

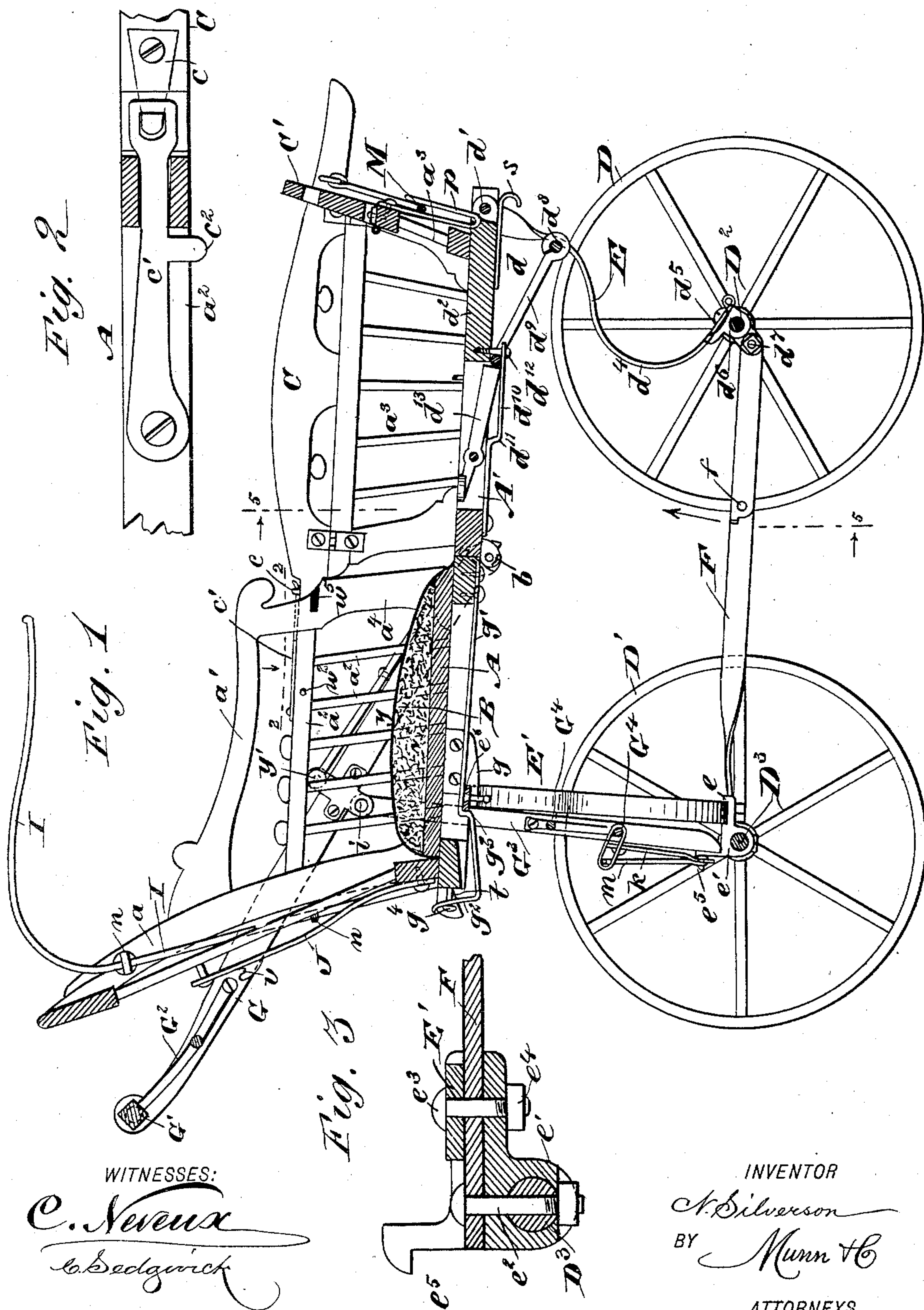
(No Model.)

7 Sheets—Sheet 1.

N. SILVERSON.
CONVERTIBLE CARRIAGE, CHAIR, OR ROCKER.

No. 485,991.

Patented Nov. 8, 1892.



(No Model.)

