

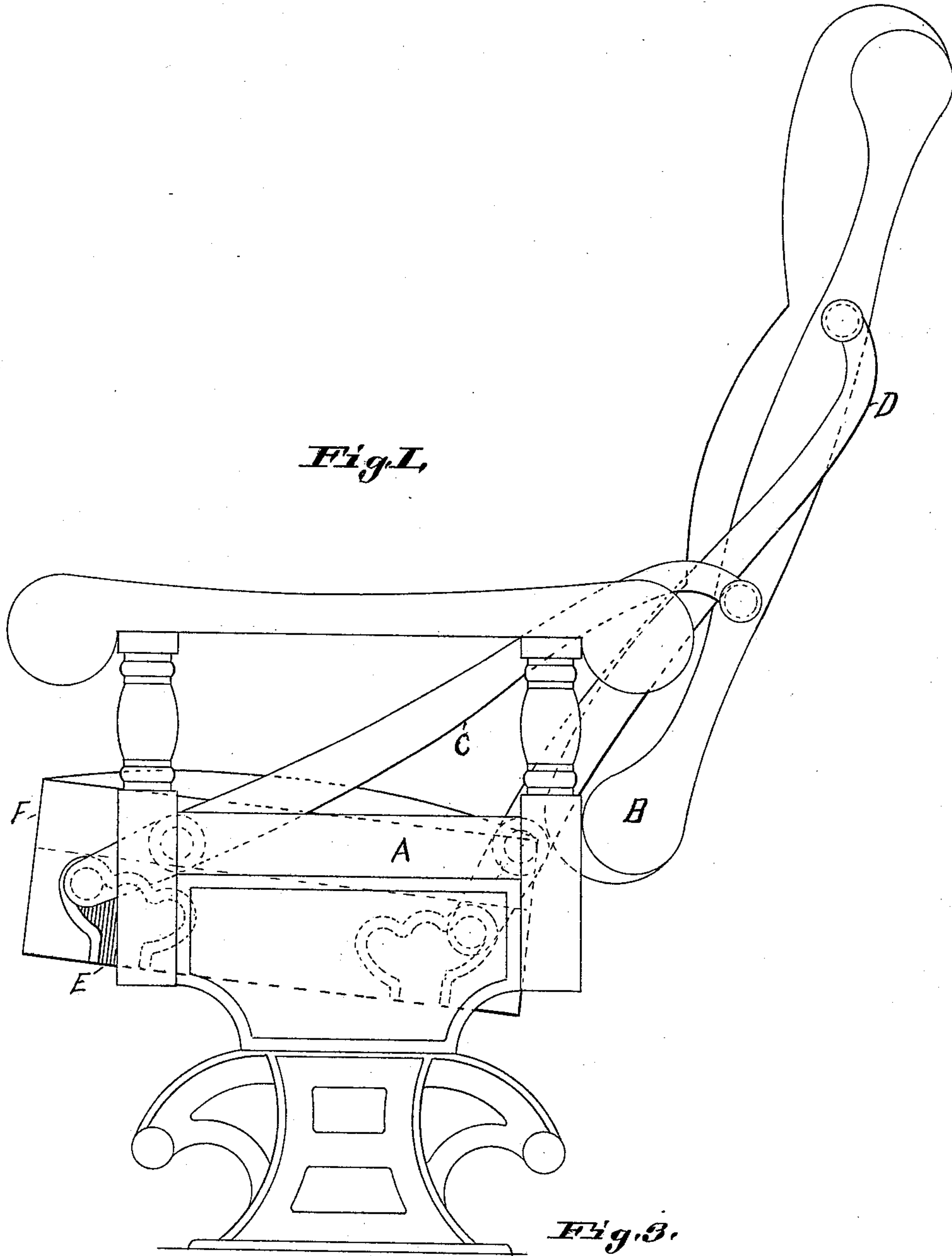
(No Model.)

