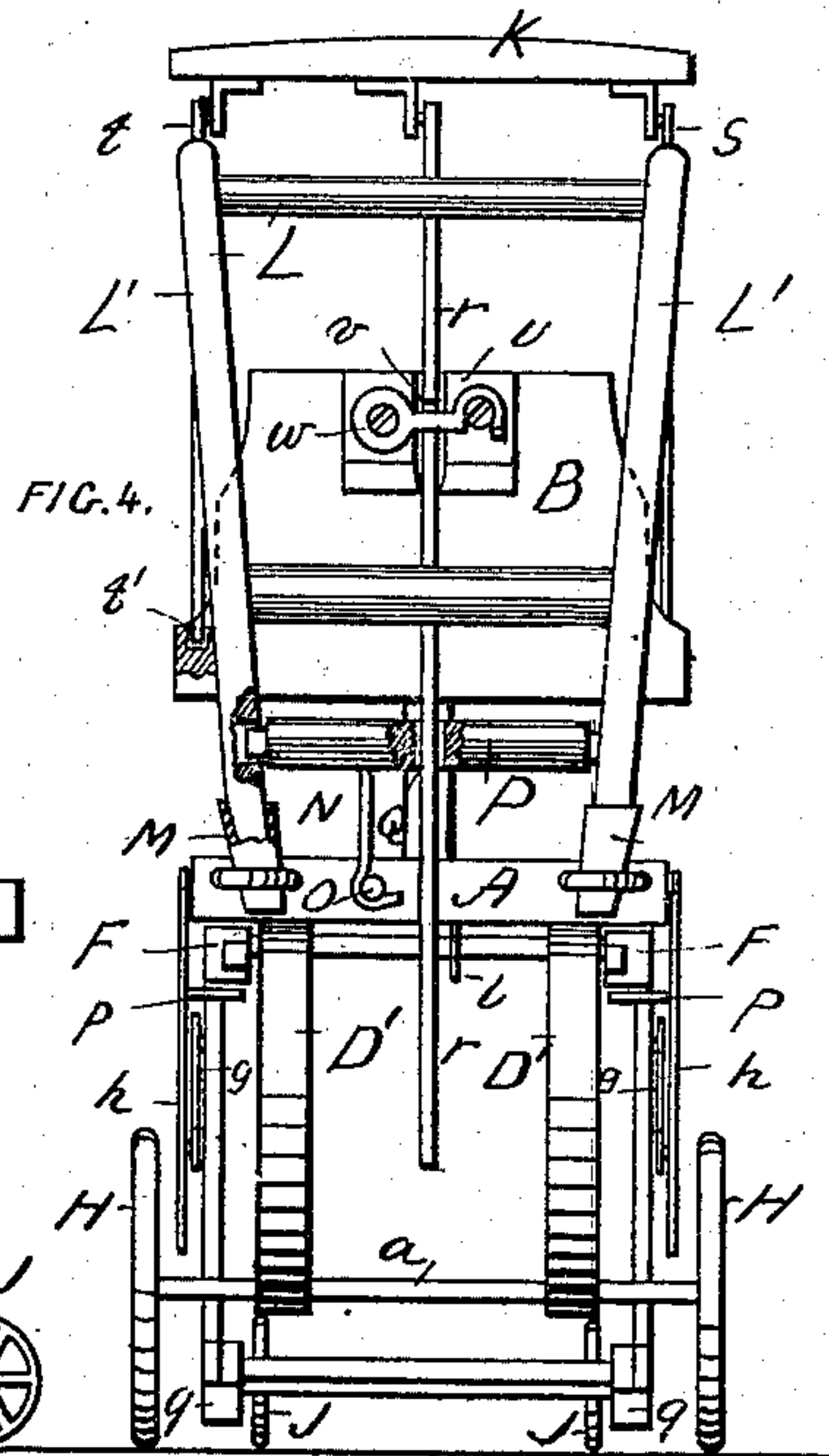