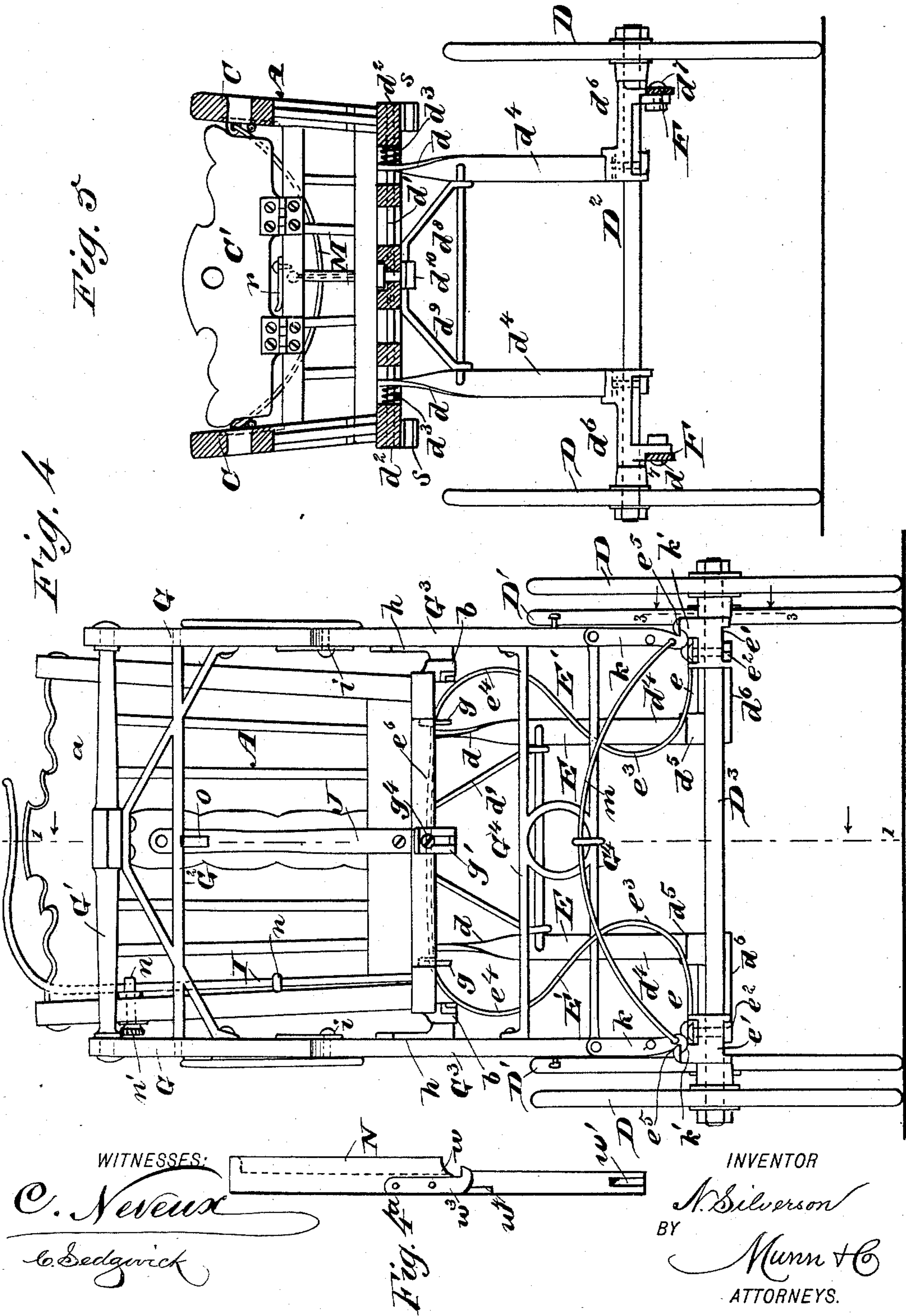
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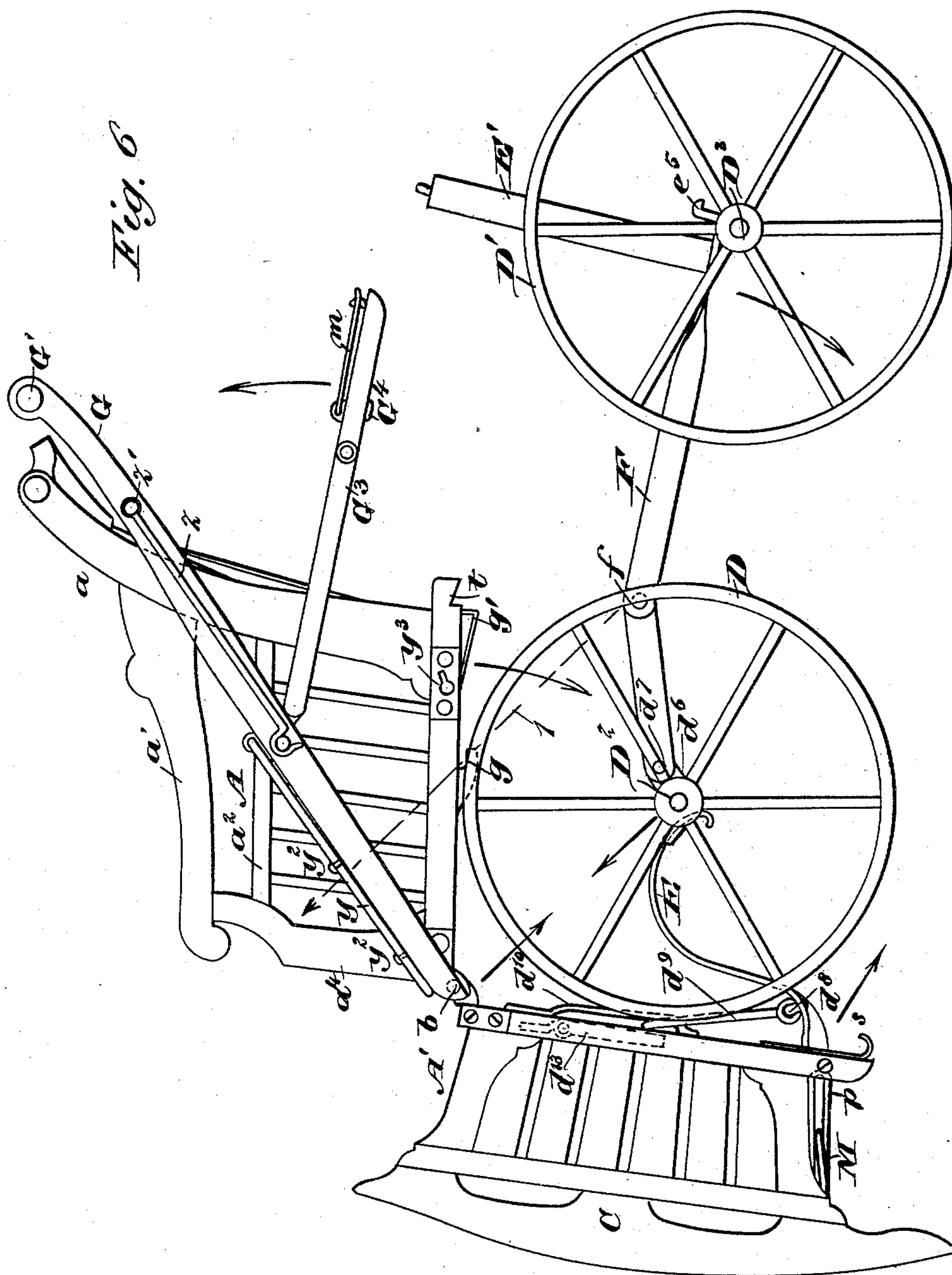
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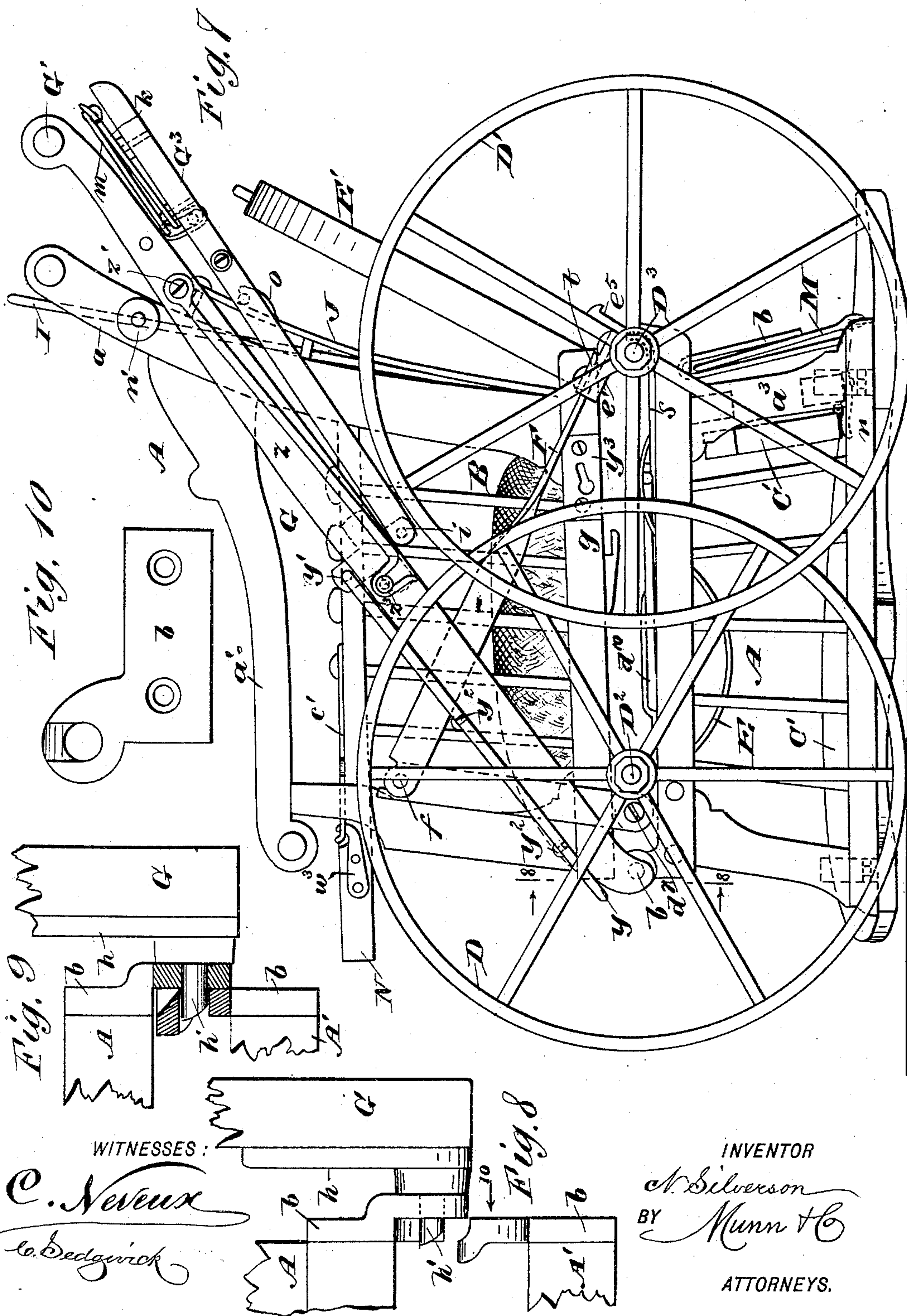