2 Sheets—Sheet 1.

S. G. SCARRITT & J. H. MOSLEY.  
REVERSIBLE CAR CHAIR.

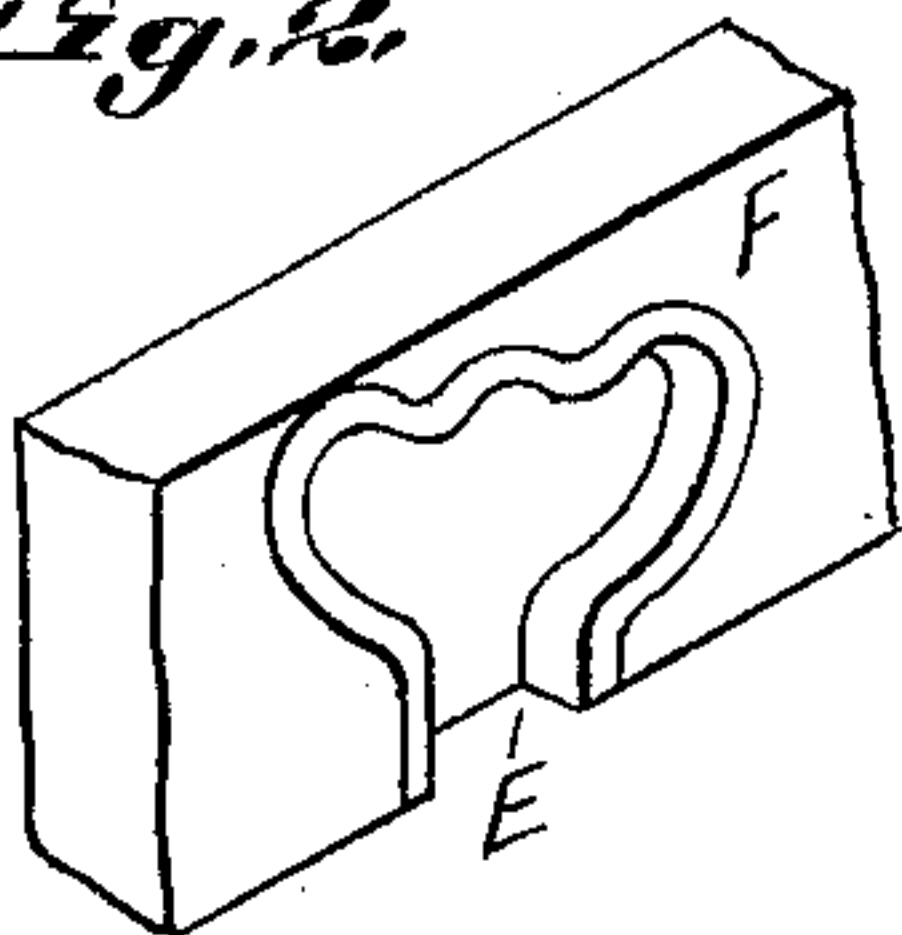
No. 429,966.

Patented June 10, 1890.

