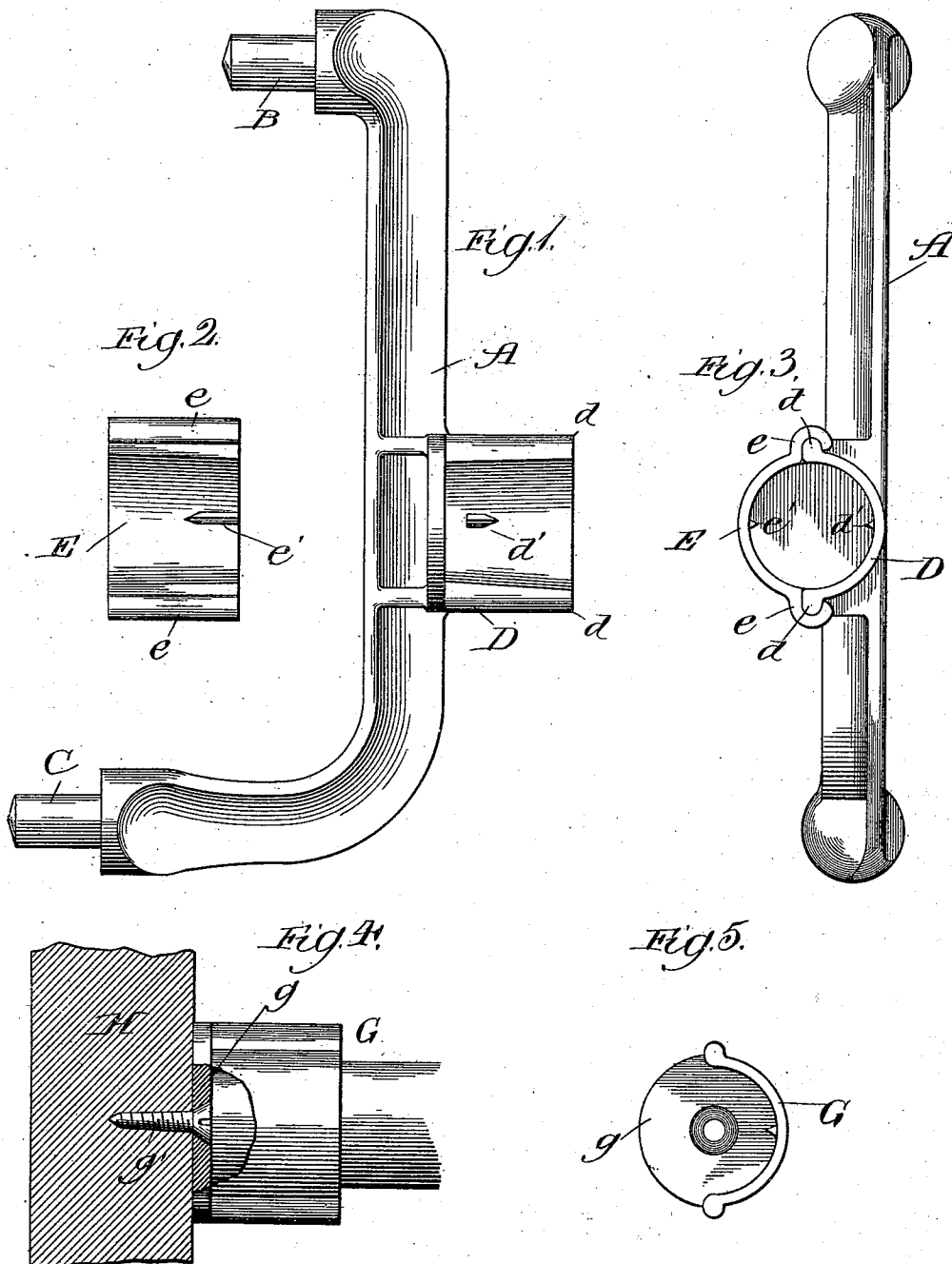


(No Model.)

W. I. BUNKER.
BRACKET FOR CHAIRS.

No. 548,864

Patented Oct. 29, 1895.



Witnesses:
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UNITED STATES PATENT OFFICE.

WILLIAM I. BUNKER, OF LA GRANGE, ILLINOIS.

BRACKET FOR CHAIRS.

SPECIFICATION forming part of Letters Patent No. 548,864, dated October 29, 1895.

Application filed January 5, 1895. Serial No. 533,941. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM I. BUNKER, a citizen of the United States, residing at La Grange, Cook county, Illinois, have invented certain new and useful Improvements in Brackets for Chairs, of which the following is a specification.

