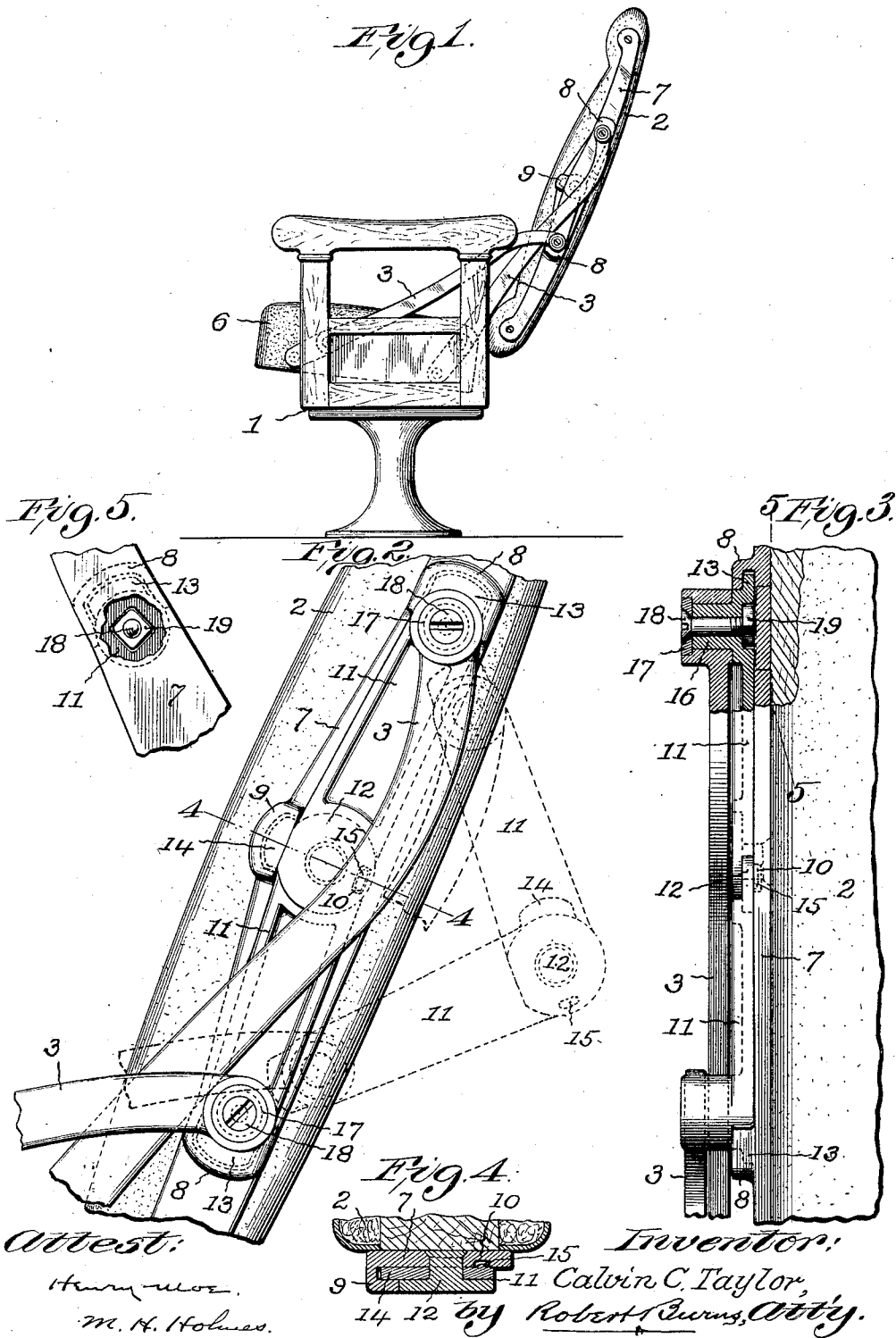


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CAR CHAIR.
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CAR-CHAIR.

1,047,460.

Specification of Letters Patent.

Patented Dec. 17, 1912.

