Feb. 20, 1934. H. DUJARDIN 1,948,341

CHAIR

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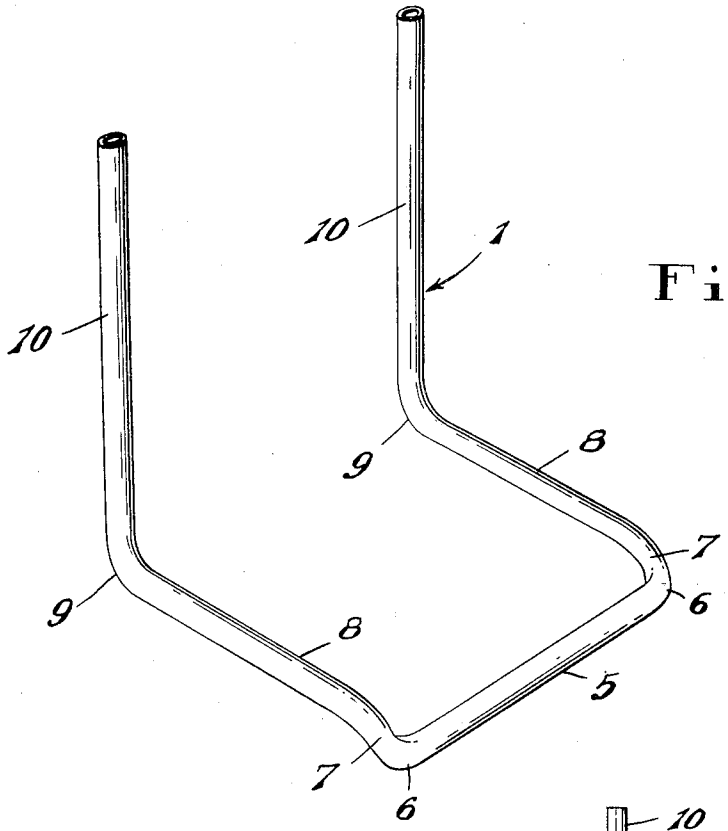
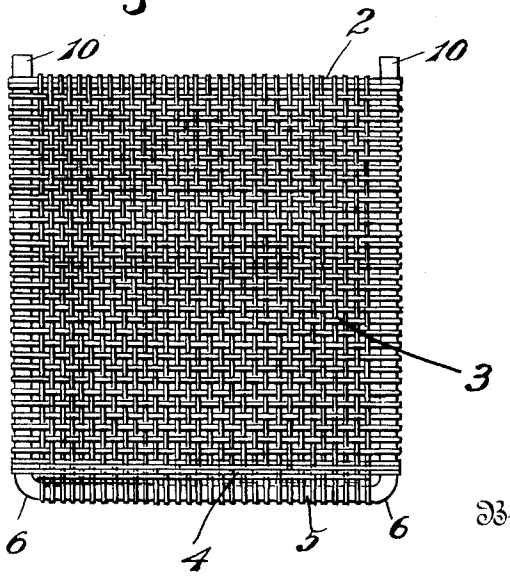


Fig. 1.

Fig. 3.



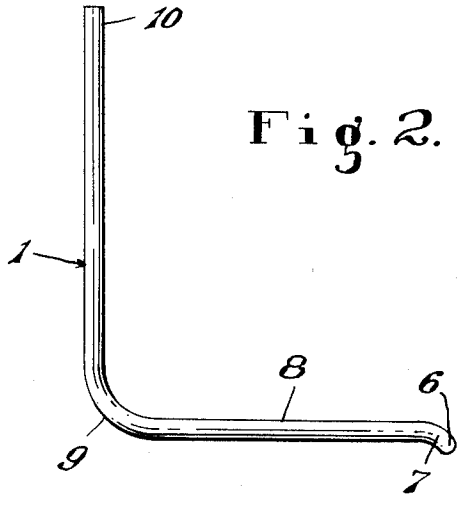


Fig. 2.

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CHAIR

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2 Claims. (Cl. 155—182)

This invention relates to chairs, and more particularly to chairs for use in the seats of automobiles, on the beach, and elsewhere as desired.

The objects of the invention are to provide an improved chair of the character specified which is of flexible character; to enable the chair to give readily and conform substantially to the automobile seat in which it is used as well as to respond to pressure from the person using the same.

A further object is to avoid bodies of any great mass which will engage the person using the chair so as to be noticeable or uncomfortable to a driver, particularly when operating the automobile.