The object of my invention is to provide a simple, economical, and efficient bracket for use in connection with chairs, especially swinging or rocking chairs; and the invention consists in the features and combinations hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of my improved bracket with the clamping portion removed; Fig. 2, a side elevation of the clamping portion removed from the bracket, looking at the interior; Fig. 3, an end elevation of the entire bracket; Fig. 4, a modification hereinafter described, and Fig. 5 an end view of Fig. 4 with the clamping portion removed.

My invention is especially applicable to that class of chairs which consist of a base or stationary portion and a seat or swinging portion suspended from the base by means of swinging brackets—that is, one portion of the bracket has a bearing, preferably the lower one, seated in the swinging portion, and another bearing seated in the stationary portion, so that the seat portion easily and loosely swings thereon. As generally used, these brackets are united together in pairs, so as to insure an absolutely parallel motion to the swinging portion of the chair; but there is no way of easily or quickly putting their parts together or of afterward readily detaching or adjusting them, and they are unsightly in appearance, not forming a neat or finished joint.

My invention is intended to be an improvement upon brackets used in this class of chairs, particularly in that the bracket proper is provided with a clamping-socket to firmly grasp the rod, which secures the brackets together in pairs, dispensing with screws, rods, and the like, and the brackets may be more economically manufactured, as well as more easily finished for plating, &c.

In constructing my improved bracket I preferably make a body portion A of the desired shape and size and provide it with round

bearing portions B for insertion in the stationary portion and C for insertion in the seat portion. Cast integral with the bracket is a hub or socket portion D, which is preferably semicylindrical in form and provided with lugs *d d* and a brad or retaining-lug *d'*, preferably made V-shaped, to easily enter the wood and prevent turning of the rod. In order to hold the connecting-rod (not shown) in firm engagement with the bracket, I provide a clamping-cap, preferably semicylindrical in form, which is provided with outwardly-extending lugs *e*, that are bent back upon themselves to form a recess, which is adapted to engage with the projecting lugs upon the hub portion of the bracket. This clamping-cap is also provided with a brad or retaining-lug *e'*, which enters the wood of the connecting-rod to prevent the same from turning.

In order to couple the parts together, the connecting-rod is laid in the recess of the hub or socket portion and the clamping-cap placed in such position as to bring the recess on its projecting hook portions in alignment with the projecting lugs of the hub, after which the cap is driven down firmly in engagement with the hub. (See Fig. 3.) If desirable, the recesses in the hub and clamping-cap may be made slightly tapering, as well as the recesses in the hooks of the cap, also the projecting lugs of the hub, so that when the parts are driven into engagement with each other they form a firm clamp to hold the several parts together.

In Figs. 4 and 5 I have shown a modification of the hub separate from a bracket, in which it may be used in connection with ordinary chairs. As shown, the hub portion G is provided with a base portion *g*, having a hole *g'* in the same, by which it may be screwed or otherwise secured to the leg H of an ordinary chair. The clamp portion may be otherwise the same as that shown in Fig. 2 and the general contour of the hub the same as that shown in Figs. 2 and 3, so that the rung may be clasped between the clamp and hub portion to firmly secure the same.

The advantages of my invention are that it dispenses with unnecessary screws or bolts as generally used in securing the hub portion to the connecting rod or rung, which have the effect of weakening the same at the point re-

quiring greatest strength, and that there being no holes or projections to get around and catch the brushes and finishing apparatus it provides a simple construction that may be economically finished and the parts of which may be easily and quickly secured together or detached from each other.

While I have described my invention with more or less minuteness as regards details, I do not desire to be limited thereto unduly any more than is pointed out in the claims. On the contrary, I contemplate all proper changes in form, construction, and arrangement, the omission of parts, and substitution of equivalents, as circumstances may suggest or render expedient.

I claim—

1. In brackets for chairs, the combination of a body portion provided with bearings, a hub portion provided with projecting lugs at its lateral edges, and a clamping cap provided

with a brad or retaining lug and recesses adapted to engage the lugs of the hub portion and firmly hold a connecting rod between it and the hub portion, substantially as described.

2. In brackets for swinging chairs, the combination of a body portion provided with round bearing portions for engaging a stationary base and swinging seat, a semi-cylindrical hub formed integral with the body portion and provided with a brad or retaining lug and projecting lugs, a clamping cap provided with a brad or retaining lug, and recesses adapted to engage with the lugs on the hub portion and firmly hold the several parts in secure engagement with a connecting rod, substantially as described.

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Witnesses:

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