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To all whom it may concern:

Be it known that I, CALVIN C. TAYLOR, a citizen of the United States of America, and a resident of the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Car-Chairs, of which the following is a specification.

This invention relates more especially to car chairs or seats in which a reversible back is connected to the stationary frame of the chair or seat by intermediate links or arms pivotally attached to the parts. And the present improvement has for its object to provide a simple and efficient structural formation and combination of parts in which the fulcrum portion for the upper end of an aforesaid link or arm is connected to the chair or seat back in a substantial yet readily detachable manner and which admits of a convenient detachment and subsequent replacement of the chair or seat back as required, all as will hereinafter more fully appear.

In the accompanying drawings: Figure 1, is a side elevation of a car chair having the present invention applied. Fig. 2, is an enlarged fragmentary side view. Fig. 3, is a detail rear elevation of the same, with a portion in vertical section. Fig. 4, is a detail transverse section on line 4—4, Fig. 2. Fig. 5, is a detail rear elevation on line 5—5, Fig. 3, with a portion of the web of the base plate broken away.

Similar reference numerals indicate like parts in the several views.

Referring to the drawings, 1 represents the stationary chair frame or housing, and 2 the reversible chair back connected at each end to said frame or housing by pairs of intersecting links or arms 3, so as to be reversible to suit the direction in which the car is moving.

6 is the seat portion, shiftable in the frame or housing 1 in unison with the movement of the chair back 2.

The arrangement and interconnection of the chair parts above referred to, are common to car chairs now in general use, and are illustrated in detail in my accompanying application for Letters Patent, Serial No. 694,764, filed May 2, 1912, in connection with another improvement in car chairs.

In the present invention the novelty is confined to the means for detachably con-

necting the fulcrum plates for the upper ends of the intersecting links or arms 3 to the sides of the chair back 2, and comprises a detail construction as follows:

7 is a base plate secured in a permanent manner to an end wall of the chair back 2, and provided with a pair of separate and opposed hook shape lugs 8, preferably of the hooded form shown, as so constructed sockets are provided in opposed relation for holding engagement with the ends of the hereinafter described fulcrum member.

9 is a stop lug, preferably of the hooded form shown, located at the midlength of the plate 7, and between the lugs 8, and near one edge of said plate as shown. The lug 9 is intended as a stop or abutment to limit the toggle movement of the hereinafter described fulcrum member in one direction, while the hooded form of the lug is intended as a holding means to prevent outward flexure of the middle portion of said fulcrum member.

10 is a locking recess formed in the outer face of the plate 7 in adjacent relation to the stop lug 9 aforesaid.

11 is one of the fulcrum members above referred to, and which in the present invention is formed by a pair of substantially counterpart sections pivotally connected together end to end to form a toggle, and preferably by means of a rule joint connection 12 as shown.

13 are tongues or flanges formed at the free ends of the counterpart sections aforesaid, and adapted for engagement in the above described sockets of the lugs 8 of the base plate 7.

14 is an ear formed on a side of the hinge connection 12, for engagement in the recess of the hooded stop lug 9 above described.

15 is a locking lug formed on the underside of one of the counterpart sections of the fulcrum member 11 aforesaid, and adapted to ride into holding engagement in the recess 10 above described to hold the parts in their engaged position, after being driven thereto in an assemblage of parts.

16 are journal necks formed on the respective sections of the fulcrum member 11, preferably near the free ends of the same, and adapted to receive the usual eyes at the upper ends of the intersecting chair links or arms 3, in a pivotal connection of the parts.

17 is a washer fitting an enlarged outer bore of the eye of a link or arm 3, and having bearing against the outer end of the fulcrum neck 15 aforesaid.

18 is an attaching screw bolt securing the parts against accidental disengagement in actual use. In the present construction the nut 19 of said bolt is located in a recess in the rear face of the fulcrum member so as to avoid any projection at such point and consequent interference with the proper assemblage of the mechanism.

In the assemblage of the present mechanism, the two counterpart sections of the fulcrum member 11 are flexed into the position shown in dotted lines in Fig. 2, and after being placed in proper position over the base plate 7, said sections are forcibly straightened to bring the parts into the various engagements heretofore described.

