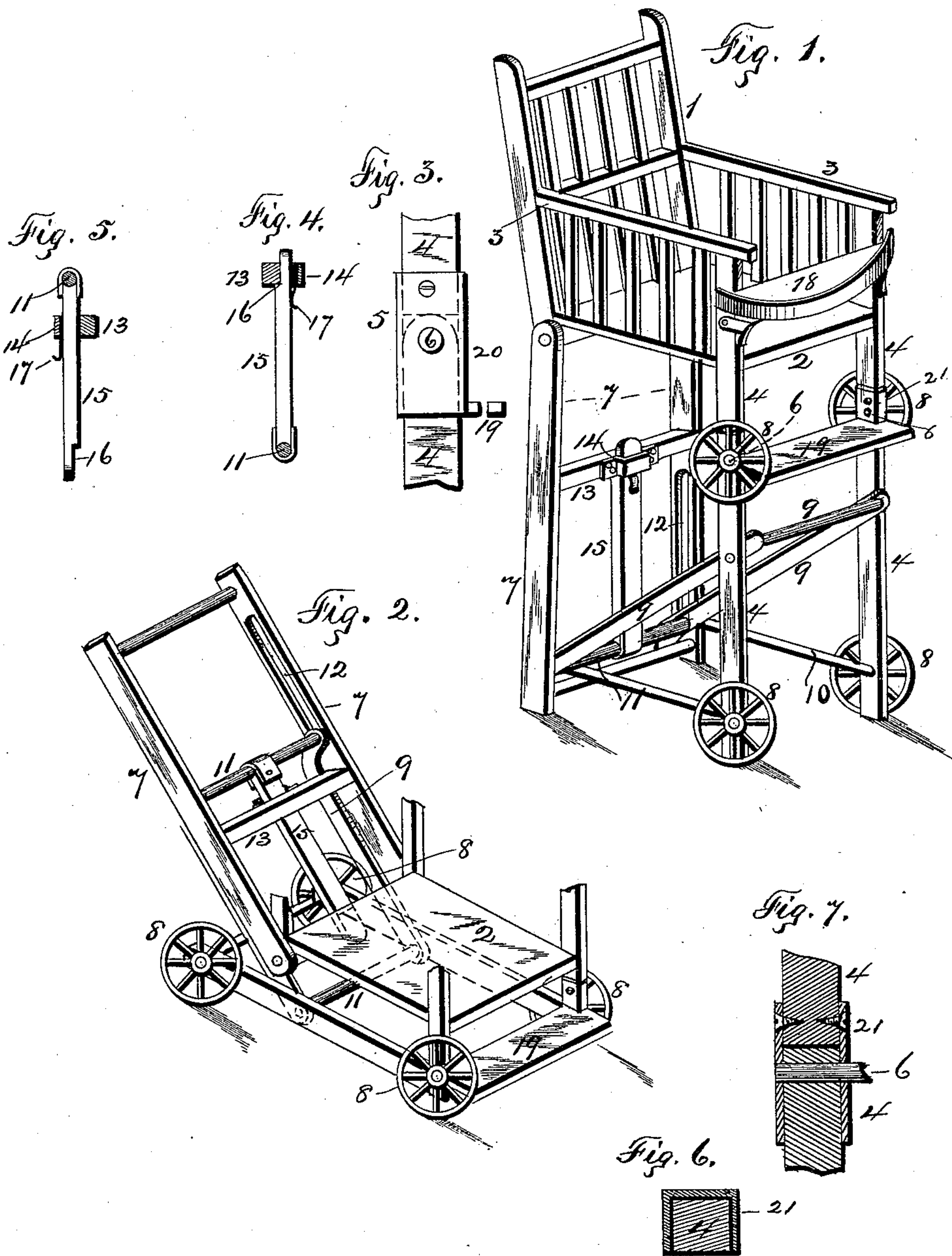


(No Model.)

W. B. BOTSFORD.
FOLDING CHAIR.

No. 427,964.

Patented May 13, 1890.



