

1,047,461.

Fig. 1.

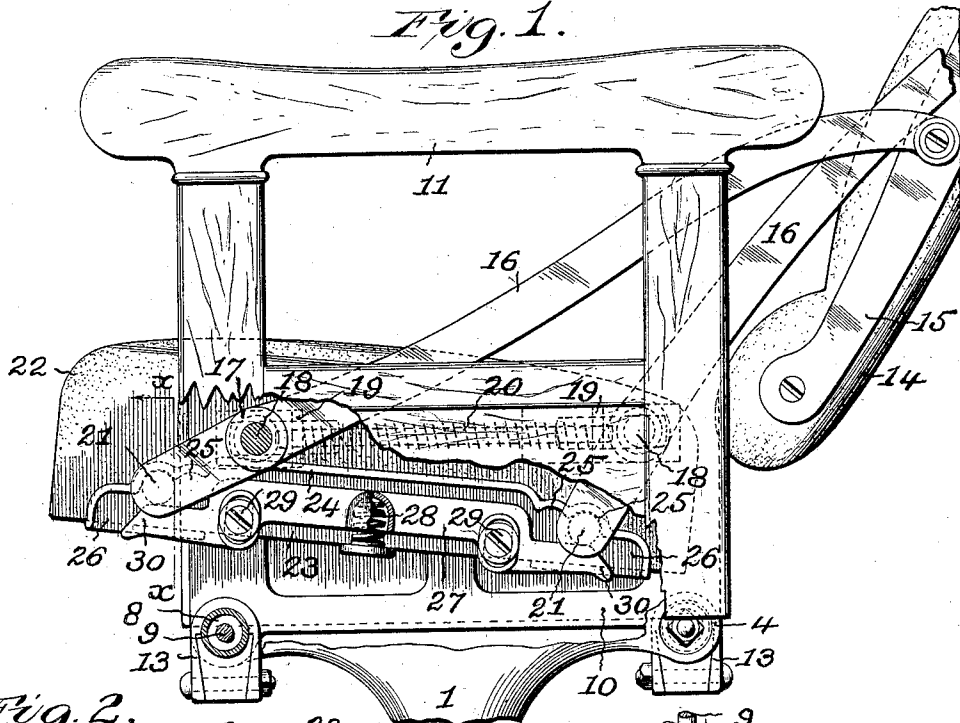
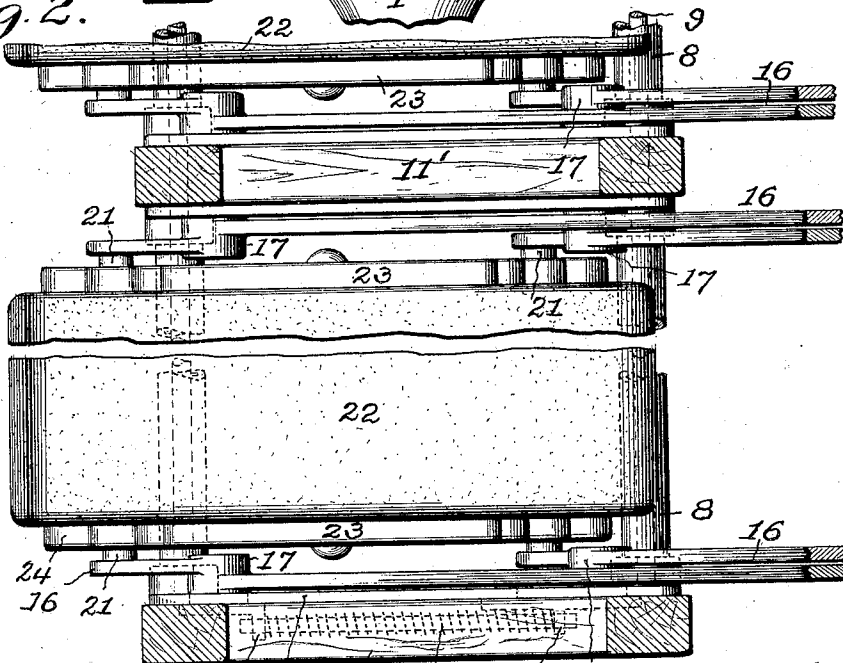


Fig. 2.



