No. 848,465. PATENTED MAR. 26, 1907.

C. H. HOMEYER.

CHAIR AND THE LIKE.

APPLICATION FILED MAR. 23, 1906.

Fig. 1.

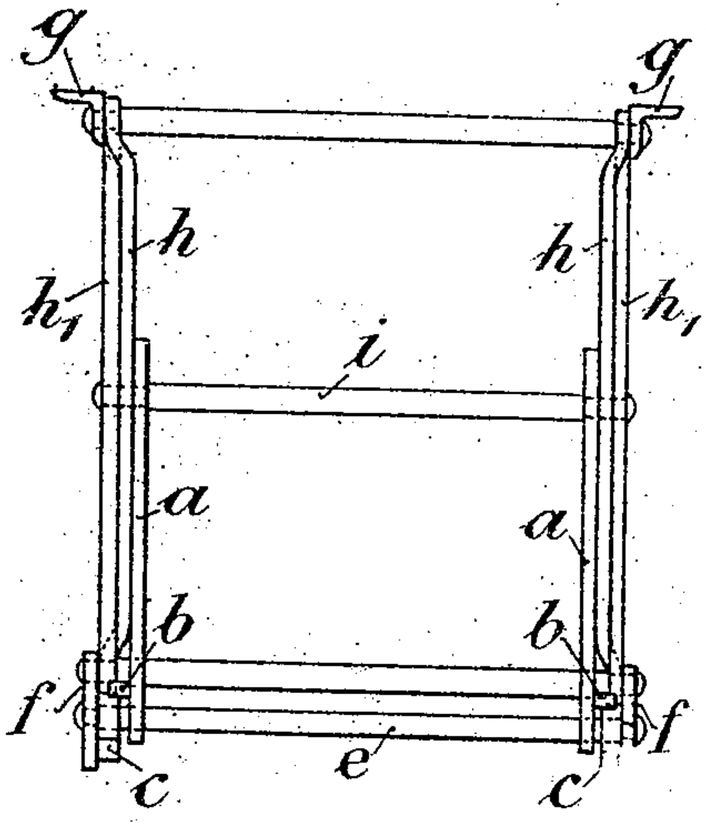
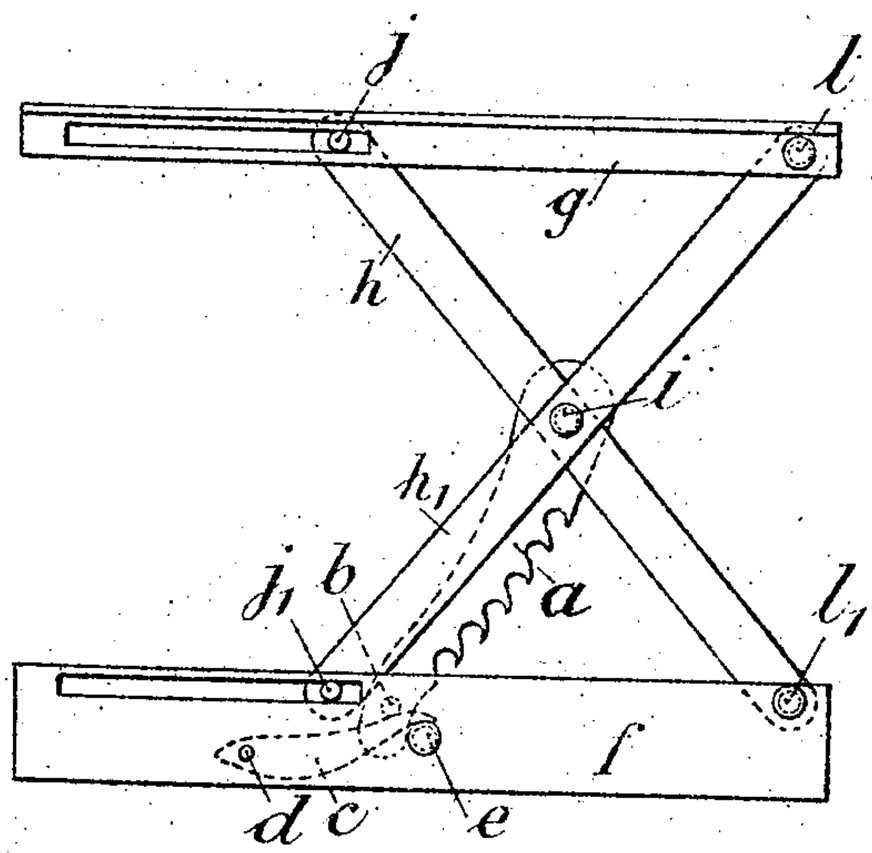


Fig. 2.