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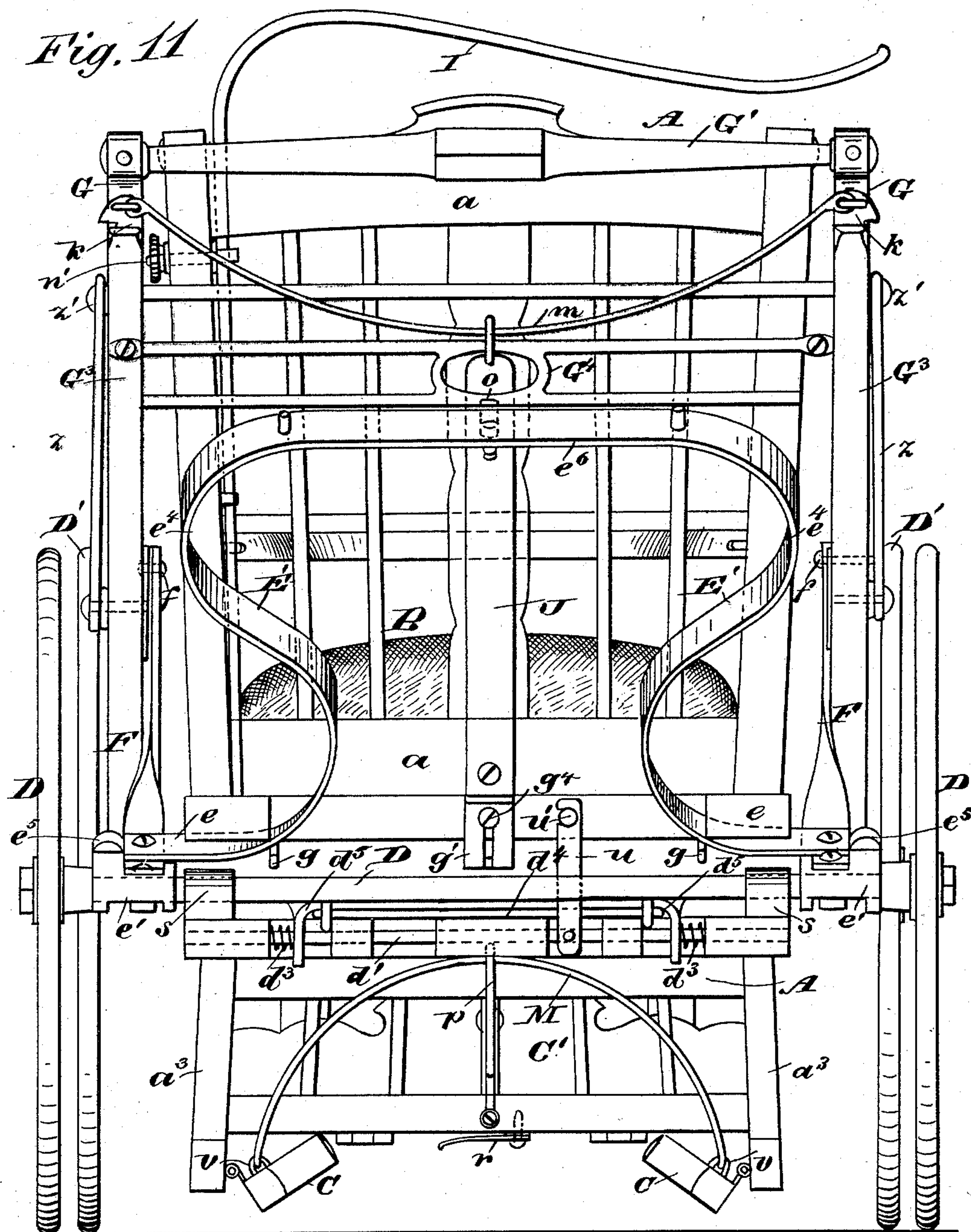
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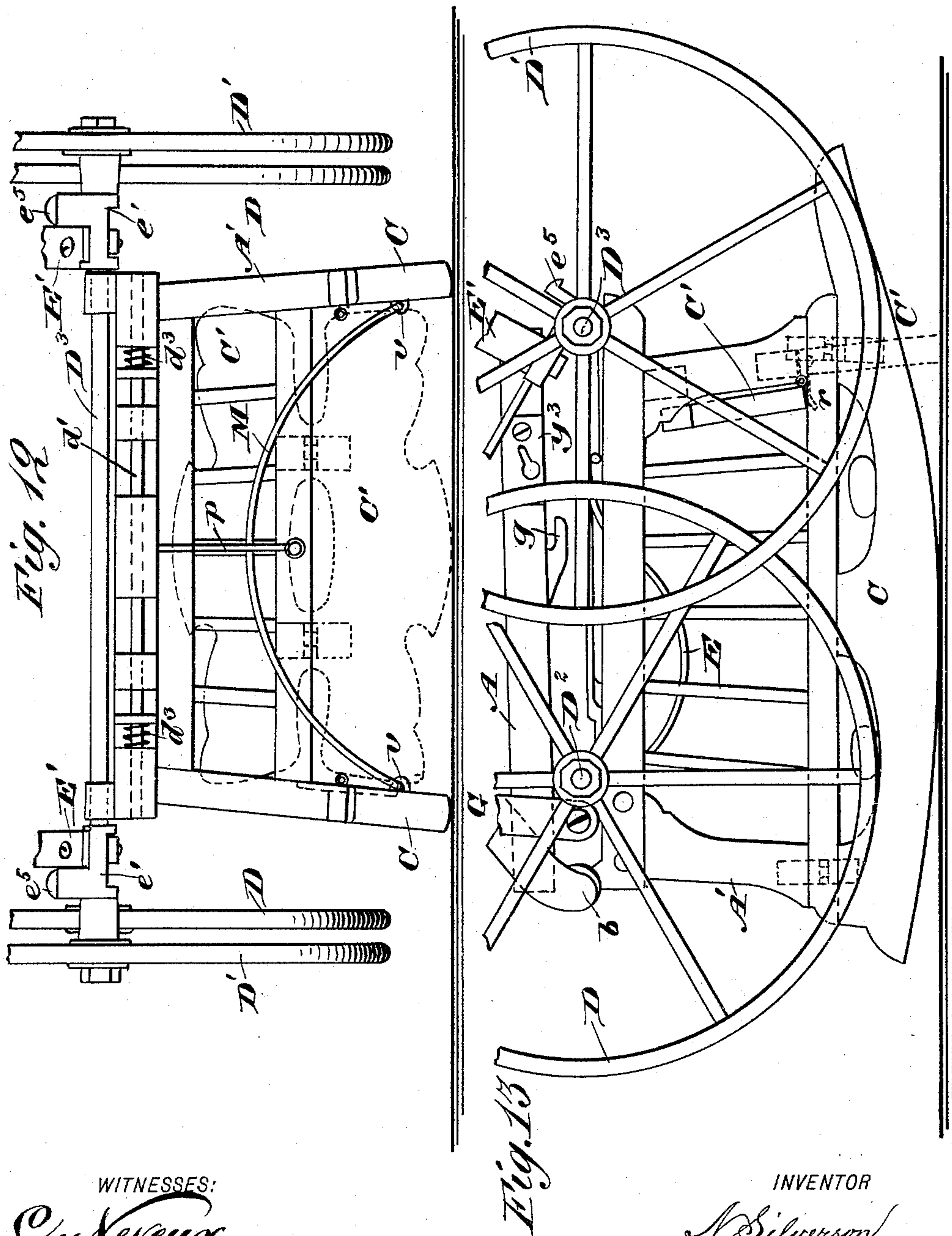