Attest: 19 10 11 20 19 17 *Inventor:*

Henry Moore
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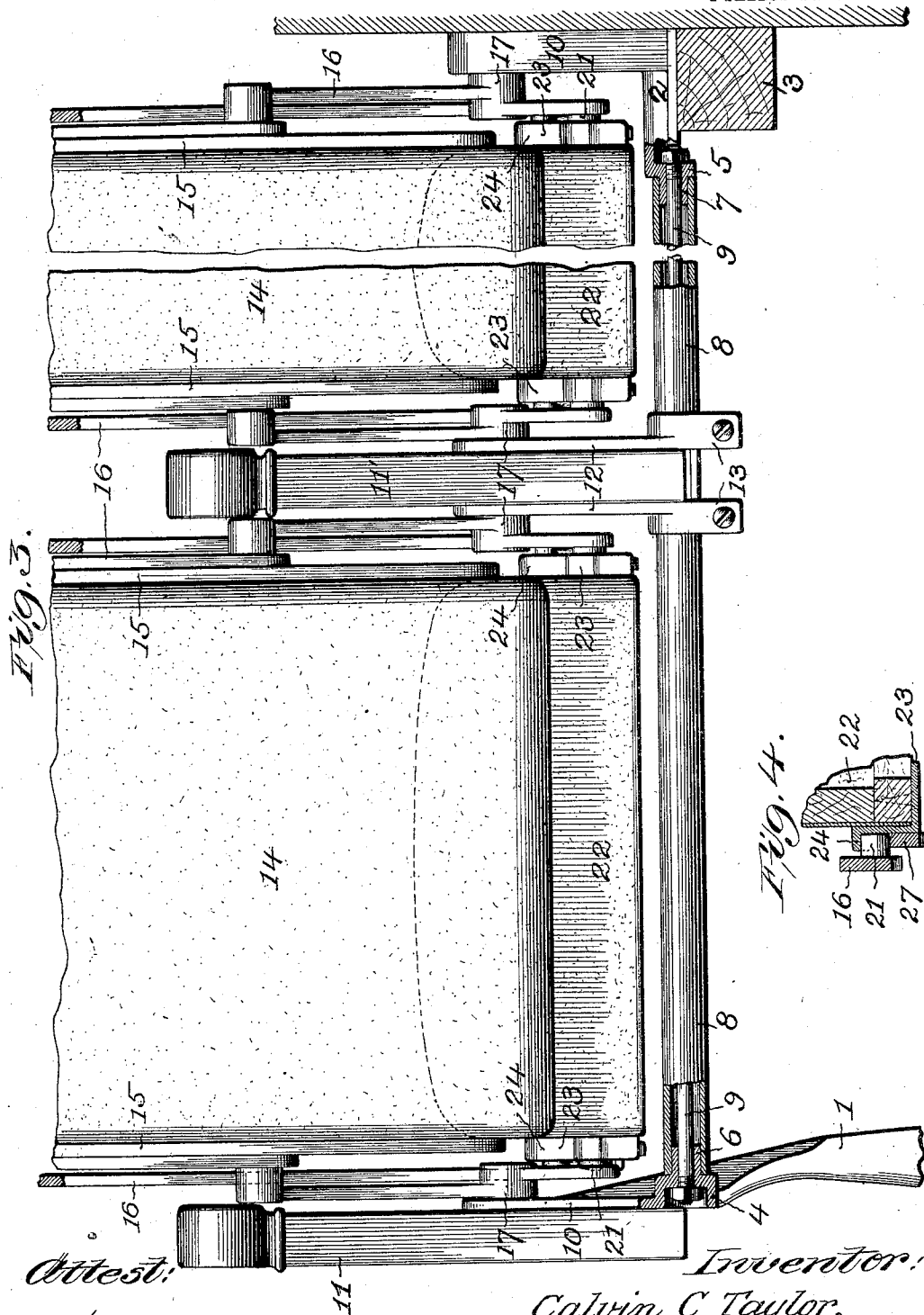
Calvin C. Taylor,
by Robert Burns, atty.

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C. C. TAYLOR.
RECLINING CAR CHAIR.
APPLICATION FILED MAY 2, 1912.

Patented Dec. 17, 1912.

2 SHEETS—SHEET 2.



Attest:

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UNITED STATES PATENT OFFICE.

