(No Model.)

H. S. HALE.

CHAIR.

No. 275,823. Patented Apr. 17, 1883.

Fig. 1

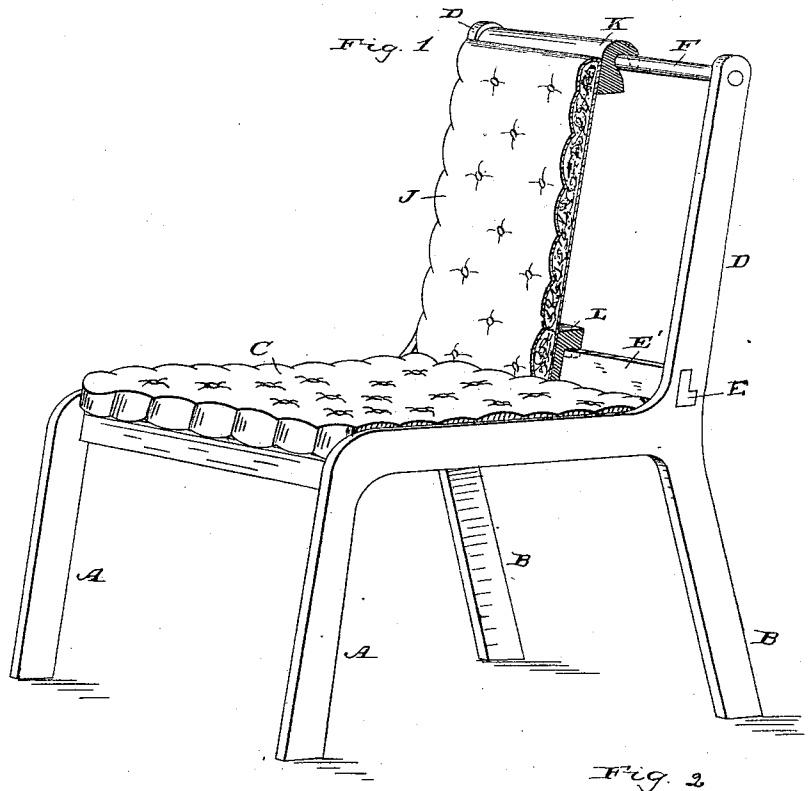
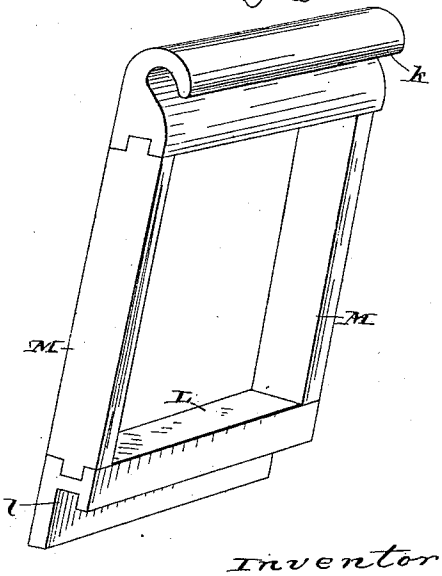


Fig. 2



Witnesses
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UNITED STATES PATENT OFFICE.

HENRY S. HALE, OF PHILADELPHIA, PENNSYLVANIA.

CHAIR.

SPECIFICATION forming part of Letters Patent No. 275,823, dated April 17, 1883.

Application filed February 24, 1883. (No model.)

To all whom it may concern:

Be it known that I, HENRY S. HALE, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Chairs, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a perspective view of a chair having my invention applied thereto. Fig. 2 is a perspective view of my improved back-frame.

The object of this invention is to facilitate the removal from a chair of that portion of the back which is ordinarily arranged between the two upright posts whenever it is found desirable to permit the backs to be conveniently repaired or beaten, or otherwise cleaned.

Referring to the drawings, A A are the front legs, B B the rear legs, and C the seat, of the chair, which latter may be upholstered in any approved or desired manner.

D D are the posts, which in practice I usually prefer to make each in one and the same piece with the corresponding rear leg.

E E′ is a girt having its ends framed into the posts D D, its upper part, E′, constituting a rib or web for a purpose which will soon be explained.

F is a rod, tie-bar, or girt connecting the upper ends of the posts, and may be either a round rod, as shown, or it may consist of a square or flat bar of either wood or metal; but in preference I prefer the construction shown.

K L M represent, respectively, the top, bottom, and one of the side rails of a back-frame, there being, of course, another side rail M at the opposite ends of the top and bottom rails, thus constituting a rectangular frame adapted to receive and support a suitable upholstering, which may be of any usual or approved construction. The top rail, K, is provided upon its rear side with a longitudinal upwardly-inclined groove or recess, *k*, adapted to receive the bar or girt F. The bottom rail is also recessed, as at *l*, to receive the upwardly-projecting rib E′.

By an examination of the drawings it will be readily understood that when either of the seat-backs is supported upon the girt E E′ and the girt or tie-bar F, over which the recesses are adapted to fit, the backs will be held firmly in position, and will not be liable to accidental displacement, but can be readily removed from between the posts; and it will also be seen that the rib E′ and tie-bar F are entirely concealed, and that as there are no joints or open crevices in sight the finished appearance of the chair is not marred by any of the devices by means of which the removal and displacement of the back are made possible.

It will of course be understood that so far as relates to supporting the lower end of the back the part E of the girt might be dispensed with, the ends of the rib E′ being attached to the posts by tenons and mortises or otherwise.

Although in the drawings the ends of the girt E E′ and of the tie-rod F project through the posts D D, and are therefore visible, I prefer to so construct the parts that these ends do not extend through to the outer faces of the posts, or else cover them with some ornamental devices.

Although I have shown my invention as applied to an ordinary four-legged and straight-backed chair of very plain design, I do not wish to be limited thereby, it being apparent that it is equally well adapted for use upon other styles of chairs and the backs of various seats, such as are used in railroad-cars, street-cars, sofas, and similar articles of furniture.

One advantage of my invention is that it utilizes the transverse girts or tie-bars, substantially such as are ordinarily employed, for connecting the upper and lower ends of the back posts. Thus no increased number of parts is required beyond such as are frequently found in seat-backs.

It is evident that it would be difficult to form the groove *l* except with its walls parallel to the sides of the rail L, and yet have it fit closely the rib E′ and be conveniently applied thereto, and it is also apparent that it is desirable to form the girt E E′ in such manner that it shall serve as a part of the frame-work of the chair, whereas the groove *k* may be formed with its walls at an inclination to the sides of the rail K, and yet be conveniently applied to the girt F; hence a construction which could be advantageously used in the top rail might be practicable for the lower rail.

What I claim is—

1. In a chair, the combination, with the back

posts and a tie-bar connecting the upper end of the posts, of a removable back having a downwardly-opening longitudinal recess formed in the rear face of the top rail and adapted to engage with and cover the tie-bar, substantially as set forth.

2. In a chair, the combination, with the posts of the transverse girts E E′ F, of a removable back having longitudinal grooves formed in its upper and lower rails and adapted to engage with the girts, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY S. HALE.

Witnesses:
CHAS. H. OTTERSON,
J. WARREN HALE.