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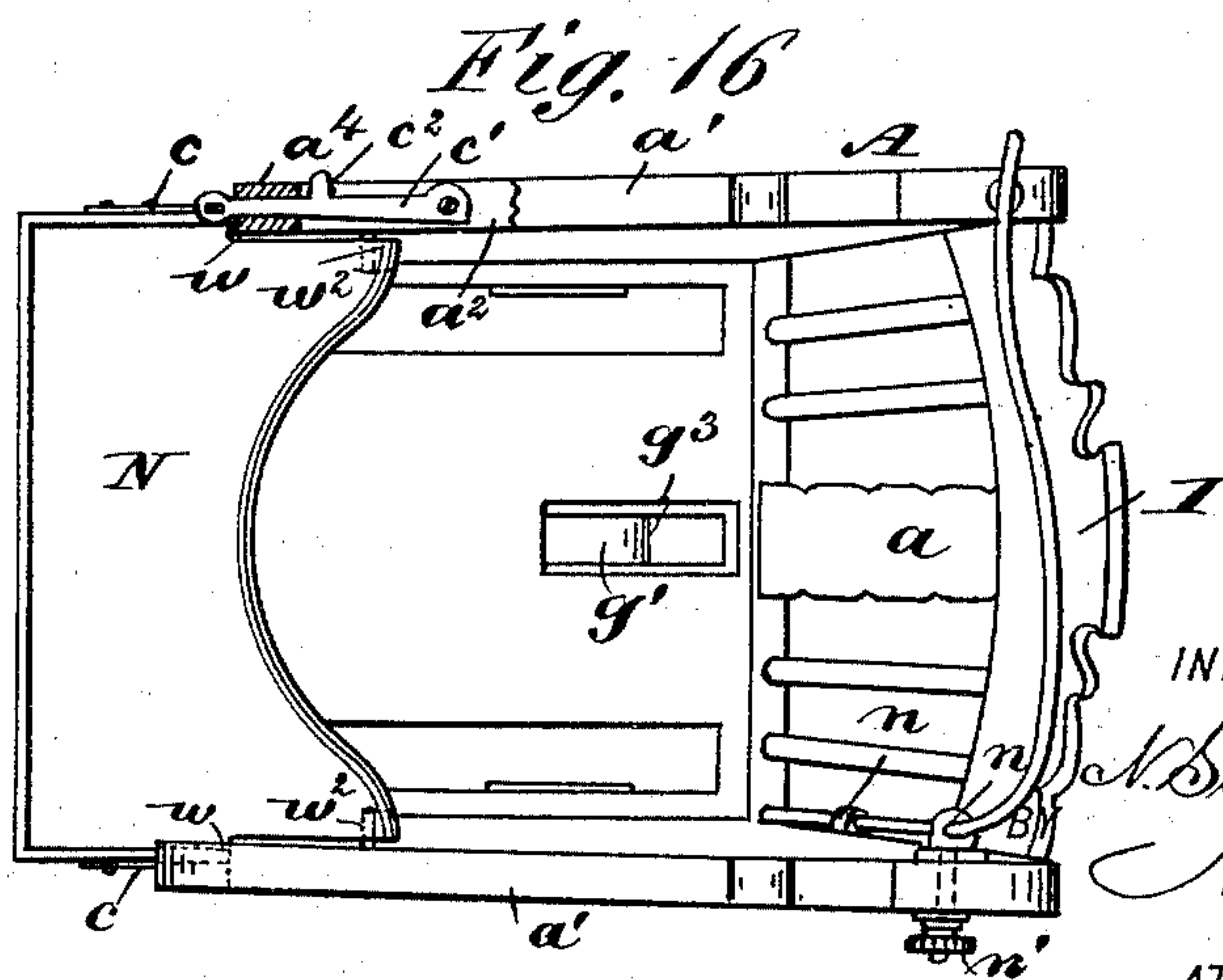
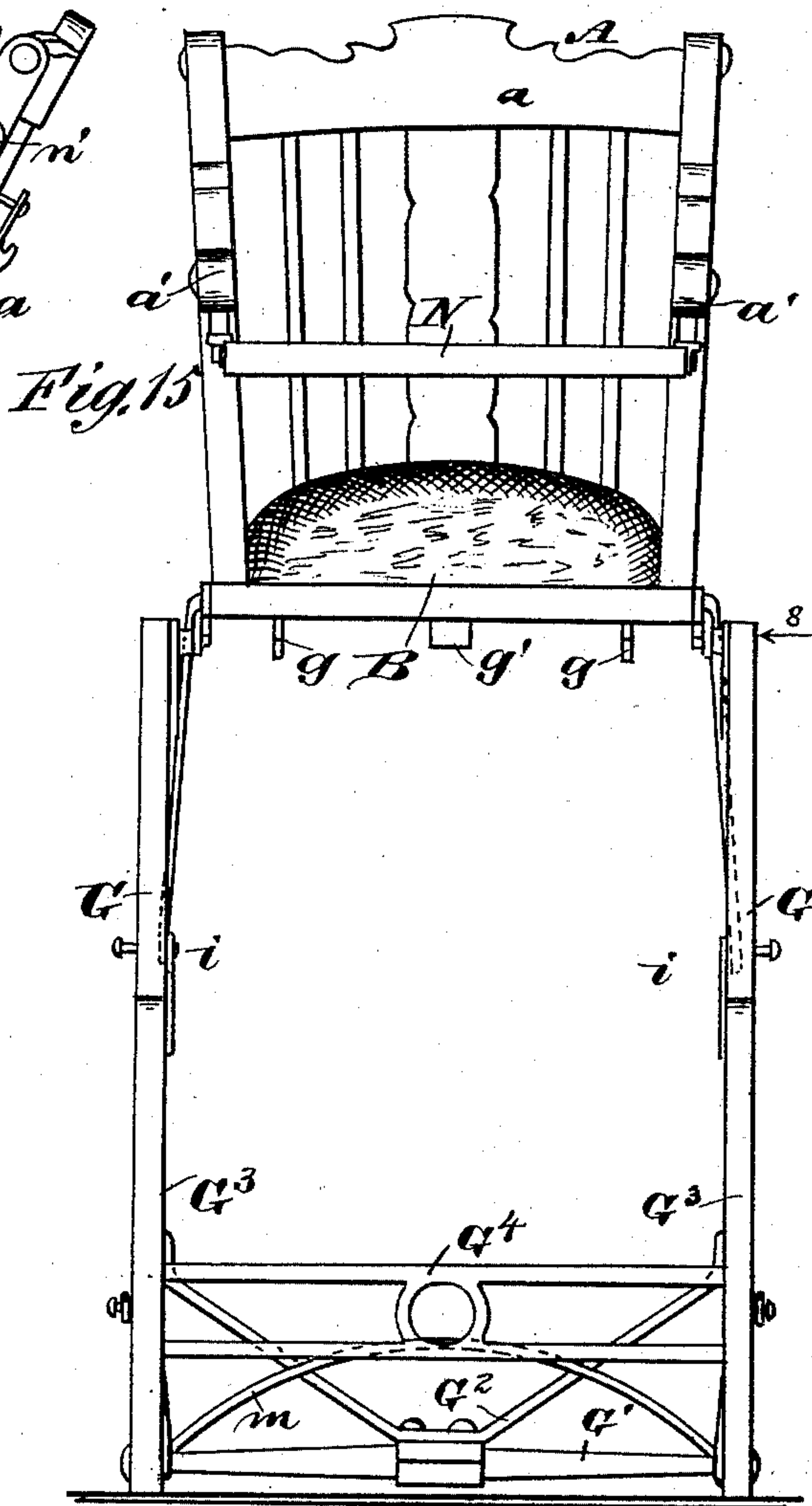
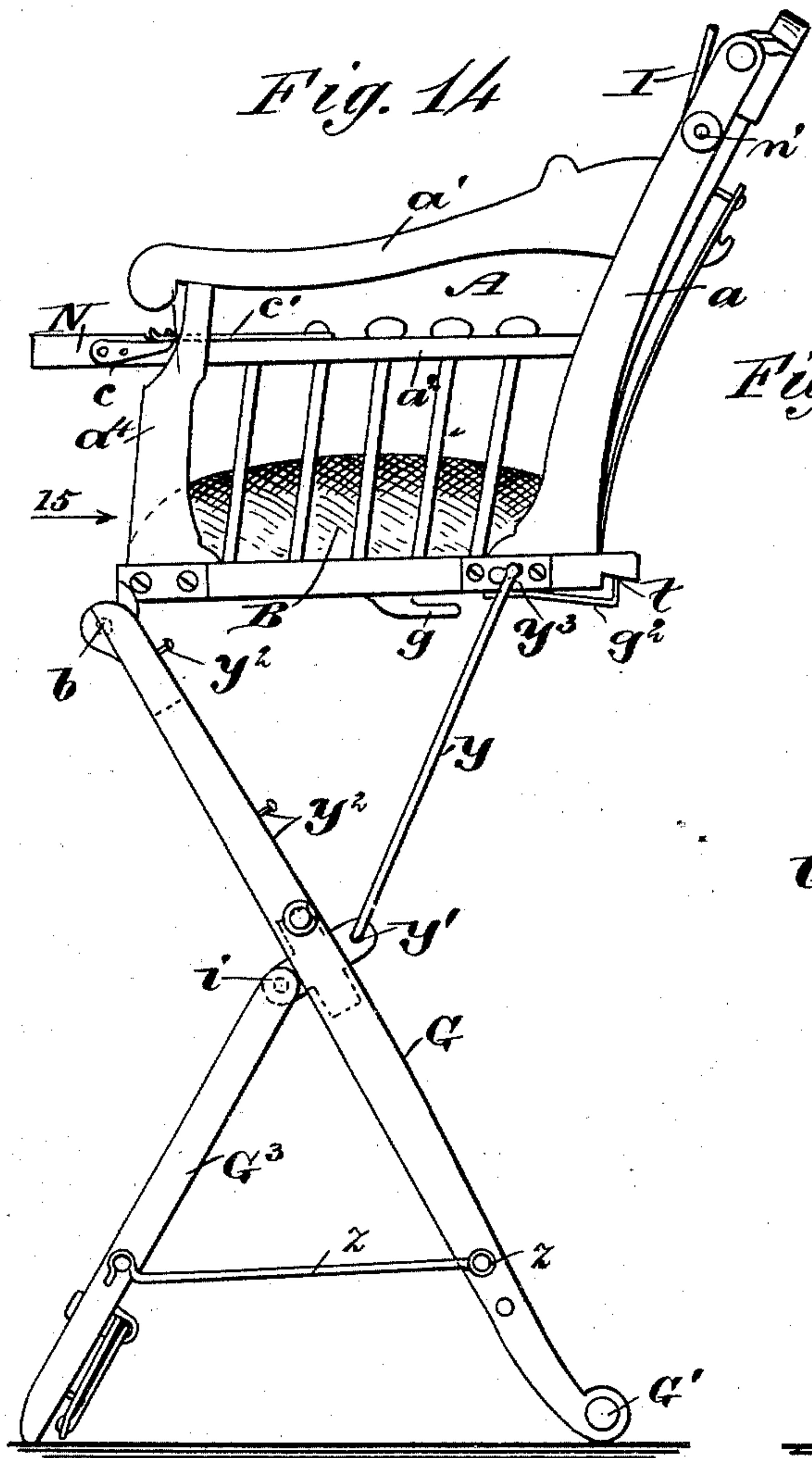
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UNITED STATES PATENT OFFICE.