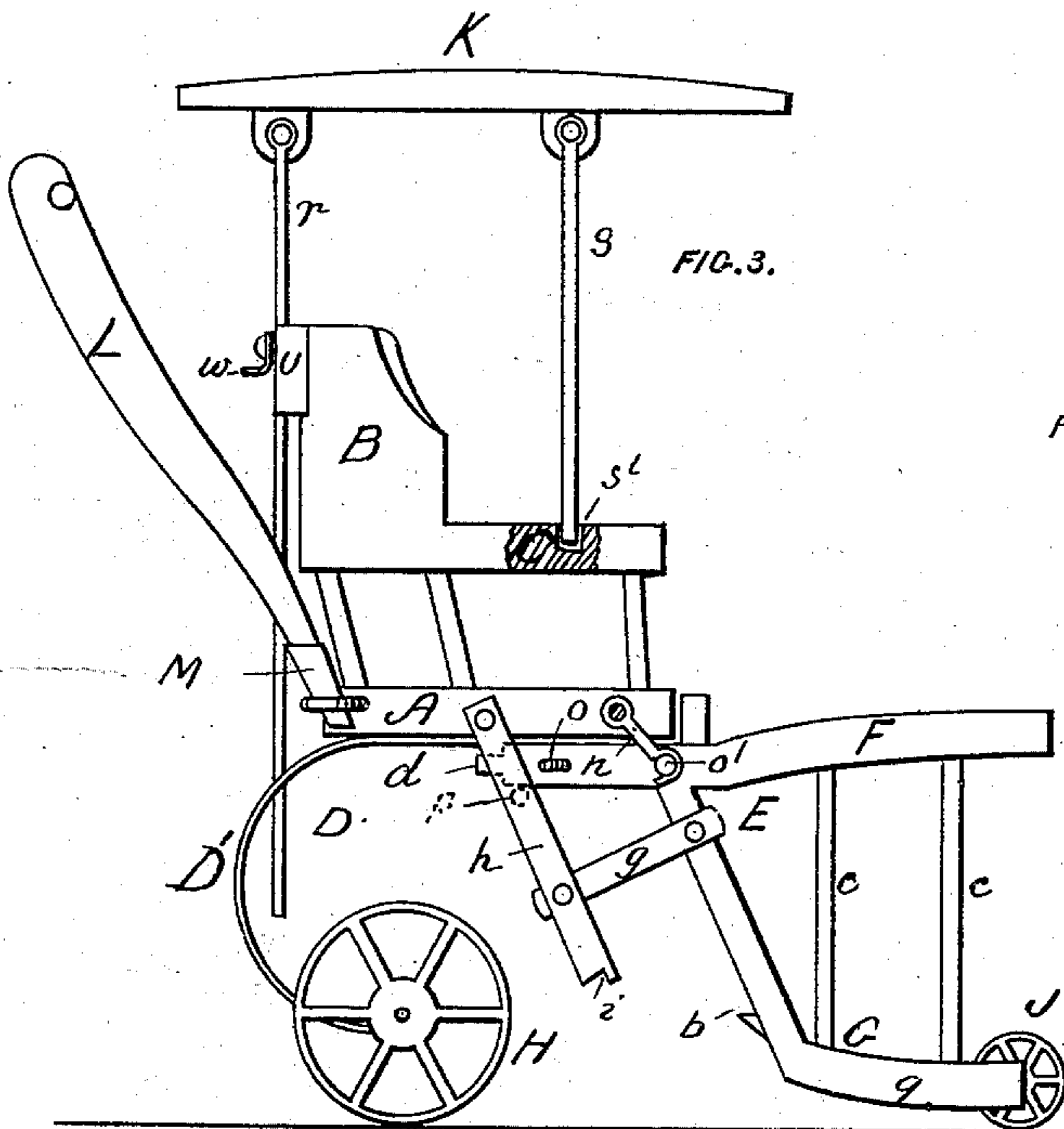
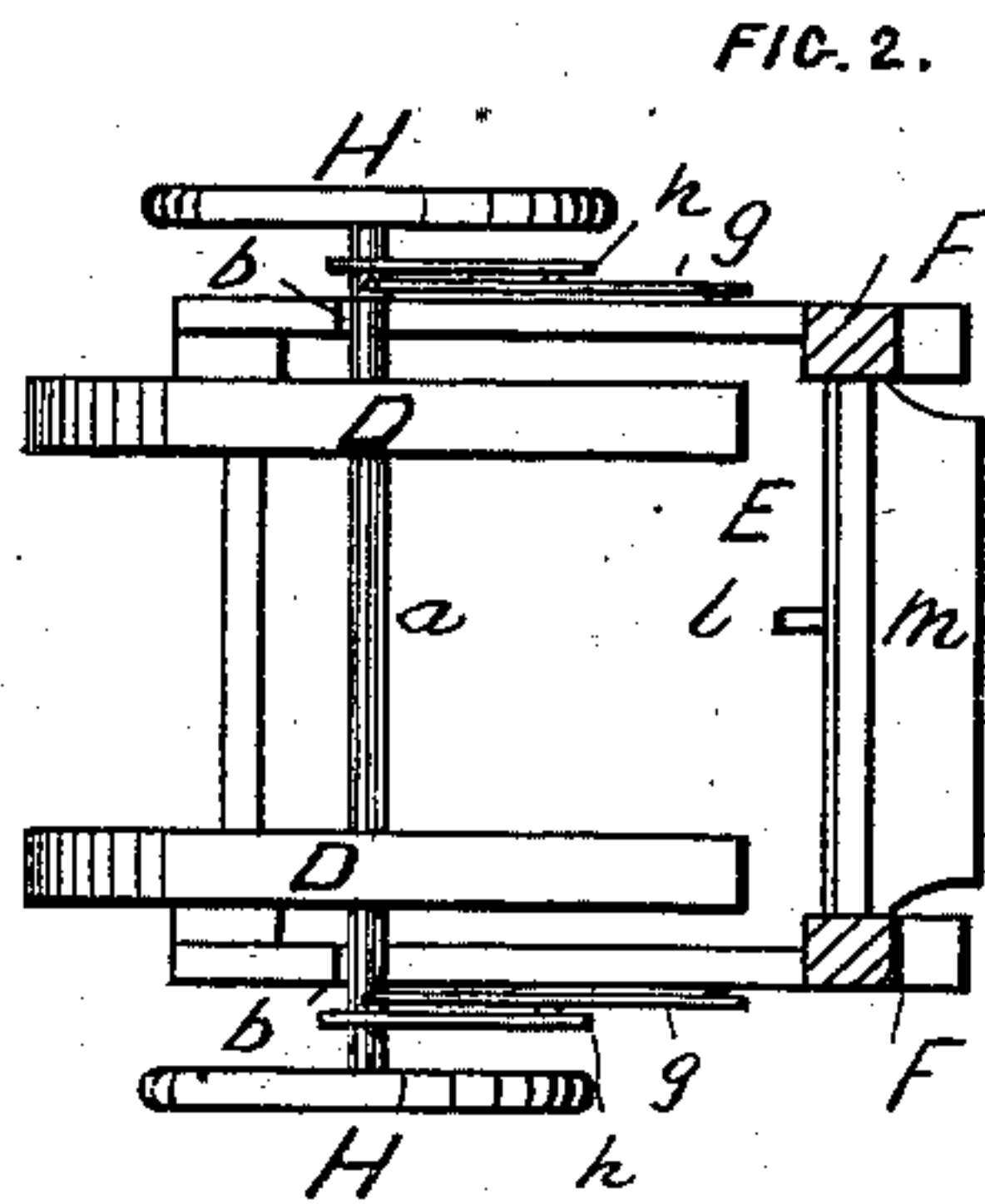
