UNITED STATES PATENT OFFICE.

NELS J. LUNDEEN AND HENRY F. RUSSELL, OF TACOMA, WASHINGTON.

ATTACHMENT FOR DAVENPORTS.

1,426,580.

Patented Aug. 22, 1922.

Application filed November 29, 1921. Serial No. 515,499.

To all whom it may concern:

Be it known that we, NELS J. LUNDEEN and HENRY F. RUSSELL, citizens of the United States, residing at Tacoma, in the county of Pierce and State of Washington, have invented certain new and useful Improvements in Attachments for Davenport, of which the following is a specification.

This invention relates to seat frames for davenports and has for its primary object, the provision of a device of this character which will permit the use of removable cushions, thereby enhancing the appearance of the davenport.

A further object of this invention is the provision of a seat frame for davenports which is supported by the springs of the davenport; thereby eliminating the necessity of using other springs beneath the cushions on said seat frame.

Another object of this invention is to provide a seat frame for davenports which can be easily cleaned and dusted, thereby rendering the same perfectly sanitary in use.

Other objects and advantages of this invention will be apparent to those skilled in the art to which it appertains from the following description taken in conjunction with the accompanying drawings, and the particular features of novelty will be pointed out in the appended claims, it being understood, however, that various changes in the form and proportions of the device may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings:

Figure 1 is a perspective view of a davenport embodying the present invention,

Fig. 2 is a side elevation of the seat frame,

Fig. 3 is a fragmentary top plan view of the seat frame,

Fig. 4 is a fragmentary bottom plan view of the seat frame,

Fig. 5 is a sectional view of the seat frame,

Fig. 6 is a fragmentary perspective view of a portion of the seat frame,

Fig. 7 is a modified form of supporting leg and combined lock and brace for said seat frame,

Fig. 8 is a sectional view of the davenport showing the seat frame in closed position, and

Figs. 9 and 10 are fragmentary perspective views of the angle iron braces used with the seat frame.

In carrying the invention into effect, a davenport is provided which may be of customary construction and embodying a movable back 1, connected by links 2 to a back support 3, sides 4, a sectional bed-spring 5, and the seat frame 6.

The seat is connected to links whereby it may be folded into the position illustrated in Fig. 8, but the means for folding or extending the several elements of the bed, not being a part of the present invention, no description thereof is deemed necessary.

The seat 6 is formed of a frame having ends 7 and sides 8 and 9. As shown more clearly in Fig. 5, the side 8 extends upwardly from the parallel plane of said seat, and the side 9 extends downwardly therefrom.

The sides 8 and 9 are reinforced by angle irons, the end formation of which is shown in Figs. 9 and 10.

In Fig. 9, the reinforcing iron 10, which is secured to the side 8 of the seat as illustrated in Fig. 5, is split at the ends thereof, the sections being bent at substantially right angles, one of said portions forming a stop 11 for a pivoted leg 12 secured to the seat frame, and the other angular end is secured to the end piece 7, as shown at 13, serving to make a rigid connection.

Fig. 10 discloses the end of a reinforcing iron 14 which is secured to the side 9 of the seat frame, a portion of the material of one section is cut away, and a lip 14 is struck from the other section which lip serves to secure and support end piece 7, as clearly shown in Fig. 2.

A canvas, or other like material 15, is stretched across the seat frame, being secured to front piece 9 at 16, and rear piece 8 at 17.

For the purpose of providing a certain additional resiliency to the seat, a rod 18 is provided which is secured within a pocket 19, formed across the entire length of said canvas by folding said canvas upon itself and then stitching along the line 20, to which rod, are secured at intervals, coiled tension springs 21, which latter are connected to angle iron 14, as clearly shown in Fig. 5.

Secured to the bed spring frame 5, at opposite ends thereof are elements 22, which abut against stops 11 on the seat frame, when said spring 5 is lowered as the davenport 10.
port is closed. These elements serve as a means for preventing the spring 5 from moving away from the seat frame when the latter is in closed position, thus utilizing the bed spring as a spring for the seat frame.

The folded, or closed, position of the davenport is clearly illustrated in Fig. 8, and as the present invention pertains to the seat frame primarily, a detailed description of the davenport is not deemed necessary. Suffice to say, the back 1 is elevated when opening the davenport, and the seat frame is then raised, the bed spring, due to certain linkage known in the art, will be extended. When closing the davenport, the seat frame is raised and turned over, whereupon the seat frame will assume the position illustrated in Fig. 8, the lower edge of back 1 resting upon side piece 8 of the seat frame. For permitting the lowering of said seat frame into the position just described, end pieces 7 are each provided with a notch or cutaway portion 28 which will engage over the upper edge of the face board 24 of the davenport, thus adding to the general appearance of the davenport. The bed spring 5, it is obvious, will rest just beneath, and serve to support the canvas 12 of the seat frame. A removable, or over-stuffed cushion 25 may then be placed in position upon the seat frame.

Fig. 7 discloses a modified form of supporting leg for the seat frame, the same being rigidly connected to side 8 and end 7, and comprising the leg portion 26, and an integrally formed supporting end 27 which is bolted or otherwise secured to side 8 and end 7 as shown at 28.

What we claim is:

1. A seat for davenports comprising a frame, means connecting the several sections of said frame and reinforcing the same, a canvas secured to said frame, and provided with a pocket extending the length thereof, a rod mounted in said pocket and secured to the frame, and resilient means secured to one of the above mentioned reinforcing elements and to said rod.

2. A seat for davenports comprising a frame, means reinforcing and connecting the several elements of said frame, a canvas secured to said frame, a reinforcing element for said canvas, said element being supported by said canvas and by said frame, and a plurality of spring means secured to said frame and canvas reinforcing element.

3. A seat for davenports comprising front and rear frame members, reinforcing means for said front and rear members, end frame members connected to said front and rear members by said reinforcing means, a canvas secured to said frame, and resilient means connected to one of the above mentioned reinforcing elements and said canvas.

4. In a davenport seat frame, having front, rear, and end members, an angular reinforcing element for said rear member having its ends split at the angle thereof, and having the sections adjacent said split, bent at substantially right angles to the respective main portions of said element, and a reinforcing element for said front member.

5. In a davenport seat frame, having front, rear, and side members, a reinforcing element for said rear member for securing and supporting said side members, and an angular reinforcing element for said front member for securing and supporting said side members, the ends of said last mentioned reinforcing element having a portion of one of the sides removed, and having a lip struck from the material of the adjacent side and arranged substantially parallel to the first mentioned side.

In testimony whereof we affix our signatures.

NELS J. LUNDEEN,
HENRY F. RUSSELL.