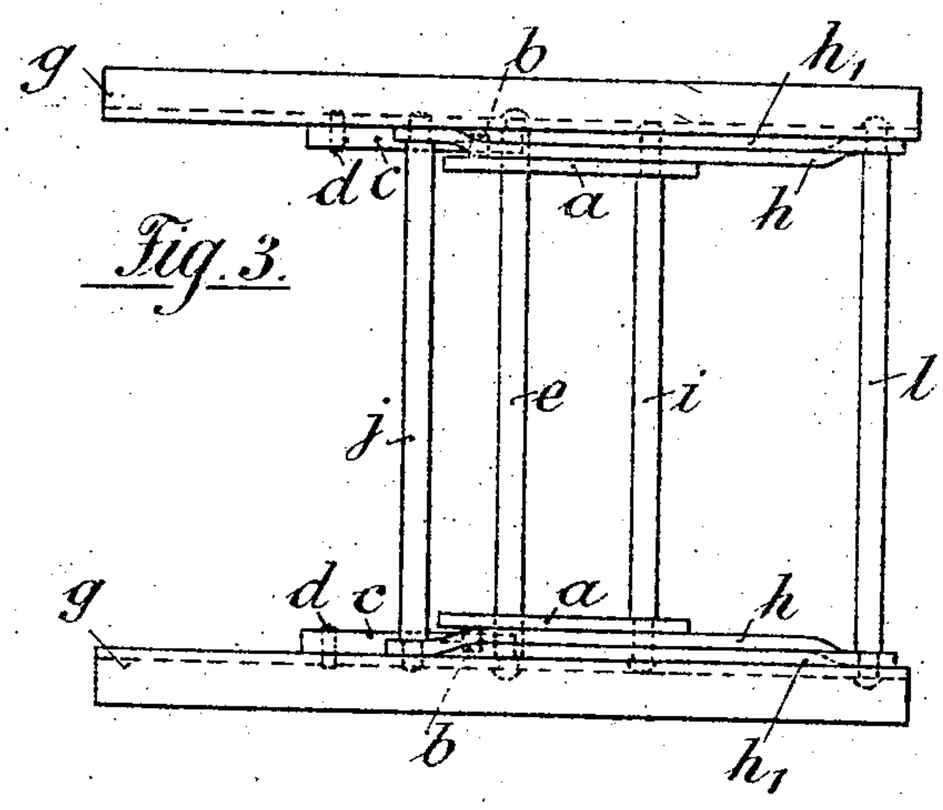


Fig. 3.

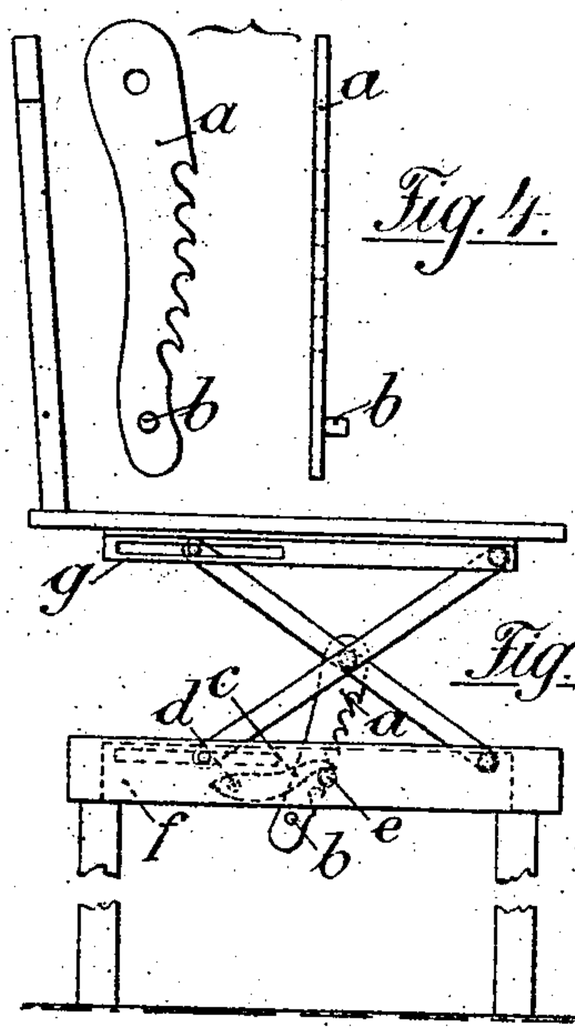


Fig. 4.

Fig. 6.

