

No. 611,144.

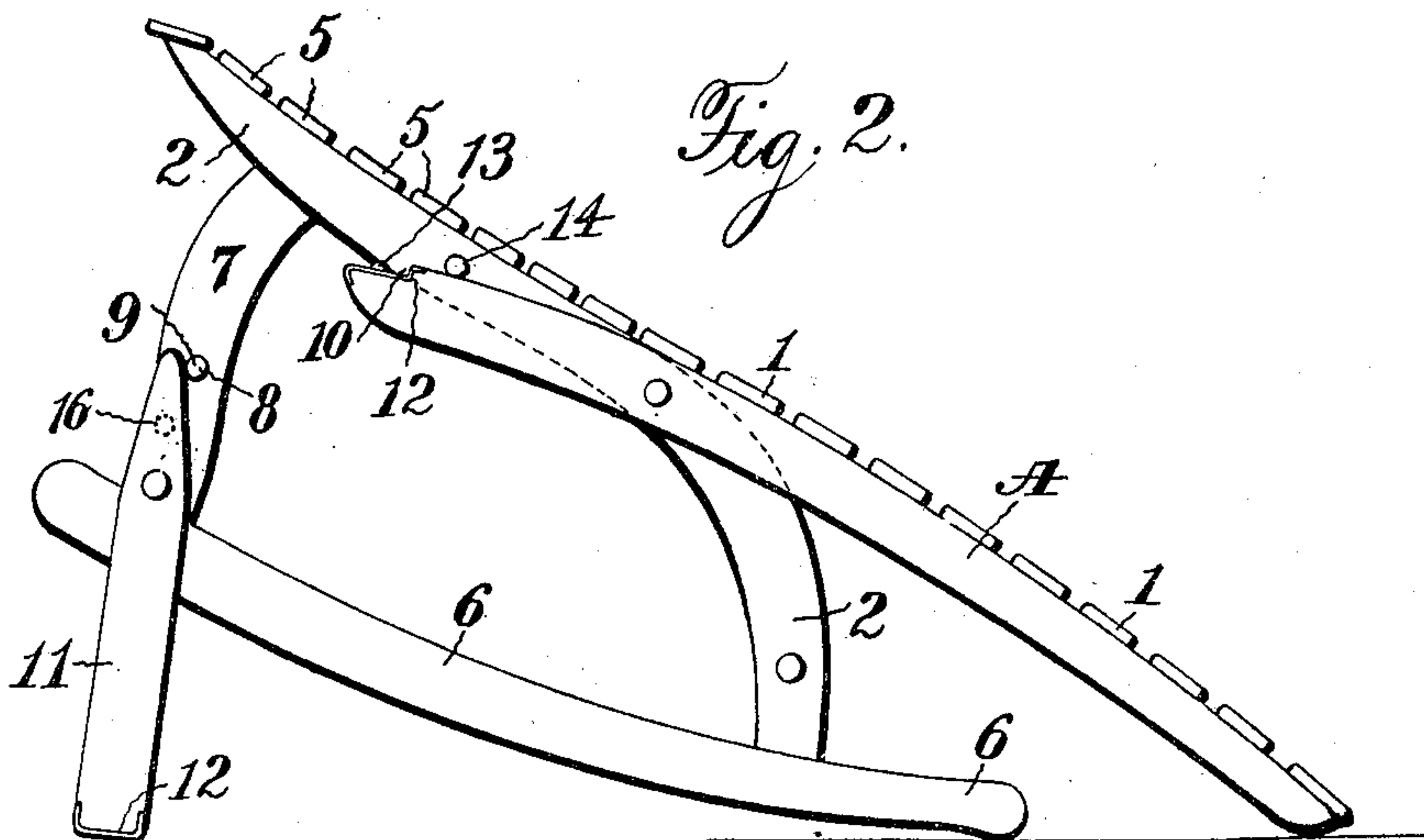