NATHAN SILVERSON, OF NEW YORK, N. Y.

CONVERTIBLE CARRIAGE, CHAIR, OR ROCKER.

SPECIFICATION forming part of Letters Patent No. 485,991, dated November 8, 1892.

Application filed June 21, 1892. Serial No. 437,454. (No model.)

To all whom it may concern:

Be it known that I, NATHAN SILVERSON, of New York city, in the county and State of New York, have invented a new and useful
5 Convertible Carriage, Chair, and Rocker, of which the following is a full, clear, and exact description.

The object of this invention is to produce a child's carriage that is convertible, without
10 implements, into a rolling chair, a rocking-chair, a stationary chair, and a child's high chair.

To this end my invention consists in the peculiar construction and combination of parts,
15 as is hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the views.

20 Figure 1 is a side view in section of the device arranged to form a child's carriage, the line of section being shown at 1 1 in Fig. 4. Fig. 2 is an enlarged broken plan view of a detail of construction taken on the line 2 2 in Fig. 1. Fig. 3 is an enlarged broken vertical section of parts, taken on the line 3 3 in Fig. 4. Fig. 4 is a rear end view of the device, with parts assembled to produce a spring-carriage. Fig. 4^a is an enlarged side view, detached,
30 of an attachable table-leaf that is part of the device. Fig. 5 is a transverse sectional view of the parts arranged as a carriage, taken on the line 5 5 in Fig. 1. Fig. 6 is a diagrammatic side view of the component parts of the device, indicating by arrows the direction of movements given to said parts while changing their relative positions, so as to convert the carriage shown in Figs. 1, 4, and 5 into a rolling chair or rocker. Fig. 7 is
40 a side view of the composite device, with parts arranged to produce a rolling chair. Fig. 8 is an enlarged detached plan view of one of a pair of hinge-joint connections on broken portions of parts therewith connected, the joint-sections being separated from each other, the location of said hinge-joint being indicated by the line 8 8 and adjacent arrows in Fig. 7. Fig. 9 is a partly-sectional view of the joint connection shown in Fig. 8, on parts shown
50 broken that are connected by the joint-leaves, which latter are in hinged connection with

each other. Fig. 10 is a detached side view of one of the leaves of the hinge shown in Figs. 8 and 9, taken opposite the arrow 10 in Fig. 8. Fig. 11 is a rear end view of the device, with parts assembled to form a rolling chair, as shown in Fig. 7. Fig. 12 is a rear view broken away above of the lower portions of parts assembled to form a rolling chair or rocker, showing these parts adjusted to pro-
55 duce a rocking-chair by full lines and by dotted lines arranged to lock the rockers and prevent an oscillation of the chair. Fig. 13 is a side view of the lower portions of the rocking-chair details represented in Fig. 12 and wheels thereon shown broken and elevated, so as to permit the rockers to operate, a rocker-check being shown by dotted lines adjusted to stop the chair from rocking. Fig. 14 is a side view of portions of the composite
65 chair and carriage arranged to provide a child's high chair. Fig. 15 is a front view of parts shown in Fig. 14 adjusted to produce a high chair, taken opposite the arrow 15 in said figure; and Fig. 16 is a plan view of the high chair shown in Figs. 14 and 15.

Referring to the views shown in Figs. 1, 4, and 5, wherein a child's carriage is represented as produced by an arrangement of parts of the composite carriage and chairs, the body
80 of the carriage consists of two portions A A', the first named forming the rearward part of the vehicle-body, having a back piece *a* and arms *a'*, together with side railing *a*², that conjunctively with a cushion B produce a comfortable seat portion for the vehicle. At
85 *b* the front part A' of the carriage-body is hinged to the portion A, which joint will be further described, and from said hinges, that are essentially rule-jointed, the front section A' of the body extends aligned on the bottom and sides with the part A, the hinges *b* being adapted to flex upwardly, and when adjusted as shown in Figs. 1 and 9, where they are completely opened, serve to maintain the
95 bottom walls of the body-sections level when weight is imposed upon said walls. The body-section A' is preferably provided with side and front railings *a*³ to correspond in style with the rearward portion A of the body, and
100 on the side portions pieces C are hinged that increase the height of these railed sides, the

upper edges of the attached parts C being curved, as represented in Fig. 1, for a use that will appear.

Upon the front wall of the body portion A' a piece C' is hinged, which when turned upwardly becomes a part of said wall and affords an ornamental finish therefor, the portion C' being adapted to fold inwardly and downwardly.