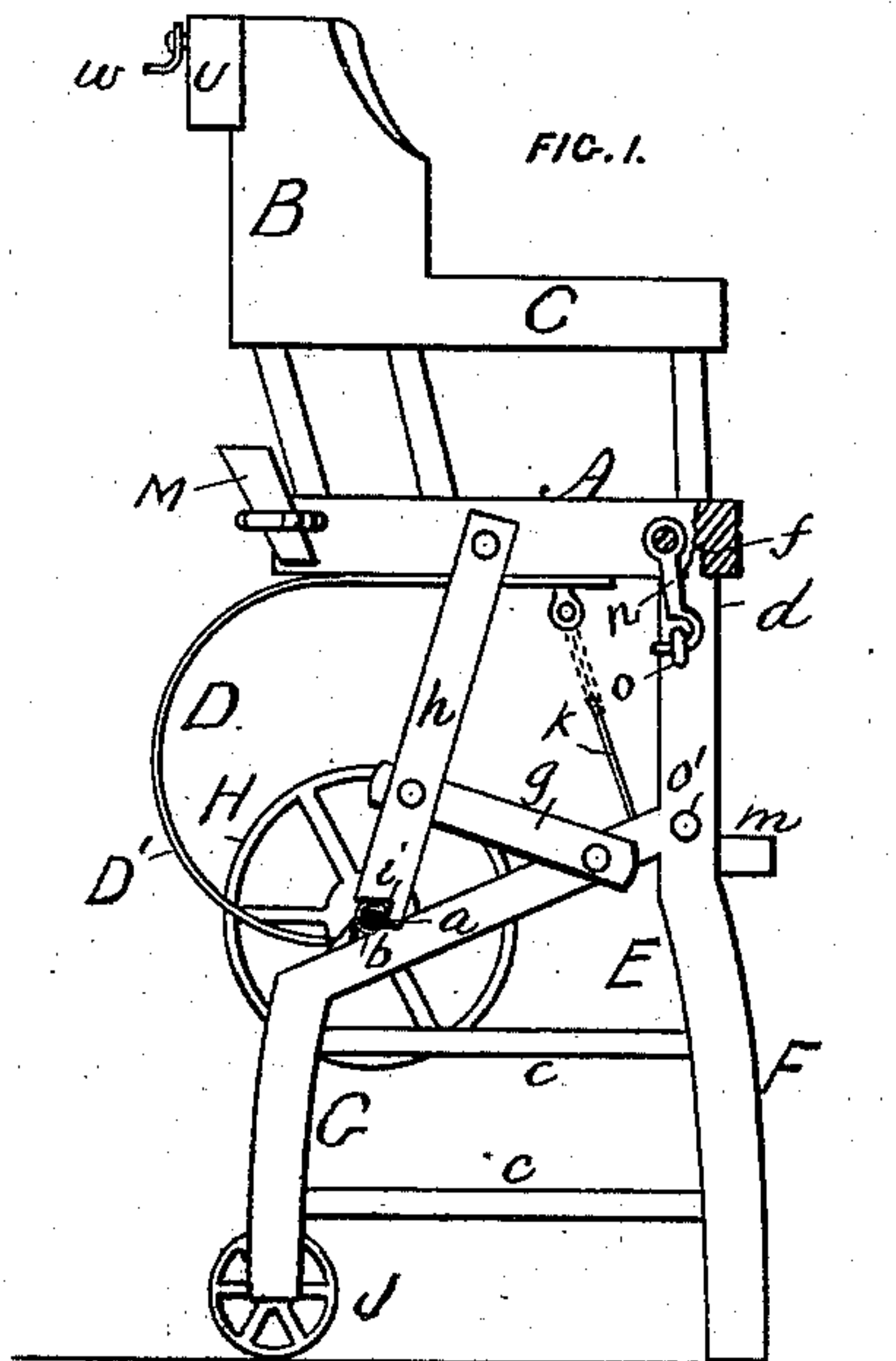