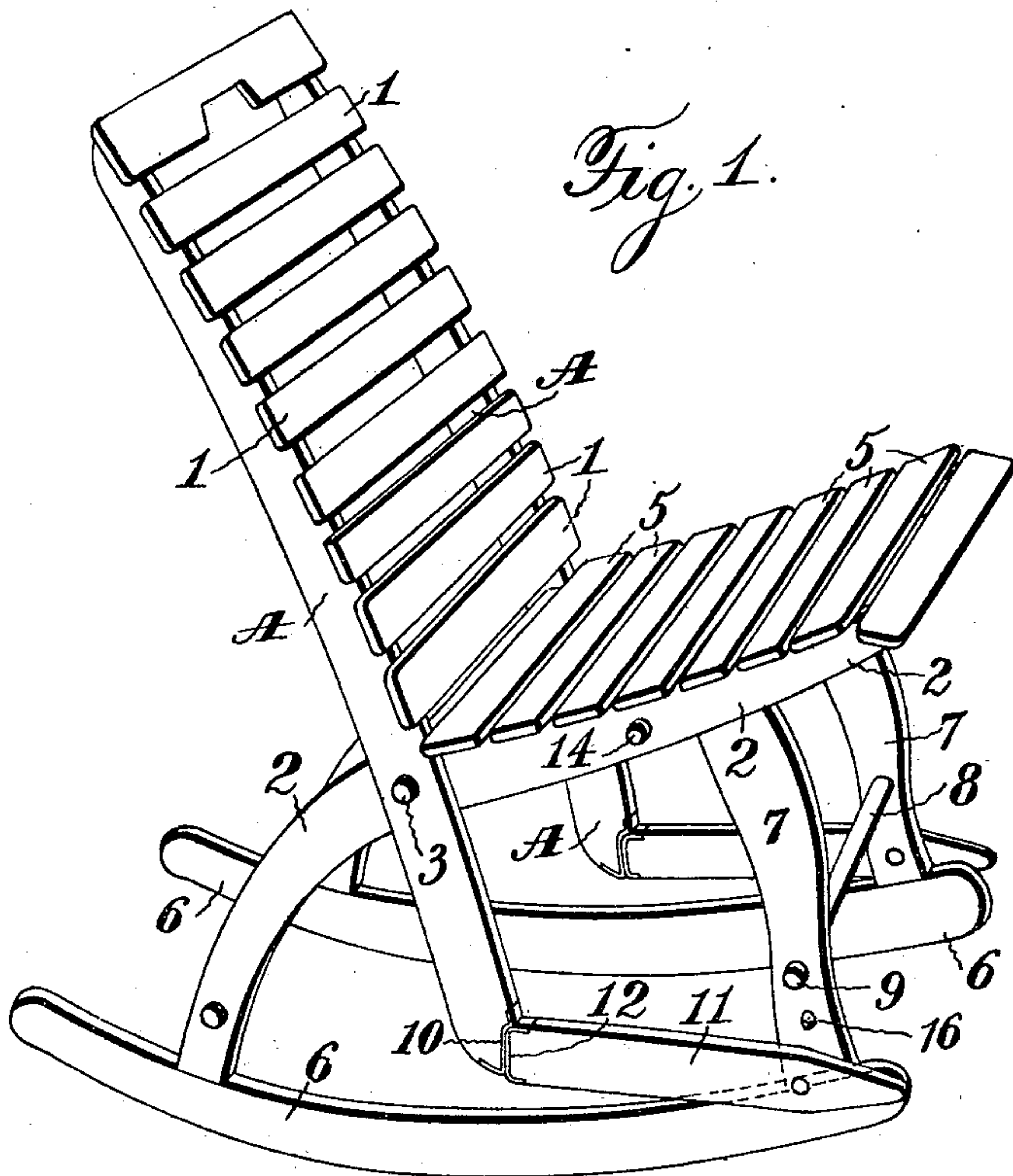
Patented Sept. 20, 1898.