CALVIN C. TAYLOR, OF ST. LOUIS, MISSOURI, ASSIGNOR TO CHARLES H. SCARRITT, OF ST. LOUIS, MISSOURI.

RECLINING CAR-CHAIR.

1,047,461.

Specification of Letters Patent.

Patented Dec. 17, 1912.

Application filed May 2, 1912. Serial No. 694,764.

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 Reclining Car-Chairs, of which the following is a specification.

This invention relates to that class of reversible car chairs in which the chair back is connected to the chair frame by pairs of intersecting links or arms disposed at opposite ends of the chair back, and which at their lower ends have supporting connection with the chair seat in a manner which permits of an adjustment of the chair back to different predetermined degrees of inclination. And the present improvement has for its object to provide a simple and efficient structural formation and combination of parts wherein the lower ends of the intersecting links above referred to are connected to the chair seat in a manner which admits of forcible individual shifting of the connections to attain predetermined variations in the chair back carried by the upper ends of said links, all as will hereinafter more fully appear.

In the accompanying drawings: Figure 1, is a fragmentary end elevation of a reclining car chair embodying the present improvements, parts being shown broken away and in section. Fig. 2, is a fragmentary top view of the same, with portions of the fixed chair arms and intersecting links in section. Fig. 3, is an enlarged detail rear elevation with parts in section. Fig. 4, is a detail longitudinal section on line *x-x*, Fig. 1.

Similar reference numerals indicate like parts in the several views.

Referring to the drawings, 1 represents the outer supporting foot or pedestal of the chair, and 2 the inner supporting bracket thereof, secured to the usual side rail 3 of a railway passenger car. In the present construction the pedestal 1 and bracket 2 are provided with horizontally disposed extensions 4 and 5, which in turn carry horizontally disposed reduced necks 6 and 7 over which fit sections of wrought metal pipe or tube 8 extending approximately the length of the chair as shown.

9 are axial screw-bolts passing through the aforesaid horizontal necks 6 and 7 and through the sections of pipe 8 to clamp the

parts together and form the underframe of the present chair construction.

10 are vertical plate extensions or brackets formed integrally on the pedestal 1 and bracket 2, for the pivotal attachment of the hereinafter described intersecting links that support the chair back, and in the case of the pedestal extension, to also afford a fixed support for the outer stationary arm 11 of the chair. 12 are similar vertical plate extensions or brackets secured to the horizontal metal pipes 8, midway their length, by clamping clips 13 of any ordinary type to support the intermediate stationary arm 11' of the chair, and afford pivotal attachment for the next adjacent intersecting links of the chair back.

14, are the individual reversible chair backs, usually two in number disposed side by side, and which at their respective sides are provided with attaching plates 15 for the pivotal attachment of the hereinafter described intersecting links by which they are supported and carried in their reversing movements.

16, are the intersecting links, arranged in pairs at opposite sides of each chair back 14, and pivotally connected thereto at their upper ends by pivot eyes engaging pivot studs on the before described attaching plates 15, of the chair back as usual in the present type of chairs, and preferably in the detachable manner set forth in my companion application for Letters Patent, Serial No. 694,763 filed May 2, 1912.

17 are pivot eyes formed in the intersecting links 16, adjacent to the lower ends of the same and adapted to engage lateral studs 18 extending from the vertical extensions or brackets 10 and 12 above described, to constitute the fulcrum points on which the intersecting links 16 have pivotal movement. The lateral pivot studs 18 are preferably carried by sliding blocks 19 moving in horizontal guideways in the brackets 10 and 12 aforesaid, and held to their extreme degree of separation by springs 20, interposed between each pair of alined sliding blocks 19, as usual, and as illustrated in Figs. 1 and 2. The functions of said construction are to admit of yielding movements of the fulcrums of the intersecting links 16, in the reversing movements of the chair backs, and the return of said fulcrums to their normal positions with a completion of a reversing

movement and thus insure in an automatic manner the proper position of the chair back and other parts of the chair.

21 are lateral studs or pins at the extreme lower ends of the intersecting links 16, and disposed a distance below the pivot eyes 17 above described.

22 are the individual chair seats, usually two in number corresponding with the individual chair backs 14 before described.