D. GLEASON.
Child's Chair and Carriage.

No. 215,601.

Patented May 20, 1879.



WITNESSES.

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UNITED STATES PATENT OFFICE.

DEXTER GLEASON, OF GARDNER, ASSIGNOR TO HIMSELF AND LUTHER J. BROWN, OF FITCHBURG, MASSACHUSETTS.

IMPROVEMENT IN CHILD'S CHAIR AND CARRIAGE.

Specification forming part of Letters Patent No. 215,601, dated May 20, 1879; application filed March 28, 1879.

To all whom it may concern:

Be it known that I, DEXTER GLEASON, of Gardner, county of Worcester, and State of Massachusetts, have invented a certain new and useful Improved Combined Child's Chair and Carriage, of which the following is a full, clear, and exact description.

This invention relates to the adaptation of a child's chair for change from a high to a low chair or carriage.

In the accompanying plate of drawings of my improved child's chair, Figure 1 is a side view with its two-part seat supporting-frame adjusted for a high chair; Fig. 2, a plan view of Fig. 1 with the seat removed; Fig. 3, a side view with its two-part seat supporting-frame adjusted for a low chair and as a carriage, with canopy and back push-frame applied; Fig. 4, a back elevation of Fig. 3.

In the drawings, A represents a chair-seat, having a back, B, and side arms C C, all as ordinarily in a child's chair.

