April 17, 1934. L. W. EMERSON 1,955,490

YACHTING CHAIR

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Fig. 1.

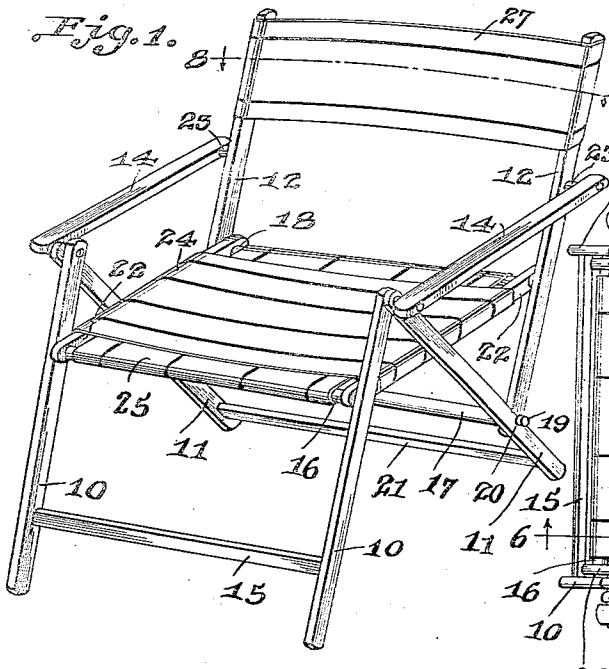


Fig. 2.

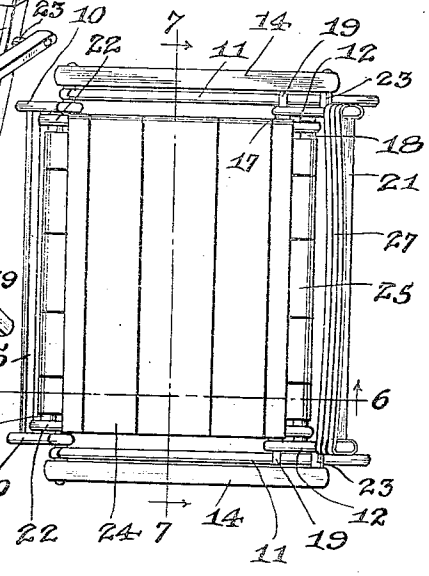


Fig. 3.

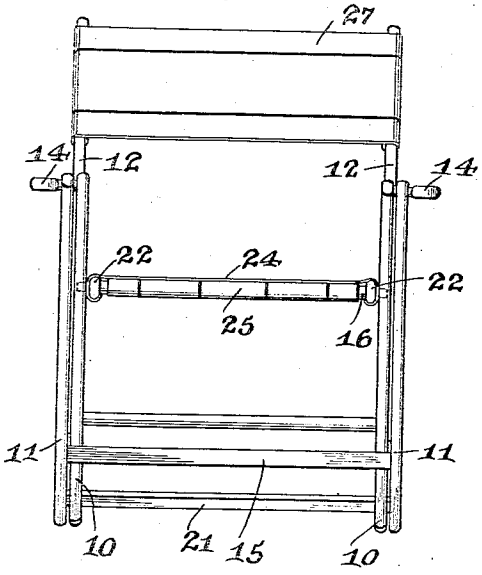
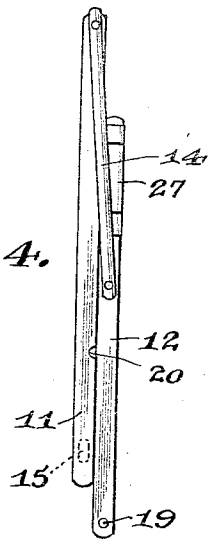


Fig. 4.



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Fig. 5.

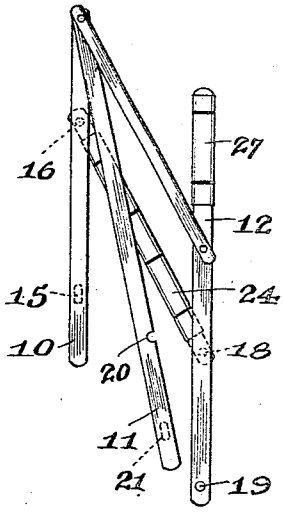


Fig. 6.

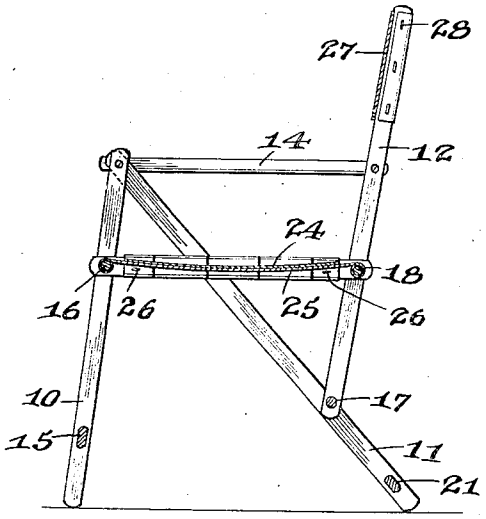


Fig. 7.