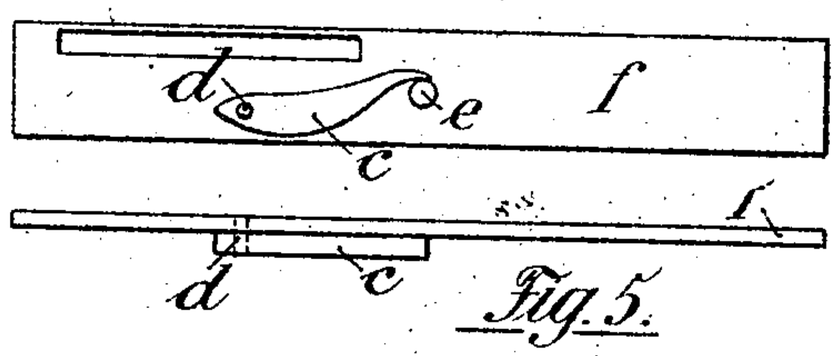


Fig. 5.

Witnesses:

C. Diederich.

H. Hoffmann.

Inventor:

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UNITED STATES PATENT OFFICE.

CHRISTIAN HEINRICH HOMEYER, OF BREMEN, GERMANY, ASSIGNOR TO CHRISTOPH HEIMS & SOHN GESELLSCHAFT MIT BESCHRÄNKTER HAFTUNG, OF BERLIN, GERMANY.

CHAIR AND THE LIKE.

No. 848,465. Specification of Letters Patent. Patented March 26, 1907.

Application filed March 23, 1906. Serial No. 307,648.

To all whom it may concern:

Be it known that I, CHRISTIAN HEINRICH HOMEYER, a subject of the Emperor of Germany, residing at Bremen, in the German Empire, have invented new and useful Improvements in Chairs and the Like, of which the following is a specification.

My invention relates to an improved chair or stool with vertically-adjustable seat of the class described in German Patent No. 164,699. The seat of the chair disclosed in this patent rests on crossed levers, which by means of racks can be set in any desired position on raising the seat, while on lowering the seat the racks which present lateral fillets slide over stationary pins, whereby the teeth of the racks are prevented from engaging with the catch-bar.

The present invention consists in an improvement of the means for setting the seat, whereby the latter can be set at the desired height without the use of springs such as are employed in the said patented invention.

The new invention is illustrated in the accompanying drawings, in which—

Figure 1 is a front elevation; Fig. 2, a side elevation, and Fig. 3 a plan of the frame which supports the seat. Fig. 4 shows one of the racks in side and edge views. Fig. 5 shows in side elevation and plan one of the lower plates of the frame. Fig. 6 is a side elevation of a chair fitted with the new device drawn to a reduced scale.

Below the seat of the chair a rearwardly-slotted angle-iron g is secured at each side. These angle-irons g are in connection with a kind of trestle or frame, consisting of four levers h h_1, each two of which lie crosswise. All the four levers h h_1 are connected at the center by an axis i. The two levers h are joined at one end by an axis j and travel along the slots in the angle-irons g. Similarly, the two levers h_1 are joined at one end by an axis j_1. In the under frame of the chair parallel with the angle-irons a two plates f are secured, slotted similarly to the angle-irons g. The ends of the two levers h_1, which are connected by the axis j_1, travel along the slots in the plates f. The other ends of the levers h and h_1 are held at the front ends of the angle-irons g and the plates f by rods l l_1, respectively, which connect the two angle-irons and the two plates.

In order to secure the seat in any desired position, racks a are provided at each side of the trestle. These racks turn on the center axis i and are each provided with a pin b, while a pawl c is pivoted at d to each of the bottom plates f of the trestle. The tip of the pawls c rests on the bar e, which extends across the trestle and serves to catch in the teeth of the racks a.

If the seat is raised, for instance, out of the position shown in Fig. 6 into its highest position, the pins b bear against the under side of the pawls c and lifting them pass upward between them and the bar e and lie upon the pawls after the latter have dropped back into their initial position, resting upon the bar e again. The seat can now be closed down, since the pins b of the racks a slide along the top of the pawls c, so that the teeth of the racks a cannot engage with the bar e. When the seat is in its shut-down position, the pins b of the racks a drop over the suitably-dimensioned heel of the pawls c and come again below the latter. The seat can then be at once elevated again when required.

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

In a chair, the combination with a seat portion and an under frame, of means for elevating and lowering the seat portion, said means comprising two pairs of obliquely-extending levers, one of the levers of each pair extending in an opposite direction with respect to the other lever of each pair, a bar for pivotally connecting the levers at their centers, means for pivotally connecting the upper end of one of the levers of each pair to the front of the seat portion, means for pivotally connecting the end of the other lever of each pair to the front of the under frame, means for slidably connecting one end of the levers of each pair to the rear of the seat portion, means for slidably connecting the levers of each pair to the rear of the under frame, s

pair of ratchets depending from said bar and each provided with a laterally-extending pin at the lower end, a bar secured to the under frame and adapted to be engaged by said ratchets, and pawls carried by the under frame and resting upon the bar secured to the under frame and constituting tracks for the pins of the pawls.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

CHRISTIAN HEINRICH HOMEYER.

Witnesses:
C. DIEDERICH,
FREDERICH HOYERMANN.