having upholstering springs supported therein, a front wire, a rear member parallel to the front wire, a trussed frame for said front wire composed of two pairs of zig-zag wires, diagonal portions of said wires of each pair crossing each other, the angular portions at one side of one pair secured to the front wire and the angular portions of one side of the other pair secured to the rear member, and the remaining angular portions of the two pairs se-

cured together between the springs, substantially as shown and described.

4. In a sofa or davenport seat, in combination, a suitable frame having upholstering springs supported therein, a vertically yielding front or edge wire, a parallel rear member, and a truss or bracing frame between the front or edge wire and the parallel rear member including a zig-zag wire secured at several points to the front or edge wire and to the frame and upper ends of the springs.

EDWIN M. HULSE.

Witnesses:

H. T. KEATING,
BENJ. FINCKEL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."