The chair-seat A is supported by a frame in two parts, D and E. The part D of this supporting-frame is constructed of two bow or C springs, D', which, at one end, are fastened to the under side of the seat and extended to the rear thereof, and at the other end are joined together by a cross-rod, *a*, which, with the two parts D and E in the position shown by Fig. 1, lies within the notches *b* of the upper rear portion of the part E. The part E of the supporting-frame is composed of two front legs, F F, and two rear legs, G G, joined together by cross-roads *c c*.

The front legs, F F, at their upper ends, *d d*, fit into suitable-shaped sockets *f f* of the under side of the seat, and their length is such as to secure the desired height of high chair.

The length of the rear legs, G G, is substantially sufficient to fill out the difference between the length of the front legs, F F, below the seat A and the height of the cross-rod *a* above the lower end of the front legs, F F.

The part E, between its front and rear legs and at each side, has an arm, *g*, pivoted to it, which arm projects upwardly and inclines toward the rear side, and at its upper end is pivoted to an arm, *h*, which, at its upper end in

advance of its pivot to the arm *g*, is pivoted to one side of the seat, and is extended downwardly below the arm *g*, so that its lower end, which is notched, as at *i*, will rest upon the cross-rod *a* of the part D; *k*, a hook suspended from the under side of the seat A, in position to be engaged with the eye *l* in the cross-bar *m* of the front legs, F F; and *n*, a hook on side of chair-seat A, in position to engage in a staple, *o*, on front leg, F. These hooks and eyes, engaged as described, hold the two parts D and E of the supporting-frame firmly together in the position above described, which is the position securing the high chair, all as is plainly shown in Fig. 1, and the parts arranged in position for a carriage are held and secured by the hook *n* engaging in the staple *o'* on front leg, F, as shown in Fig. 3.

In changing the two-part supporting-frame from one to the other of the positions above described, the retaining-hooks *k* and *n* are in each instance, as the case may be, first unhooked, and then the part E is suitably swung therefor upon its link-connection of arms *g* and *h* with the chair. The wheels H and J then rest upon the ground, the hook *n* engages with pin *o'*, and the end *d* of the legs E project above the pins *p* of the arms *h*, which are held in proper position by links *g*.

When the chair-seat support in two parts, D and E, is in position for a carriage with wheels, as described, the chair to all intents and purposes becomes a carriage, so far as its adaptability to be wheeled over the ground, and through the C-springs an elastic movement is given to the seat.

To still further make a carriage of the chair, a canopy, K, and a back push-frame, L, are added.

The back push-frame, L, is made of the ordinary form of such frames in carriages, and the lower end of each of its side pieces, L', is received in sockets M, secured to the rear part of the seat, and there the frame is held by interlocking its hook N with the staple O² at rear of chair-seat.

The cross-rod P of the back push-frame, L, has a hole, Q, through it in position to receive the rear support, *r*, of the canopy, and thus

the canopy and back push-frame are connected together for convenience in stowing away when not in use.

Under the construction and arrangement of the two-part supporting-frame herein described, when they are adjusted for a high chair, the whole frame becomes as rigid and stiff as if it were a single frame.

Extra fastening devices may be provided to the more firmly fasten the frame E in either of its adjusted positions; and, again, the chair may have a rest-board, such as at *m*, for the child's feet, and obviously other of the ordinary attachments or features of a child's chair without detriment to the perfect working of the features and peculiarities of construction embraced by this invention.

I do not here claim the canopy and its attachment to the combined chair and carriage, as such may form the subject of a separate application for Letters Patent.

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

1. The combination of the chair-seat A, bows D, wheels H, swinging frame E, wheels J, and devices, substantially as described, for retaining said frame in its vertical or horizontal position, as desired.

2. The combination, in a convertible combined child's chair and carriage, of the seat A, frame E, and the springs D, adapted, by its arrangement, substantially as described, to carry the wheels H, and rest either between the seat and rear part of frame E or to form the carriage-springs when the wheels are on the ground.

3. The combination of the frame E, having extension *d* and pin *o'*, seat A, hook *n*, bar *h*, pivoted to said seat, and having pin *p*, and the link *g*, pivoted to said bar and to the frame E, substantially as and for the purpose set forth.

DEXTER GLEASON.

Witnesses:

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