J. E. PLUMMER.  
COMBINATION FURNITURE.

(Application filed Mar. 7, 1898.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES

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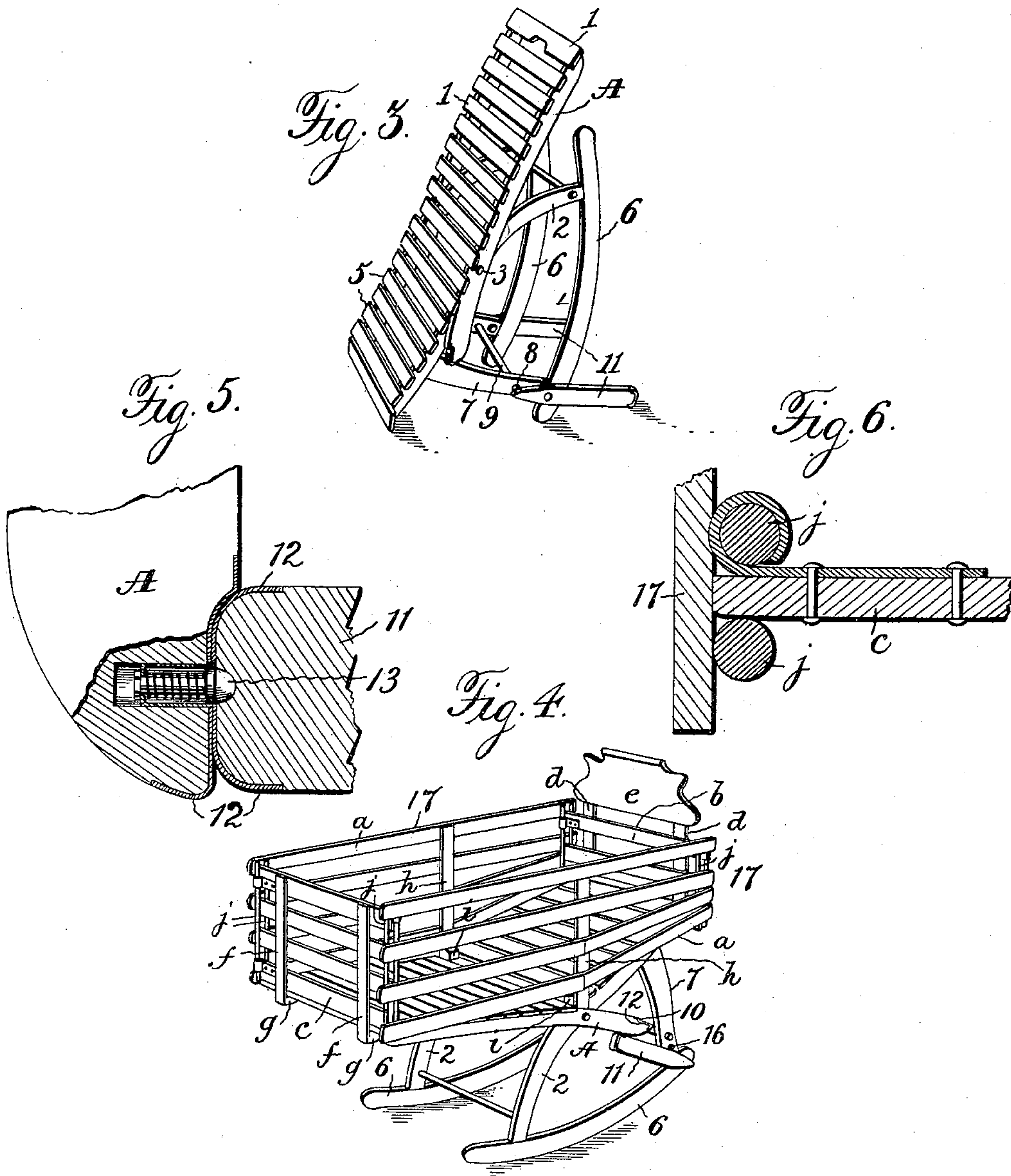
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# UNITED STATES PATENT OFFICE.

JOHN EDWIN PLUMMER, OF WATERVILLE, NEW YORK.

## COMBINATION FURNITURE.

SPECIFICATION forming part of Letters Patent No. 611,144, dated September 20, 1898.

Application filed March 7, 1898. Serial No. 672,912. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN EDWIN PLUMMER, of Waterville, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Combination Furniture; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in combination furniture, the object of the invention being to provide simple and efficient means whereby to form at will a rocking-chair, an invalid's back and head rest for use on beds, and a cradle.

A further object is to provide devices for the purposes stated which shall be simple in construction, which shall comprise comparatively few parts, which shall be cheap to manufacture, and which shall be strong and durable and effectual in all respects in the performance of their functions.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view showing my improvements when adjusted to form a rocking-chair. Figs. 2 and 3 are views of the devices adjusted to form back and head rests for use on beds. Fig. 4 is a view showing my improvements arranged to form a cradle. Figs. 5 and 6 are detail views.

A A represent two bars or rails connected together throughout a portion of their lengths by means of a series of transverse slats 1, adapted to form a chair-back. Curved bars or rails 2 2 are pivotally connected at points intermediate of their ends to the back rails or bars A immediately below the lower slat of the back by means of a transverse rod 3. The bars or rails 2 are connected together by means of a series of transverse slats 5, spaced apart and forming a chair-seat, the inner transverse slat of which is adapted to abut against the side rails of the back. From the points where the rails or bars 2 are connected with the bars or rails A the former are curved, and

at their lower ends are secured to rockers 6 at points in proximity to the rear ends of the latter. Legs 7 are secured at their upper ends to the bars or rails 2 in proximity to the forward ends of the same, and at their lower ends are attached to the forward portions of the rockers. A rod or brace 8 connects the legs 7, and the ends of said rod project beyond the sides of the legs to form stops 9 for a purpose explained farther on in this description. The side bars or rails A of the chair-back are made of sufficient length to project some distance below the seat portion of the chair and at their lower ends are provided with shoulders 10, adapted to be engaged by the free ends of arms or props 11. The arms or props 11 are pivotally connected near one end to the legs 7, and their other ends, which engage the bars or rails A, are preferably faced with metal 12 to prevent noise which might otherwise be caused by the rubbing of the ends of the arms or props 11 against said rails or bars A, and the latter may also be faced with metal for the same reason. The engagement of the inner slat of the seat with the side rails of the chair-back will tend to press the ends of the bars or rails A against the ends of the arms or props 11; but in order to avoid any possibility of the escape of the arms or props from the lower ends of the bars or rails A, I prefer to employ catches 13.

