

E. G. DAVIS.
PIANO-STOOL.

No. 173,772.

Patented Feb. 22, 1876.

Fig. 1.

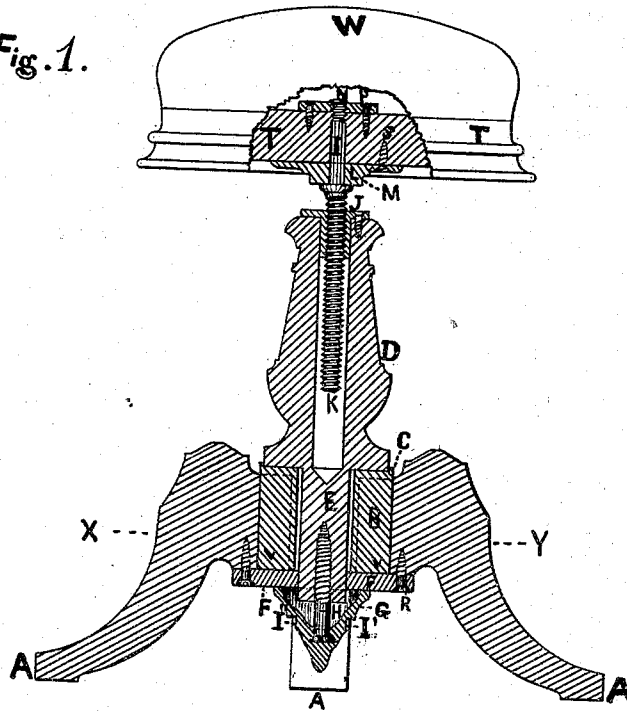


Fig. 2.

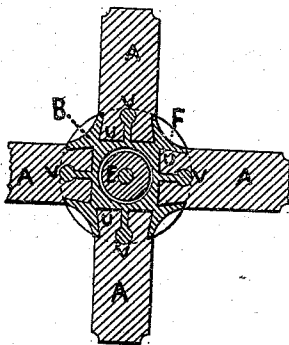


Fig. 3.

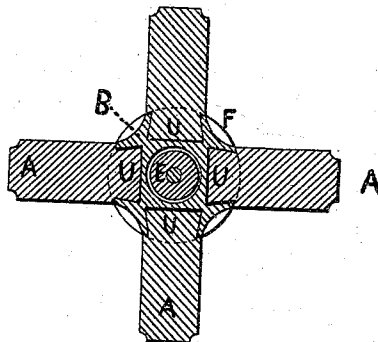
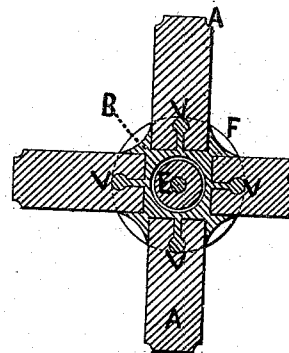


Fig. 4.



WITNESSES.

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IMPROVEMENT IN PIANO-STOOLS.

Specification forming part of Letters Patent No. **173,772**, dated February 22, 1876; application filed May 3, 1875.

To all whom it may concern:

Be it known that I, ELMER G. DAVIS, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Piano-Stools, of which the following is a specification:

The object of my invention is to provide a cheap, simple, convenient, and durable means of connecting together the several parts of the stool, so as to admit of their being readily disconnected and packed in small compass for transportation; and it consists in the construction of parts, when combined in a piano-stool, as hereinafter described.

Figure 1 is a vertical central section of a piano-stool constructed according to my invention. Fig. 2 is a horizontal section through the same at the point indicated by dotted lines X Y. Fig. 3 is a modification of the same. Fig. 4 is also a modification of the means for connecting the legs to the metal hub.

A are the legs of a piano-stool, being connected to the metal hub B by dovetailed tenons U, fitting into corresponding recesses formed in the metal hub B, extending from the bottom of the hub to near the top, where they terminate at the bottom of the flange C, the legs A being driven up into the hub B until their ends strike the flange C, so that when the stool is used the weight upon the legs will tend to keep them firm in place.

In the recesses I construct fastenings to connect legs A to the hub B, consisting of pins V, connecting with the hub B by means of webs, as shown in Fig. 2. This makes a very simple and strong fastening.

After the legs are driven into place, as shown in Fig. 1, I fasten a plate, F, underneath with screws R passing into each leg. I then insert the round tenon E on the bottom of the post D into the hole through the center of the metal hub B. This tenon passes through the hub B and plate F a short distance, its end having a hole to receive the wood-screw H, whose head is cast into the metal ornament G, which is provided with four or six square shoulders, I', by which a wrench may

be applied to the same in order to draw the base of the post D down on the flange C very firmly. A slight rim projecting upward from the flange C covers the joint between this part of the post and the flange. The top of the post is provided with the screw-nut or socket, as usual, to receive the adjusting screw-shaft K, which is provided with a bearing-plate, L, permanently connected to the shaft K, which has an extension, I, passing up through the same and up through the bottom or base T of the seat W, its upper end being provided with screw-thread fitting into the nut N, which is secured to the top of the base T by screws P.

This plate L is provided with four or six square shoulders, M, to which a wrench may be applied to hold the adjusting-shaft K from turning, when desirable to apply or remove the seat W. The plate L is provided with a small screw, s, which passes through it into the base board or frame T, to prevent the seat from unscrewing, when it is revolved in the act of raising the same when desired, in the usual manner.

It will be seen that if a wrench be applied to the square shoulders I' on the ornament G, it may be turned up against the plate F with sufficient force to draw the base of the post D into the recess in the top of the flange C, to make it very rigidly connected at its bearing-seat on the top of the flange C, which is cast in one piece with the metal hub B, which has recesses for three or four legs, A, as most desirable.

I am well aware that Letters Patent were granted to Joshua Briggs December 10, 1867, for improvements in piano-stools; therefore, I broadly disclaim said invention.

Having thus described my invention, what I claim is—

1. The adjusting screw-shaft K, having the extension I passing up into the frame T, where it is provided with a screw-thread to fit the stationary nut N, in combination with the bearing-plate L, having square faces or shoulders M, for the purpose of connecting or disconnecting the seat and ad-

justing-screw, substantially in the manner shown and described, as and for the purposes specified.

2. The metal hub B, made with the top flange C, recesses and pins V, in combination with the bottom plate F, screw H, and ornament G, having square faces or shoulders I', whereby the legs A are held in the recesses,

and the tenon E in the central opening of the hub, all being constructed and arranged substantially in the manner described, as and for the purposes set forth.

ELMER G. DAVIS.

Witnesses:

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