23 are end plates or frames secured to the seats 22 and provided with lateral bearing flanges 24 at top, in which are formed front and rear series of bearing recesses or notches 25, terminating in front and rear downwardly opening throats 26 as shown in Fig. 1. Said notches or recesses 25 are adapted to have individual bearing engagement upon the front and rear lateral studs or pins 21 on the lower ends of the intersecting links 16 above described, and afford the sole supporting means for a car seat 22 aforesaid, and so that said seat will shift with the lower ends of said links during a reversing movement of the chair back and be maintained at the proper slope or inclination with relation to the chair back in either position of the same. As usual in the present type of chairs the position of the studs or pins 21 in one or the other of the series of individual notches 25 will regulate the inclination of the chair back, and the change from one notch to another will be forcibly attained by the operator against the frictional resistance of the retaining bar now to be described.

27 are bearing bars disposed beneath the lateral bearing flanges 24 of the end frames or plates 23 of a car seat, and yieldingly supported at their mid-lengths by springs 28 disposed between carrier lugs on the aforesaid end plates 23, and cup shaped cavities in the bottom of said bearing bars as shown.

29 are guide pins or screws on the end plates 23, engaging in vertically elongated slots in the bearing bars 27, to limit the independent movement of said bearing bars in the operations of reversing and adjusting the chair back.

30 are inclined or chamfered extensions at the ends of the bearing bars 27, and which in connection with the adjacent downturned ends of the bearing flange 24, constitute the aforesaid throats 26 through which the lateral studs or pins 21 are forcibly introduced into place, and subsequently removed as required and in a like manner.

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

1. In a reversible car chair, the combination of a stationary frame, a reversible back, a pair of intersecting links connect-

ing the back to the frame and provided at their lower ends with lateral studs, a seat frame formed with front and rear series of bearing notches for individual engagement with the aforesaid lateral studs, a single bearing bar disposed beneath said studs and having a length approximating the distance between the outer front and rear bearing notches of the seat, and a yielding support for said bar disposed centrally of the same, substantially as set forth.

2. In a reversible car chair, the combination of a stationary frame, a reversible back, a pair of intersecting links connecting the back to the frame and provided at their lower ends with lateral studs, a seat frame formed with front and rear series of bearing notches for individual engagement with the aforesaid lateral studs, a single bearing bar disposed beneath said studs and having a length approximating the distance between the outer front and rear bearing notches of the seat, a yielding support for said bar disposed centrally of the same, and means for limiting the independent movement of said bar, substantially as set forth.

3. In a reversible car chair, the combination of a stationary frame, a reversible back, a pair of intersecting links connecting the back of the frame and provided at their lower ends with lateral studs, a seat frame formed with front and rear series of bearing notches for individual engagement with the aforesaid lateral studs, a single bearing bar disposed beneath said studs and having a length approximating the distance between the outer front and rear bearing notches of the seat, a yielding support for said bar disposed centrally of the same, and means for limiting the independent movement of said bar, the same comprising screw studs on the seat frame and elongated slots in said bar, substantially as set forth.

4. In a reversible car chair, the combination of a stationary frame, a reversible back, a pair of intersecting links connecting the back to the frame and provided at their lower ends with lateral studs, a seat frame formed with front and rear series of bearing notches for individual engagement with the aforesaid lateral studs, a single bearing bar disposed beneath said studs and having a length approximating the distance between the outer front and rear bearing notches of the seat, and a yielding support for said bar disposed centrally of the same and comprising a spring supported on the seat frame and having engagement in a cup shape cavity in said bar, substantially as set forth.

5. In a reversible car chair, the combination of a stationary frame, a reversible back, a pair of intersecting links connecting the back of the frame and provided at

their lower ends with lateral studs, a seat
frame formed with front and rear series of
bearing notches for individual engagement
with the aforesaid lateral studs, and with
5 downwardly opening end throats, a single
bearing bar disposed beneath said studs
with its ends beveled to constitute portions
of the aforesaid throats, said bearing bar
having a length approximating the distance
10 between the outer front and rear bearing

notches of the seat, and a yielding support
for said bar disposed centrally of the same,
substantially as set forth.

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

CALVIN C. TAYLOR.

Witnesses:

CHARLES F. MILLER,
PAUL E. LISCHER.

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