At the rear ends of each of the pieces C latch-hook devices of similar form are provided, which are shown clearly in Fig. 2, and consists, essentially, of a hook-plate c , affixed on the hinged piece C and adapted to receive the perforated end portion of the latch-plate c' , which latter is attached upon the railing a^2 of the body-section A, so as to have a vertical spring movement and interlock with the hook-plate when the bottoms of the body-sections A A' are aligned, whereby these latching devices detachably retain the pieces C upright, and, furthermore, serve to lock the two body-sections in alignment. The latch-plates c' each have a lateral finger-piece c^2 , integrally projected from the outer edge to afford means for convenient manipulation of the latch-plates when their connection with the hook-plates c is to be released by an upward pull of the plates.

The vertical body A A' is supported upon the wheels D D' and axles D² D³ by plate-springs E E', which are peculiarly bent to afford elasticity and to allow them to be properly disposed when not in use as springs. The front pair of plate-springs E are alike in form and are given a quarter-twist at d , so that the perforated upper end portions of these springs may be strung upon a transverse rod d' , which is affixed at each end in the side sills d^2 of the body-section A. Spring-washers d^3 , also placed on the rod, have contact with these sills and with the springs, so as to space the latter from the sills, as shown in Fig. 5. The portions d^4 of springs E are by the quarter-bends d so disposed that their sides will lie crosswise of the vehicle. As shown in Fig. 1, the spring portions d^4 are recurved, so as to project their bow portions rearwardly and the lower end portions d^5 forwardly, these ends being secured upon the sleeve-bearings d^6 , that are mounted upon and affixed to the front axle D². (See Fig. 5.) The spring E' is formed of a flat plate that is affixed at the ends e upon bracket-blocks e' , which are each secured upon the rear axle D³ by a bolt e^2 , that passes through the block and axle, as shown in Figs. 3 and 4. The portions e^3 of the rear spring E' are curved toward each other and thence upwardly and outwardly to e^4 , where there are bows formed that above integrally join a horizontal portion e^6 , thus producing two oppositely-bent S-like springs from one flat strip of elastic metal.

Two similar reach-bars F are provided for connection of the front and rear axles together, each bar being composed of two pieces

that are each rule-jointed at f , so as to unite the parts and permit their flexure in an upward direction, as indicated by an arrow in Figs. 1 and 6, which adjustment will be further explained. The portions of the reach-bars F that project rearwardly from the joints f are longer than the parts which extend forwardly of said rule-joints, the rear ends of these composite bars having a secure connection with the bracket-blocks e' , produced by a bolt e^3 and nut e^4 for each bar end, which latter are preferably inserted between the bracket-blocks and spring ends e , as represented in Fig. 3. There is a loose connection afforded between the front ends of the reach-bars F and the sleeves d^6 by bolts d^7 , that pass through holes in the bars and mating holes in depending lugs on the sleeves, so that a free vibration of the bars F may be effected when they are flexed at the joints f . The front plate-springs E are held spaced apart above by a brace-rod d^8 , that has its ends secured to these springs below and near to the twists d in the latter.

Upon the brace-rod d^8 a loop-brace d^9 is loosely secured by an engagement therewith of the ring-eyes formed on its end portions, the bow portion of the loop-brace having a sliding engagement with a guard-plate d^{10} , that extends rearwardly and longitudinally on the lower side of the bottom wall on body-section A'. Said guard-plate having an offset bend in it at d^{11} is thus sufficiently removed from the bottom wall to permit a reciprocation of the loop-brace between, the latter being prevented from sliding off of the guard-plate by a check-screw d^{12} . The bottom wall of the front body-section A' is longitudinally slotted above the guard-plate d^{10} , and in this slot a locking-dog d^{13} is pivoted, one end of which is adapted to drop by gravity and hold the bow of the loop-brace d^9 against the check screw-bolt d^{12} , thereby affording a stiffened connection of parts between the springs E and body-section A', as shown in Fig. 1.

A removable connection of the rear spring E' with the body-section A is effected by provision of two hook-plates g of like form that are affixed to the inner side edges of the bottom wall-frame on said section and depend below far enough to admit the top level portion e^5 of the spring E' between the rearwardly-extending fingers of the hook-plates and a spring latch-bar g' . This bar g' is secured on the lower surface of the bottom wall of the body-section forwardly, its main portion being sufficiently elastic to permit it to be lifted at the rear end g^2 , so as to release the depending shoulder g^3 on it from locked contact with the rear edge of the spring E', such an engagement of parts being automatically effected when this spring E' is made to assume an upright position. The spring latch-bar g' has its end portion g^2 bent upwardly where it projects behind the rear wall of the body-section A, and in the upright part a longitudi-

nal slot is formed, through which a stay-bolt g^4 is loosely inserted, and the bolt being driven or screwed into the lower edge portion of the rear wall of the body-section A serves to prevent the latch-bar from lateral displacement.

The wheeled vehicle that has been described has two similar pusher-bars G provided for its propulsion from the rear, which bars are properly spaced apart at their rear ends by a transverse handle-bar G' and stay-bars G^2 , the latter being formed of metal, by preference, and arched, so as to be light and strong, having a secure engagement with the pusher-bars at two points on each bar and with the handle-bar near its transverse center, as shown in Fig. 4. The forward ends of the pusher-bars G are each provided with a bracket-plate h of like form, (see Figs. 7, 8, and 9,) which plates lie on the inner sides of the bars, and from each plate a pintle-bolt h' integrally projects. The rule-joint hinges b , that join the two body-sections A A', are not permanently secured together, but are each perforated where their mating leaves lap to loosely receive the pintle-bolt h' , that is of a proper length to pass nearly through the lapped hinge-leaves, and thus connect them as a hinge. It will be seen that the interlocking connection of the pintle-bolt h' with the body-hinges b will loosely secure the lower ends of the pusher-bars G upon the sides of the wheeled vehicle shown in Figs. 1 and 4, and to maintain said bars upwardly inclined from these points of connection a prop-bar G^3 is furnished for each pusher-bar. The prop-bars are each secured by a hinge-joint i to its respective pusher-bar and from these points of connection at the top ends project downwardly of a length that will locate their lower ends near to and above the bracket-boxes e' on the rear axle D^3 .

A preferred means for detachably connecting the lower end portions of the prop-bars G^3 with each other consists of the parallel spacing-bars G^4 , that are of a suitable length to retain the prop-bars parallel, and are therefore secured by their ends, an integral ring-piece at their centers holding the spacing-bars together, as indicated in Fig. 4.

Upon the rear sides of the prop-bars G^3 a pendent latch-hook k is pivoted on each bar by its upper end, the lower ends of the pieces k having a hook k' formed on each by notching their outer edges, which hooks catch below an ear e^5 , formed on the rear side of each bracket-box e' , this latching action being enforced by the bow-spring m , that has its ends loosely secured to the lower ends of the latch-hooks k and its upwardly-arched middle portion shackled to the lower spacing-bar G^4 . It will be seen that an upward-springing movement of the piece m will simultaneously release both of the latch-plates and allow the pusher-bars G to be swung upwardly, so as to remove the prop-bars' lower ends from their location behind the upwardly-extending

bodies of the ears e^5 , that, together with the latch-plates, have held these ends of the prop-bars secured.

If desired, there may be an umbrella-supporting standard I furnished, which is retained in sliding connection with the perforated lugs n , that project from the inner surface of the side wall of the body-section A near the rear wall a of the same, said standard being bent so as to project laterally at its upper end, whereon a sunshade or umbrella-like screen (not shown) may be secured in the usual way. The vertical adjustment of the standard is effected by a manipulation of the clamping thumb-nut n' , which controls the bight of the top lug n on the body of the piece I.