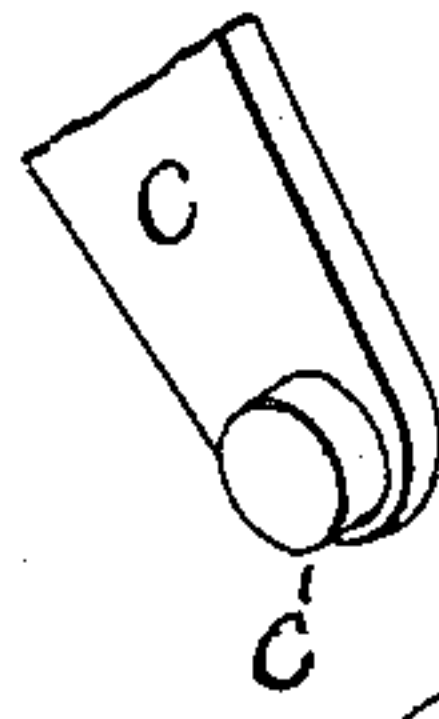


*Fig. 1.*

*Fig. 2.*



*Fig. 3.*



*Attest:*  
*Amos Headley*  
*E. R. Bell*

*Inventor:*

*Sanford G. Scarritt.*  
*John H. Mosley.*  
*By A. M. Bell*  
*att'y.*

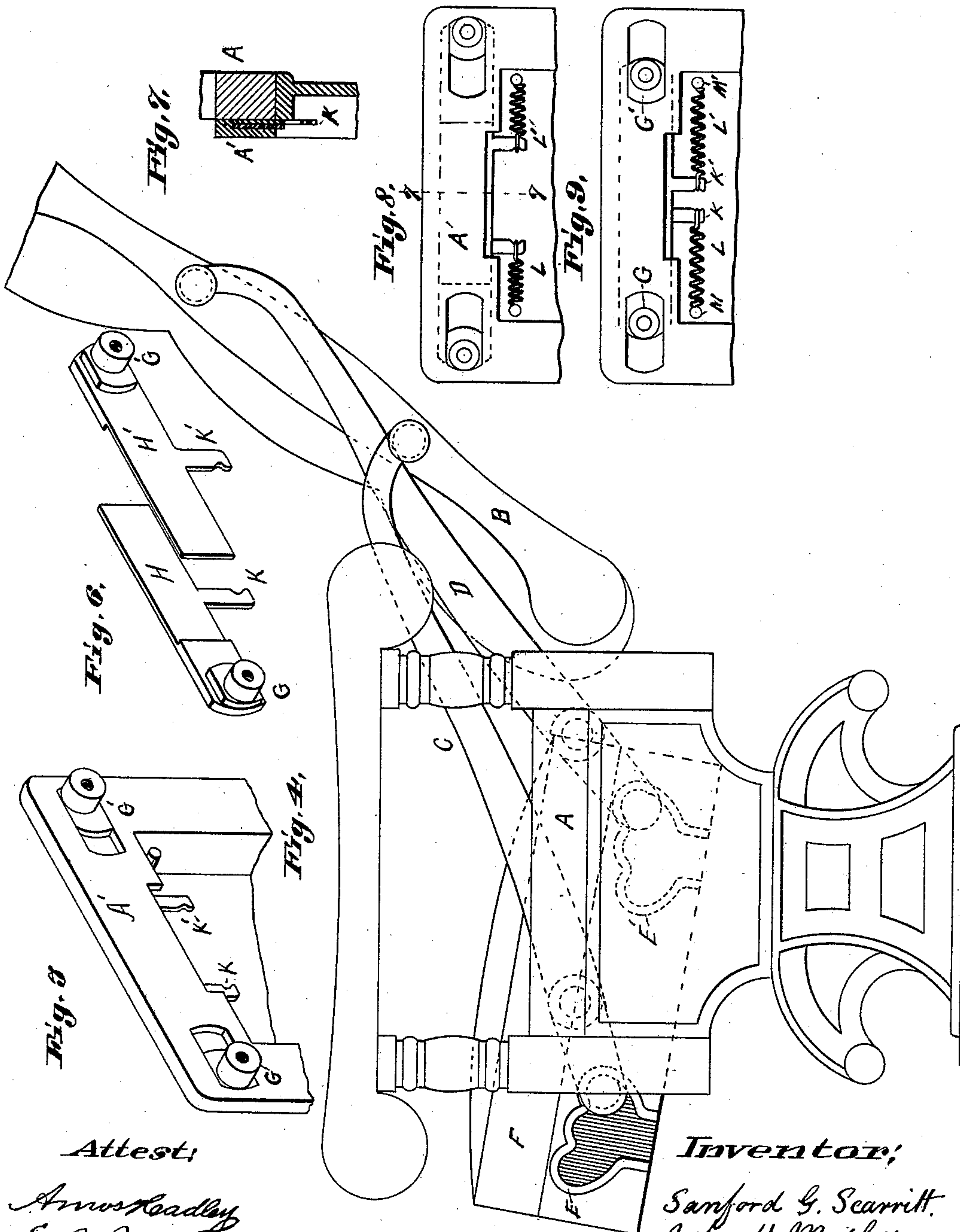
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John H. Mosley.  
By A. P. Bell.  
Atty.