Witnesses.
H. P. Devision
F. T. Lenson

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UNITED STATES PATENT OFFICE.

WILLIAM B. BOTSFORD, OF BINGHAMTON, NEW YORK, ASSIGNOR OF ONE-HALF TO JOHN E. WENTZ, OF SAME PLACE.

FOLDING CHAIR.

SPECIFICATION forming part of Letters Patent No. 427,964, dated May 13, 1890.

Application filed March 13, 1889. Serial No. 303,116. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. BOTSFORD, of Binghamton, county of Broome, in the State of New York, a citizen of the United States, have invented certain new and useful Improvements in Folding Chairs, of which the following is a specification.

My invention relates to the construction of chairs which are convertible at will into a high or table chair or a low chair on wheels.

My object is to produce a chair readily convertible from a high to a low chair, or reversely.

In this invention the wheels are mounted at the lower ends of the front legs (as a high chair) and at the joint in them, so that the lower section of the front rail carries the wheels when it is used as a low chair or carriage.

My invention consists in the several novel features of construction and operation hereinafter described, and specifically set forth in the claim annexed, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of the chair complete as a high chair. Fig. 2 is a like view of the same as a low chair. Fig. 3 is an enlarged detail of a portion of the front legs, showing the joint between the leg-sections (in dotted lines) and the step-support integral with the casing around the joint. Fig. 4 is a detail sectional elevation of the locking-bar and the lock in the high chair. Fig. 5 is a like view of the same in a low chair. Fig. 6 is a horizontal transverse section of one of the front legs and the casing. Fig. 7 is a vertical longitudinal section of the construction shown in Fig. 3.

In this chair, 1 is the stationary back, 2 the seat, and 3 the arms.

4 4 are the front legs, jointed, as at 5, and adapted to pivot upon the pin 6, and 7 7 are rear legs when it is set up as a high chair. On the front legs I mount the wheels 8, one set being journaled at the lower ends of the legs and the other set upon the pivot-pins 6. The legs 4 and 7 are connected by diagonal braces or a brace-frame 9, pivotally connected to the front legs.

10 10 are counter-braces between the braces 9 and the lower ends of the front legs and pivotally connected to them. The rear ends of

the braces 9 are connected transversely by the bar 11, which projects outside beyond the braces, forming the bearing for the rear end of the brace-frame in the longitudinal groove 12 in each rear leg.

13 is a cross-bar between the rear legs, provided centrally with a metallic loop 14, and 15 is a locking-bar pivoted to the lower end upon the bar 11, and its upper end being adapted to slide through the loop 14, and being also rabbeted transversely, as at 16, and 17 is a spring secured to the loop and bearing against the face of the bar 15. The rear legs 7 are hinged to or pivoted upon the lower end of the back 1. A tray 18 is attached to the front above the seat in any ordinary manner. A step 19 is mounted upon the front of the joint-casing 21, through which the pin 6 passes. This casing is open at the rear.

To change the chair from a high one to a low one, I unlock the bar 15 and push downward and forward upon the back, which swings the lower sections upon their pivots 6, bringing the sections down to a horizontal, so that the sections then stand upon the wheels, and the rear legs are swung backward and upward, the bar 11 of the brace-frame 9 sliding in the grooves 12, the frame swinging upon its bearings in the front legs until the lower ends of the rear legs become reversed in their position far enough to become the handle, as shown in Fig. 2. During this movement the lock-bar 15 simply slides longitudinally through the loop 14.

What I claim is—

The combination, with the sectional front legs hinged together, the rear legs provided with longitudinal grooves in their inner faces and hinged to the seat, and a diagonal brace pivoted upon the front legs and arranged to slide in the grooves in the rear legs, of a lock-bar pivoted upon the brace and locking into a loop upon a bar between the rear legs, and a retaining-spring secured to the loop and bearing against the lock-bar, as set forth.

In witness whereof I have hereunto set my hand this 19th day of February, 1889.

WM. B. BOTSFORD.

In presence of—

C. W. SMITH,

H. P. DENISON.