Other objects are to obtain simplicity of construction, minimum parts, extreme lightness in weight, and to secure other advantages and results as may be brought out in the following description.

Referring to the accompanying drawing in which like numerals of reference indicate similar parts throughout the several views:

Figure 1 is a perspective view of the frame of my improved chair;

Figure 2 is a side elevation thereof; and

Figure 3 is a front view of the complete chair.

In the specific embodiment of the invention illustrated in said drawing, the reference numeral 1 indicates in general the frame of my improved chair, the same being shown in Figure 3 as having a flexible covering 2 mounted thereon forming the back 3 and seat 4 of the chair. This chair is equipped with no legs or structure under the seat, as it is intended to be used upon an automobile seat for securing its elevation, or upon a beach where no elevation is desired.

The frame 1 is preferably constructed from a single length of tubing of a semi-flexible character, so the chair will have a resiliency due in part to the flexing of the frame. The middle part of the length of tubing forms the front cross-bar 5 for the frame, bending as at 6, 6, at both ends of the cross-bar, upwardly rearward as at 7, 7 and then directly rearward forming parallel side rails 8, 8 for the seat of the chair. The upwardly bent portions 6, 6 are preferably short and serve to lower the cross-bar 5 slightly below the plane of the side rails 8, 8 so the cross-bar will not be so likely to be in the way upon the automobile seat nor be apt to objectionally engage in the bend of the driver's or other user's knees. However, it is within the scope of the invention to shape the side rails otherwise if so desired.

At the rear part of the side rails 8, 8, the same curve upwardly, as at 9, 9, to form upstanding substantially parallel posts 10, 10 the desired height of the back of the chair. These two posts are entirely free with respect to each other, having no connecting cross rails. Furthermore, it is to be noted that the only frame connection between the side rails for the seat is at the front, so that the side rails may flex to swing closer together at their rear part as may be required in use, and the posts 10, 10 may also move toward each other or flex independently of the side rails as occasion may require.

Preferably the back 3 and seat 4 are of flexible material, such as the caning indicated, and such caning or other covering is also preferably continuous from the top of the back to the front of the seat. This caning or other covering will obviously limit flexing of the seat and back frames in an outward direction, but because of the flexibility of both the caning and the frame, the same may flex inwardly as above described and the back may flex rearwardly under pressure as may be necessary in use. The upper edge of the caning between the back posts is likewise flexible. By virtue of this construction the chair will be readily usable upon an automobile seat, and will flex and give with the seat so as to not be unduly noticeable to the user and will be comfortable, serviceable and effective as a cover for the automobile cushions. At the same time, the improved chair of my construction is not attached in any way to the automobile or its cushions, and is readily removable to be used elsewhere as desired.

It has been found in the use of my improved chair, that the same adds very materially to the comfort and ease of riding in an automobile. The chair prevents a person from sinking into one spot in the upholstered seat, and instead, gives the person the advantage of a much greater expanse of the seat for resiliently counteracting the effects of bumps and irregularities in the road. This improved effect is due partly to the moderate flexibility of my improved chair, and partly due to the shape of the chair preventing doubling of a person from the shock of a bump by the undue sinking into the seat cushion. The chair acts as a cover for protecting the upholstery. Other advantages of the chair reside in its lightness, its many uses, its coolness, its economical manufacture, its simplicity and minimum parts, omitting welds, belts, and other objectionable mechanical parts.

Obviously detail changes and modifications

may be made in the construction and use of my improved chair without departing from the spirit or scope of the invention, and I do not wish to be understood as limiting myself to the exact construction shown or described except as set forth in the following claims when construed in the light of the prior art.

Having thus described the invention, I claim:—

1. A chair of the character described comprising a pair of back posts, a pair of side rails, a flexible covering extending between the side rails and between the back posts, and a cross rail connecting the front ends of the side rails, each of said side rails being directly connected to one of the back posts, said back posts being otherwise independent of each other whereby the opposite side rails and back posts may flex toward each other with maximum movement at the upper ends of the back posts and whereby the discomfort of cross rails against the user's back is avoided.

2. A chair of the character described, comprising a flexible frame of the integral length of flexible tubular material, the end portions of which are arranged substantially parallel to each other as back posts, the middle portion of which extends crosswise as a cross rail and intermediate portions of which connect the said cross rail with the back post, a flexible covering extending between side rails and between the back posts and attached to the cross rail, the opposite back posts and side rails being otherwise independent of each other whereby the same may flex toward each other with maximum movement at the upper ends of the back posts and whereby the discomfort of cross rails against the user's back is avoided.

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