# UNITED STATES PATENT OFFICE.

SANFORD G. SCARRITT AND JOHN H. MOSLEY, OF ST. LOUIS, MISSOURI;  
SAID MOSLEY ASSIGNOR TO SAID SCARRITT.

## REVERSIBLE CAR-CHAIR.

SPECIFICATION forming part of Letters Patent No. 429,966, dated June 10, 1890.

Application filed November 23, 1889. Serial No. 331,308. (No model.)

*To all whom it may concern:*

Be it known that we, SANFORD G. SCARRITT and JOHN H. MOSLEY, citizens of the United States, and residents of St. Louis, State of Missouri, have invented new and useful Improvements in Reversible Car-Chairs, of which the following is a specification.

Our invention relates to reversible car-chairs, and has special reference to the inclination of the chair-back after it has been reversed.

We are aware that intersecting links pivoted to a chair-back at their upper ends and fulcrumed on fixed pivots on the supporting-frame of the seat at their lower ends and provided with lugs for supporting the seat through elongated bearings in the end thereof are not new. This construction is applicable to reversible chairs only, and could not be used to secure the inclination of the chair-back from its normal or erect position when reversed.

By our invention we secure not only the reversal of the chair-back, but its inclination also, by providing shifting fulcrum-points for the lower ends of the intersecting links, instead of the fixed or stationary pivots on the supporting-frame of the seat, as found in reversible chairs in general use. The construction of these shifting fulcrum-points, the mechanism for operating them, and the means employed for locking the chair-back in an inclined position will be hereinafter clearly set forth and described.

In the accompanying drawings, Figure 1 is an end elevation of a car-chair, showing its back in a normal or erect position. Fig. 2 is a perspective view of one of the end bearings or sockets in the seat-frame, in which the supporting-lugs of the intersecting links have a bearing. Fig. 3 is a perspective view of one of the supporting-lugs on the lower end of the intersecting links. Fig. 4 is an end elevation of a car-chair with its standard omitted, showing the chair-back inclined beyond its normal position. Fig. 5 is a detail perspective of the end plate, showing the position of the sliding fulcrum-blocks and the pivots thereon. Fig. 6 is a perspective view of the sliding fulcrum-blocks in their relative posi-

tion to each other. Fig. 7 is a vertical cross-section of the end plate and sliding fulcrum-blocks, drawn on line 7 7 of Fig. 8. Fig. 8 is a detail elevation of the end plate, showing the position of the sliding fulcrum-blocks and the righting-springs when the chair-back is in its normal position. Fig. 9 is a similar view showing the position of the sliding fulcrum-blocks and righting-springs when the chair-back is in an inclined position.

A is the supporting frame of the seat, to which the end plate A', carrying sliding fulcrum-blocks H H', is attached. This end plate is recessed and slotted, as shown in Figs. 4, 5, 7, 8, and 9, so as to provide for the support and movement of the sliding fulcrum-blocks and the pivots thereon.

The chair-back B is supported by the intersecting links C D, said links being pivoted to the chair-back at their upper ends and at their lower ends to the sliding fulcrum-blocks H H' by pivots G G'. The sliding fulcrum-blocks are provided with projections K K'. The righting-springs L L' are attached to these projections at one of their ends, the other end of the springs being secured to the stationary pin M M' on the end plate or the supporting-frame, as shown in Figs. 8 and 9.