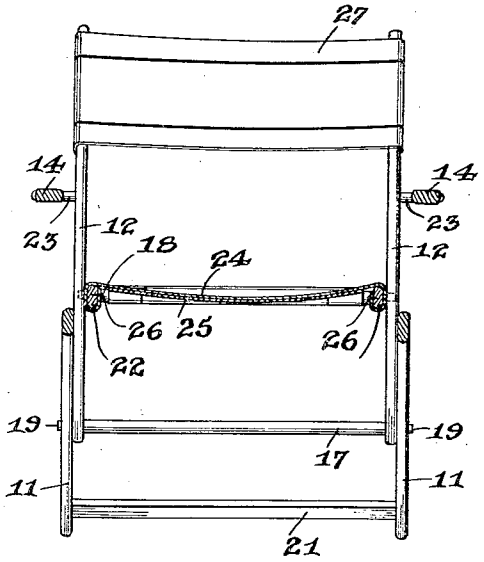
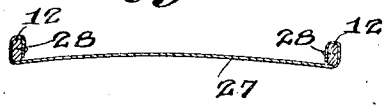


Fig. 8.



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YACHTING CHAIR

Lilley W. Emerson, Derry, N. H., assignor of one-half to Harry A. Freedman, Brooklyn, N. Y.

Application June 19, 1933, Serial No. 676,561

1 Claim. (Cl. 155—147)

The object of the invention is to provide a yachting chair in which the back, seat and front portion are defined by pivotally connected frames in which the pivot points constitute the four corners of the parallelogram, so that the front and back portions may be folded down into complete parallelism with the seat encompassed by them; to provide a folding chair of the kind indicated in which the rear legs are formed as a separate frame having a pivotal connection with the other frames at one of the points of the parallelogram to permit their being folded down into the same plane as one of the other frames; to provide a yachting chair in which the back frame is extended below the seat to removably engage seats in the rear legs in the plane of one side of the parallelogram formed by the separate frames when the chair is extended; and generally to provide a yachting chair which is of simple form and therefore is susceptible of cheap manufacture.

With this object in view the invention consists in a construction and combination of parts of which a preferrred embodiment is illustrated in the accompanying drawings wherein:

Figure 1 is a perspective view of the chair comprising the invention.

Figure 2 is a top plan view.

Figure 3 is a front elevation view of the chair when folded.

Figure 4 is a side elevation of the structure of Fig. 3.

Figure 5 is a side elevation view of the chair in an intermediate position between full extended and complete folded position.

Figures 6 and 7 are sectional views on the planes indicated by lines 6—6 and 7—7 respectively of Fig. 2.

Figure 8 is a sectional view on the plane indicated by line 8—8 of Fig. 1.

The chair constituting the invention comprises front legs 10, the rear legs 11 and the upright back rails 12, the back rails 12 and the front legs 10 being spanned by the rails 22 which constitute the side rails of the seat. The two front legs 10 are spanned adjacent their lower ends with the cross rail 15 and, in the plane of the seat with a cross bar 16. The legs 10 and rail 15 and bar 16 thus form a frame constituting the front leg frame, the legs being extended above the plane of the seat, and the rear legs being pivotally connected with them at their upper extremities.

The side rails 12, at their lower ends are connected by means of a cross bar 17 and in the plane of the seat are further connected by a cross bar 18. The cross bar 17 is extended beyond the outer faces of the side rails 12 to provide studs 19 which engage seats 20 formed in the rear legs 11 in the extended position of the chair. The studs are removably engaged in the seats so that they may be disengaged therefrom in effecting the folding operation.

To maintain uniform spacing of the rear legs they are interconnected at their lower ends by a cross rail 21.

Rails 22, which define the sides of the seat, are pivotally mounted on the cross bars 16 and 18.

The arms 14 spanned the back frame and front leg frame, having pivotal connections with the latter in common with the rear legs and at their rear ends are pivotally connected with the back rails 12 with spaces 23 interposed between them and the rails 12, the spaces having the same thickness as the rear legs 11.

The seat bottom is formed by the webs 24 and 25, the one spanning the side rails 22 over the top edges of which and over the outer faces and around the under edges of which it is trained and stapled or otherwise secured to the inner faces as indicated at 26. The other web spans and is trained around and similarly secured to the cross bars 16 and 18.

A web 27 spans the side rails 12 of the back near their upper ends, being trained around these rails and stapled, or otherwise secured to them on their inner faces as indicated at 28.

The arms 14 are arranged in parallelism with the side rails 22 of the seat and the arms and these side rails together with those portions of the legs 10 and rail 12 comprehended between them constitute the four sides of a parallelogram which insures the legs 10 and rails 12 lying in edge contact when the chair is folded, the downwardly inclined rear legs 11 lying in the plane of the front legs in this folded position. The arms 14 and the seat rails and webs lying diagonally across the legs and the back rails in the folded position.

In the extended positon, the rear legs extend downwardly and rearwardly and the back rails seat upon them by virtue of the studs 19 and their attendant seats. Thus the chair seat at the rear is supported by the rear legs by reason of its being carried by the rails 12 which are supported from their lower ends by the rear legs 11 and the points of support for the back and the rear edge of the seat are in the plane of one side of the parallelogram formed by the arms 14, the side rails 22, the back rails 12 and the front legs 10.

The invention having been described, what is claimed as new and useful is:

A yachting chair comprising spaced parallel front legs having a rail interconnecting them adjacent their lower ends, parallel upright back rails, a cross rail spanning the back rails at their lower ends and protruding beyond their remote faces to provide laterally extending studs, a seat spanning the front legs at an intermediate point in their length and having pivotal connections with said legs, the seat similarly spanning and being pivotally connected with the back rails at an intermediate point in their length, rear legs having terminal pivotal connection with the front legs at the upper extremities thereof and being provided with a cross rail interconnecting them adjacent their lower extremities, and arms paralleling the seat and being pivotally connected in common with the pivotal connections between the front and rear legs, the arms at their rear ends having pivotal connection with the back rails, the rear legs having seats for engagement with the studs of the back rails to provide releasable connections between the two, and the latter having a web spanning them adjacent their upper ends, the rear legs being unconnected with any other parts than the front legs and back rail studs.

LILLEY W. EMERSON.