It will be seen in Figs. 4 and 11 that the length of the front axle is less than that of the rear axle D^3 , so that a flexure of the reach-bars F of sufficient degree will locate the front wheels D partly between the rear wheels D' , which adjustment of parts is necessary when the component elements of the wheeled vehicle shown in Figs. 1, 4, and 5 are to be arranged so as to form a rolling chair that in completed condition is shown in Figs. 7 and 11, which respectively represent a side and rear end view of said structure.

When it is desired to transform the several parts of the spring-carriage mentioned, into a compact rolling chair, the first step is to release the prop-bars G^3 from the bracket-blocks e' , which can be done by manipulating the bow-spring m , as before explained. The prop-bars and attachments carried by them are now folded upwardly, so as to locate said bars below and nearly in contact with the pusher-bars G. (See Fig. 7.) Such a relative location has been given to the upper spacing-bar G^4 that when upwardly folded it will interlock with a catch-lug o , which projects at a proper point from the rear side of the upright detent-spring J, that is attached at its lower end upon the rear wall a of the body-section A, whereby the pusher-bars G will be sustained by their contact with the folded prop-bars and be adapted for service to propel the rolling chair when their handle-bar is pushed or pulled, as may be necessary. The next step consists in the release of the spring E' from the hook-plates g , which can be produced by a depression of the spring latch-bar g' and a forward movement of the body A A', and as it is necessary that the body-sections should flex at the joints b a release of the latch-plates c' is produced by raising them off of the hook-plates c .

In Fig. 6 the relative movements of parts are shown that are necessary to assemble them so as to produce the rolling chair, and it will be noticed that the locking-dog d^{13} has been vibrated upwardly, so as to release the bow portion of the loop-brace d^9 and thus permit the latter to slide on the guard-plate d^{10} , such a movement being essential to effect the easy

adjustment of parts for the formation of the chair mentioned in this paragraph.

The reach-bars F are flexed at their joints f in the direction of arrow l , and simultaneously the plate-springs E are rocked toward the front body-section A', entering slots in its bottom wall as this section is folded completely below the other section A, which operation will dispose the elements comprising the structure so as to produce the shape shown in Figs. 7 and 11, with the exception that to throw the weight of the chair upon the wheels DD' the pieces C must be folded toward each other and held from contact with the floor on which the wheels rest and the front end piece C' similarly adjusted. To this end there is an arched spring M loosely secured upon the normally-inner sides of the pieces C, that now become rockers, by its ends, as at v , the center bowed portion of the spring having a loose contact with the spaced parallel members of a looped guide-piece p , between which the spring can move, the lower end of one member of said guide-piece being attached upon the front wall of the body-piece A', that now constitutes the base of the chair.

Upon the lower edge of the upwardly-folded piece C', as shown in Fig. 7, a turn-button r is made to bear by swinging its free end forwardly, thereby preventing this piece from falling accidentally.

On the sills of the body-section A' there are two similar hooks s secured, which hooks are brought into locking contact with the rear side of the rear axle D³ when the parts become a rolling chair or rocker, and, coacting with said hooks, the notched places t on the lower edges of the rear ends of the body-section A engage the adjacent edge on the rear spring E', that extends inclined upwardly behind the chair-seat, whereby said seat is rendered firm at the rear edge and strain is obviated on the hinges b , while the axle D³ is locked from forward or rearward movement.

A latch-hook u (see Fig. 11) is utilized to retain the parts A A', connected at their edges that are now rearward, said hook-piece being pivoted, preferably, on the rod d' and latching upon a stud u' , projected from the lower part of the seat portion A of the device. After the parts are arranged as shown and explained the rolling chair may be propelled from the rear, and is in effect a serviceable structure for the reception and transportation of a child, and to prevent such an occupant from falling out of the same forwardly a table piece or leaf N is removably attached to the front of the arms a' where the pieces C had previously been secured. The detachable leaf N is shown plainly in Figs. 4^a and 16, comprising a level board or tablet scalloped inwardly on the edge that is placed toward the chair-back a and also reduced in width equally on each side edge about one-half of the length from the inner corners to the outer edge, thereby producing shoulders

at w , which abut upon the uprights a^4 when the parts are placed together. There is a recess cut on each outer edge of the leaf N, extending from the inner corners toward the front, as at w' in Fig. 4^a, which recesses receive the pins w^2 , that project toward each other from the inner faces of the sides of the body-section A, that is now the seat portion of the chair. At an equal distance from the front edge of the leaf N a hook-plate w^3 is secured on each side edge of said piece, which plates have their hooked ends located so as to interlock with the spring latch-plates c' , and when so engaged retain the leaf in position, the latter being further supported by the sliding connection of the similar tongues w^4 , formed on its side edges, near the shoulders w , with recesses w^5 , notched from the front faces of the uprights a^4 toward the back a in the inner side faces of these uprights.

In order to convert the rolling chair into a rocking-chair, it is only necessary that the pieces C be turned down, so that that their longitudinally-curved edges may rest upon the floor, as represented in Figs. 12 and 13, the spring M yielding to allow such an adjustment to be produced, and by its expansion afterward serving to retain these rocker-pieces in alignment with the sides of the body-section A' that is now the base portion of the chair-seat.

To prevent a rocking movement of the chair, if this is desired, the hinged piece C' is turned down so as to align with the end wall of the section A', whereon it is jointed, the vertical width of said piece adapting it to engage the floor when so adjusted and hold the chair-seat in a level position, as indicated by dotted lines in Fig. 13.

It is feasible to produce a child's high chair from the section A and some parts connected with it. To effect this transformation, the pintles h' , Fig. 8, of the hinges b are withdrawn therefrom, which will release the seat-section A, as well as the pusher-bars G and parts directly connected with the latter. The pintles h' are now inserted in the portions of the hinges b that are secured on the seat-section A, and by the resilience of the pusher-bars G are held in loose connection therewith, said bars, which are to form two legs of the high chair, being swung into the position shown in Fig. 14. Upon the pusher-bars G a prop-rod y is jointed to each bar oppositely from the hinge-joints i , as shown at y' , these prop-rods when not in service being retained in place on the edges of the prop-bars by their spring engagement with the pins y^2 , as shown in Fig. 7.

On the sides of the seat-sills at y^3 near the seat-back two skate lock-plates are secured, with which the laterally-bent upper ends of the prop-rods y are adapted to interlock removably, and thus provide a support for the rear portion of the seat-section A.

At a suitable distance from the handle-bar

G', which now rests near the floor whereon the high chair stands, stretcher-rods z are pivotally secured, as at z' , and such a proportion in length is thereto given that by hooking the hook-shaped ends z^3 on the other terminals of said stretcher-bars over pins that project from the sides of the prop-bars G^3 the latter are held forwardly inclined, so as to provide two more legs for the high chair.

It will be evident that the manipulation of the elementary features forming this composite device may be effected without the use of tools, so that a spring-carriage, rolling chair, rocking-chair, stationary chair, and child's high chair may be quickly produced, as occasion may require.

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

1. In a convertible carriage and chair, the combination, with two separably-hinged body-sections, one furnished with a back, of springs, axles, and flexing reach-bars, substantially as described.

2. In a convertible carriage and chair, the combination, with two separably-hinged body-sections, one having a seat-back and side arms, of two forward-bent springs, a single transversely-extending bent rear spring, two axles, four wheels, two flexing reach-bars, and means to detachably secure the top of the rear spring to the rear body-section, substantially as described.

3. In a convertible carriage and chair, the combination, with two hinged body-sections, one having a back and two arms, and pusher-bars loosely connected with the hinges of the body-sections and joined by a handle-bar, of two front springs, a rear spring, two axles, one longer than the other, and two upwardly-flexing reach-bars, substantially as described.

4. In a convertible carriage and chair, the combination, with two hinged body-sections, one having a seat-back and two side arms and the other provided with hinged pieces on top of fixed sides, and latching devices between said hinged pieces and the arms of the seat-section, of two forward-bent plate-springs, one rear bent plate-spring fast by its ends on the rear axle, a rear axle, a front axle, wheels loose on each axle, and a latching device between the rear spring and the seat-section of the body, substantially as described.