The normal position of the sliding fulcrum-blocks and the righting-springs connected therewith is shown in Fig. 8.

The seat-frame F is provided with elongated sockets, forming end bearings E E'. These sockets are provided with a series of distinct bearing-points, preferably curved, as shown in Figs. 1, 2, and 4. The bearing-point nearest the center of the seat-frame is the lowest of the series. The object of this construction and arrangement is to cause the chair back and seat to change position relatively to each other, and to prevent the displacement of the supporting-lug of the intersecting links from its bearing in the socket when the seat and chair-back are in a state of rest.

To incline the chair-back, the front of the seat is lifted so as to carry the lug C' out of engagement with its bearing-point in the socket E. The seat-frame is then drawn forward until the supporting-lug C' engages



with the bearing-point at the opposite end of the socket, as shown in Fig. 4. By this operation it will be seen that the fulcrum-point of the intersecting link D is shifted toward  
 5 the center of the seat-frame, while at the same time the fulcrum-point of link C moves to meet it, the result of the combined movement being the inclination of the chair-back, as shown in Fig. 4. The relative position as-  
 10 sumed by the sliding fulcrum-blocks, the fulcrum-points thereon, and the righting-springs when the chair-back is thus inclined is shown in Fig. 9.

To restore the seat and the chair-back to  
 15 their normal positions, the front of the seat is lifted until the supporting-lug is clear of its engagement, when the tension of the righting-springs will at once return the seat and back to their normal position.

20 What we claim as new, and for which we ask Letters Patent of the United States, is—

1. In a reversible chair, the combination of a chair-back, a supporting-frame for the seat, sliding fulcrum-blocks having a horizontal  
 25 movement on the end of said supporting-frame, a seat-frame provided with elongated end bearings, and intersecting links pivoted to said chair-back and to the sliding fulcrum-blocks and having at their lower ends lugs  
 30 for supporting said seat-frame, substantially as set forth and described.

2. The combination of a chair-back, a seat-supporting frame, a seat-frame, sliding fulcrum-blocks on said supporting-frame, and  
 35 intersecting links pivoted to said chair-back at their upper ends and to the sliding fulcrum-blocks at their lower ends, substantially as set forth and described.

3. The combination, with a seat-supporting  
 40 frame, of a seat-frame provided with a series of end bearings arranged at different levels, as set forth and described, sliding fulcrum-

blocks having a movement on said support-  
 ing-frame, springs connected with said slid-  
 ing blocks for holding them in position, and a 45  
 shifting chair-back supported by intersecting links pivoted thereto at their upper ends and to the sliding blocks at their lower ends, said links having a lug below the fulcrum-  
 50 point for supporting the seat through bear-  
 ings therein, substantially as set forth and described.

4. A seat-frame provided with end bearings forming a series of distinct bearing-points arranged at different levels, as shown and 55  
 described, intersecting links supporting the chair-back and seat-frame, and sliding fulcrum-blocks to which the intersecting links are pivoted, said blocks having a movement on the supporting-frame of the seat, substan- 60  
 tially as set forth.

5. In a reversible chair, the combination of seat-supporting frame A, end plate A', re-  
 cessed and slotted as shown and described, sliding fulcrum-blocks H H', carrying pro- 65  
 jections K K' and pivots G G', righting-springs L L', chair-back B, intersecting links C D, said links provided with supporting-lug C', and seat-frame F, having elongated sockets E E', each socket forming a series of distinct 70  
 bearing-points, the several parts arranged and combined substantially as set forth and de-  
 scribed.

In testimony that we claim the foregoing as  
 our invention we have signed our names, in 75  
 presence of two witnesses, this 14th day of No-  
 vember, 1889.

SANFORD G. SCARRITT.  
 JOHN H. MOSLEY.

Witnesses:

JOHN P. PRIMEAU,  
 EDWARD A. PRIMEAU.