While I have shown my invention as applied to an ordinary car chair, the scope of the same is not limited to any particular type of chair, but may be used in pivotal connections between the fixed and movable parts of other classes of chairs and furniture.

Having thus fully described my said invention what I claim as new and desire to secure by Letters Patent, is:—

1. In a car chair or the like, the combination of a fixed base plate formed with holding sockets, a removable fulcrum carrying member consisting of two sections connected together as a toggle, means on the ends of said sections for engaging the holding sockets aforesaid, and means for restricting the movement of said sections in one direction, substantially as set forth.

2. In a car chair or the like the combination of a fixed base plate formed with an opposed pair of holding lugs, a removable fulcrum carrying member consisting of two sections connected together as a toggle with the ends of said sections adapted to engage said holding lugs on a straightening movement of the toggle, and means for restricting the movement of said sections in one direction, substantially as set forth.

3. In a car chair or the like, the combination of a fixed base plate formed with an opposed pair of holding lugs of a hooded form with the hoods projecting toward each other, a removable fulcrum carrying member consisting of two sections connected together as a toggle with the ends of said sections adapted to engage said holding lugs on a straightening movement of the toggle, and means for restricting the movement of said sections in one direction, substantially as set forth.

4. In a car chair or the like, the combination of a fixed base plate having a pair of opposed holding lugs and an intermediate stop lug, and a removable fulcrum carrying member consisting of two sections connected together as a toggle with the ends of said sections adapted to engage said holding lugs on a straightening movement of the toggle, and means for restricting the movement of said sections in one direction, substantially as set forth.

5. In a car chair or the like, the combination of a fixed base plate having a pair of opposed holding lugs and an intermediate stop lug, and a removable fulcrum carrying member consisting of two sections connected together as a toggle with the ends of said sections adapted to engage said holding lugs on a straightening movement of the toggle, the said stop lug having a hooded form and the fulcrum plate having a lateral ear for engagement therein, substantially as set forth.

6. In a car chair or the like, the combination of a fixed base plate formed with an opposed pair of holding lugs, a removable fulcrum carrying member consisting of two sections connected together as a toggle with the ends of said sections adapted to engage said holding lugs on a straightening movement of the toggle, and means for restricting the movement of said sections in one direction, the said base plate being provided with a locking recess and the fulcrum plate with a locking lug for engagement in said recess, substantially as set forth.

7. In a car chair, the combination of a pair of intersecting chair links or arms, a chair back, a base plate attached permanently to said back and formed with an opposed pair of holding lugs, a removable member formed by two sections hinged together as a toggle and each provided with a fulcrum neck for engagement with the chair arms or links, means on the free ends of said sections for engaging said holding lugs with a straightening movement of the toggle, and means for restricting the movement of said sections in one direction, substantially as set forth.

8. In a car chair, the combination of a pair of intersecting chair links or arms, a chair back, a base plate attached permanently to said back and formed with an opposed pair of holding lugs, a removable member formed by two sections hinged together as a toggle and each provided with a fulcrum neck for engagement with the chair arms or links, means on the free ends of said sections for engaging said holding lugs with a straightening movement of the toggle, and a stop lug on the base plate for restricting the movement of said sections in one direction, the said stop lug having a hooded form and the fulcrum plate a lateral ear for engagement therein, substantially as set forth.

9. In a car chair, the combination of a pair of intersecting chair links or arms, a chair back, a base plate attached permanently to said back and formed with an op-

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posed pair of holding lugs, a removable member formed by two sections hinged together as a toggle and each provided with a fulcrum neck for engagement with the
5 chair arms or links, means on the free ends of said sections for engaging said holding lugs with a straightening movement of the toggle, and means for restricting the movement of said sections in one direction, the
10 said base plate being provided with a lock-

ing recess and the fulcrum plate with a locking lug for engagement in said recess, substantially as set forth.

Signed at St. Louis, Missouri, this 29th day of April, 1912.

CALVIN C. TAYLOR.

Witnesses:

CHARLES F. MILLER,
PAUL E. LESCHER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