5. In a convertible carriage and chair, the combination, with two body-sections hinged together below, one section provided with a back and two side arms, inwardly-folding hinged pieces on top edges of the other section, and a latching device between each folding piece and an arm of the seat-section, of two forward plate-springs bent rearwardly, one rear plate-spring wave-bent laterally, a latching device between this spring and the seat-section, two axles, four wheels, and two upwardly-flexing reach-bars, substantially as described.

6. In a convertible carriage and chair, the combination, with two body-sections hinged together below, the rear section having a back and two side arms, inwardly-folding hinged pieces on top of the fixed sides of the front body-section, and a latching device between each folding piece and an arm of the seat-section, of two forward plate-springs curved rearwardly and jointed to the front body-section, one rear plate-spring wave-bent laterally, a latching device between this spring and the seat-section, a rear axle, a front axle shorter than the rear axle, two loose wheels on each axle, and a loop-brace pivoted on the front springs between and adapted to have locked engagement with the front body-section, substantially as described.

7. In a convertible carriage and chair, the combination, with two body-sections hinged together below, springs, axles, wheels, and two upwardly-flexing reach-bars, of two pusher-bars that have pintles on lower ends which form removable pivots for the hinges of the body-sections, substantially as described.

8. In a convertible carriage and chair, the combination, with two body-sections hinged together below and latching devices at meeting ends above, springs, axles, wheels, and two upwardly-flexing rule-jointed reach-bars, of two pusher-bars, pintle-bolts thereon that form pivots for the hinges of the body-sections, two prop-bars hinged to the pusher-bars, a transverse handle-bar between the pusher-bars above, and a latching device adapted to hold the lower ends of the prop-bars connected to the rear axle, substantially as described.

9. In a convertible carriage and chair, the combination, with two body-sections hinged together in sequence by meeting bottom portions, a back and two side arms on the rear or seat section, two inwardly-folding hinged pieces on top edges of fixed sides on the front body-section, and a bow-spring forwardly and loosely connected to the sides of these folding pieces and adapted to retain them elevated or folded, and latching devices for the rear ends of the folding pieces adapted to lock them elevated and connected to arms of the seat-section, of two plate-springs jointed above to the front end of the front body-section, a loop-brace therefor loose on a transverse brace-rod that is fast to these springs, a latch-dog on the front body-section, an offset guide-plate below thereon, a rear plate-spring wave-bent laterally and fast at the ends on a rear axle, a latching device on the seat-section, which engages the top of the rear spring, two axles, one longer than the other, four wheels, and two upwardly-flexing reach-bars, substantially as described.

10. In a convertible carriage and chair, the combination, with two body-sections hinged together in sequence, latching devices above adapted to lock these body-sections together, pusher-bars jointed at their front ends on the hinges of the body-sections, and prop-bars

therefor, of two front plate-springs quarter-twisted above and pivoted by top ends on the front of the leading body-section and secured below on the front axle, a rear plate-spring 5 laterally wave-bent fast below on a rear axle and flat on top, and a latching device on the body adapted to interlock with said spring, a long rear axle, a front axle, wheels loosely 10 secured thereon at the ends, and two reach-bars, each formed of two pieces that are rule-jointed together and adapted to flex upwardly, substantially as described.

11. In a convertible carriage and chair, two 15 parallel pusher-bars adapted to removably lock fast to hinge-joints of a two-part body, a hinged prop-bar for each pusher-bar, a latching device on the prop-bars that holds them fast to a rear axle, a transverse handle-bar between the pusher-bars, and brace-rods that 20 engage the handle-bar and pusher-bars, substantially as described.

12. In a convertible carriage and chair, latching devices on one section of the two-part 25 hinged body that detachably engage hook-plates on the other section of said body, substantially as described.

13. In a convertible carriage and chair, a 30 body composed of two sections hinged together in sequence and provided with latching devices that hold them from flexing, substantially as described.

14. In a convertible carriage and chair, a 35 two-part body hinged together in sequence and adapted to fold and form a chair-seat and lower frame or base therefor, substantially as described.

15. In a convertible carriage and chair, a 40 two-part body hinged together in sequence, the rear section provided with a back and two arms, and the front section furnished with two hinged pieces longitudinally curved on free edges that become rockers when the body- 45 sections are folded, substantially as described.

16. In a convertible carriage and chair, the 50 combination of the carriage, the body of which is formed of two separably-connected sections, the rear section forming a seat or chair-body section, and the folding and removable running-gear, of a table-leaf adapted to engage 55 the arms of a seat-section detachably, substantially as described.

17. In a convertible carriage and chair, a 60 two-part body hinged together in sequence, so as to fold with bottom walls together, axles and wheels therefor, and devices adapted to hold one body-section on the other body-section, producing a chair-seat and adapting the 65 axles and wheels to sustain said seat for progressive movement, substantially as described.

18. In a convertible carriage and chair, a 65 two-part body hinged together in sequence, so as to fold and produce a chair-seat and its base, hinged rocker-pieces on one body-section that are part of its sides, a latching device therefor, and a hinged front piece on this base or 70 body-section that when folded downwardly

blocks the chair from rocking, substantially as described.

19. In a convertible carriage and chair, the 70 combination, with the separable body-sections, the rear one of which is the chair-seat, the front and rear axles, and the springs connecting the axles and body-sections, of two reach-bars for the connection of front 75 and rear axles, each rule-jointed and by upward flexure adapted to reduce space between said axles, the forward axle having sleeves d^b , to which the forward ends of the reach-bars are pivoted, and the rear axle having 80 bracket-blocks e' , to which the rear ends of the reach-bars are bolted, substantially as described.

20. In a convertible carriage and chair, the 85 combination, with the seat-section of a two-part vehicle-body, of two pusher-bars that form legs for a high chair, a connecting handle-bar that serves to space the lower ends of said legs, two prop-bars hinged on edges of the pusher-bars forming two other legs, two 90 brace-rods extending from the pusher-bars to interlock with the sides of the seat-section at its rear, and two stretcher-bars extending between the pusher-bars and prop-bars below, substantially as described.

21. In a convertible carriage and chair, the 95 combination, with a seat-section having a back and two side arms that are grooved on inner side faces and have opposite pins projected from said faces aligned with the grooves, of a table-leaf that will slide be- 100 tween the side arms and engage tongues and grooves on its edges with the grooves and pins on said arms, and spring latching devices, which are adapted to detachably lock the table-leaf on the seat-section, substantially as 105 described.

22. In a convertible carriage and chair, the 110 combination, with a front body-section that is adapted to fold below a rear body-section and a latch-hook adapted to hold these body-sections together at their free edges rearwardly of the rear body-section, of two hinged 115 side pieces on the front section that when it is folded become rockers, a bow-spring loosely engaging with these rockers at its ends, and a hook-bent guide-rod that is secured by one end on the front body-section and loosely engages the bow-spring between its ends, sub- 120 stantially as described.

23. In a convertible carriage and chair, the 120 combination, with a front body-section longitudinally slotted in its bottom wall, a guide-plate below said slot, and a locking-dog pivoted therein, of two plate-springs fixed below 125 on a front axle and pivoted above to the front body-section, a transverse brace-rod secured by its ends to the plate-springs near the body-section, and a loop-brace loosely secured by its ends on the brace-rod adapted to slide on the guide-plate and be locked be- 130 tween the dog and a stud depending from the body-section, substantially as described.

24. In a convertible carriage and chair, the
combination, with a two-part body hinged at
their meeting edges, two axles, four wheels,
two springs at the front, and a plate rear
5 spring laterally wave-bent and fast at its
ends on the rear axle, of two latch-hook plates
on the rear body-section that engage the
front edges of the flat bow of the rear spring,

and a spring latch-bar adapted to interlock
with the rear edge of said flat bow between the
hook-plates, substantially as described.

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Witnesses:

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