To convert the device into a back and head rest for use on a bed to support an invalid in a reclining position, the back and seat portions of the chair will be made to aline with each other, so as to assume the positions shown in Figs. 2 and 3. In order to prevent the straining of the slats of the seat portion by pressure against them of the ends of the bars or rails A, I prefer to provide the rails 2 of the seat portion with stops 14, against which the said ends of the bars or rails A will abut, and thus prevent them from pressing against the slats 5. The stops 14 may be conveniently formed by extending the brace which connects the bars or rails 2 slightly beyond the outer faces of the latter. In order that the head and back rest may have a proper inclination, the arms or props 11 will be turned to aline



with the legs 7 and form, in effect, continuations thereof, said arms or props being prevented from movement in one direction by engagement with the stops 9 and may be prevented from movement in the other direction by means of a catch 16.

Should it be desired to decrease the inclination of the head and back rest, so that the invalid can assume a nearly-upright or sitting position, the device may be inverted from the position shown in Fig. 2 and made to assume the position shown in Fig. 3.

In order to form a cradle, the head and back portions of the chair will be made to aline with each other, so as to assume a practically horizontal position, as shown in Fig. 4, and a frame 17 placed thereon. The frame 17 comprises sides *a a*, head-piece *b*, and foot-piece *c*, each of which parts may be conveniently formed by means of rails or strips spaced apart and secured to suitable transverse bars. The transverse bars or uprights *d* of the head-section of the frame have secured to their upper ends a suitable ornamental headboard *e*, and said head piece or section of the frame is adapted to engage or hook over the free end of the seat portion of the chair. The lower ends of the transverse bars or uprights *f* of the end section of the frame are provided with lugs or hooks *g*, which are adapted to engage or hook under the free end of the back portion of the chair, while the transverse bars or uprights *h* of the sides of the frame are provided with enlarged heads *i* at their lower ends to rest on the rails *A* and immediately over the pivotal connection of the latter with the rails 2. Thus it will be seen that the frame forming the sides and ends of the cradle will be securely but removably attached to the back and seat portions of the chair. The sides and ends of the frame 17 are hinged together by means of rods *j*. At one end of the foot-piece the hinge is disposed outside and at the other end the hinge is arranged inside the frame. The head-piece of the frame is hinged to the side pieces in the same manner. By thus hinging the sides and ends together it will be seen that when the frame is removed it can be folded so that the sides and ends will lie flat against each other, and in such condition the frame can be packed away in small space when not in use.

My improvements are simple in construction, are strong and durable, and are effectual in all respects in the performance of their functions.

Various slight changes might be made in the details of construction of my invention without departing from the spirit thereof or limiting its scope, and hence I do not wish to limit myself to the precise details herein set forth.

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

1. The combination with seat-rails, rockers

connected therewith and legs connecting the forward ends of the seat-rails and rockers, of back-rails pivotally connected to the seat-rails and projecting beyond the same, and arms or props pivotally attached to said legs and adapted to engage the free ends of said back-rails, substantially as set forth.

2. The combination with seat-rails, rockers connected therewith and legs connecting the forward ends of the seat-rails and rockers, of back-rails pivotally connected to the seat-rails and projecting beyond the same, shoulders at the free ends of said back-rails, arms or props pivotally attached to said legs and adapted to engage the shoulders at the ends of the back-rails, and a metal plate between the free end of each prop and the shoulder at the free end of each back-rail, substantially as set forth.

3. The combination with seat-rails, rockers connected therewith and legs connecting the forward ends of the seat-rails and rockers, of back-rails pivotally connected with the seat-rails and extending beyond the same, props pivotally attached to said legs and adapted to engage the free ends of said back-rails and catches connecting said props and back-rails, substantially as set forth.

4. The combination with seat-rails, rockers connected therewith and legs connecting the forward ends of the seat and rockers, of back-rails pivoted to the seat-rails and projecting beyond the same, stops on the seat-rails for the end rails, props attached to said legs and stops on the legs for said props, substantially as set forth.

5. The combination with seat-rails, rockers secured thereto, and legs connecting the forward ends of the seat-rails with the forward ends of the rockers, of back-rails pivotally connected to the seat-rails, whereby said back and seat rails can be moved into alinement with each other to form a head and back rest, stops on the seat-rails for the back-rails, props pivotally attached between their ends to said legs, and stops on said legs for said props, substantially as set forth.

6. The combination with seat-rails terminating at their rear ends in legs, and legs depending from the forward ends of said seat-rails, of back-rails pivotally connected between their ends to the seat-rails and terminating at their lower ends between the front and rear legs, and props pivotally connected with the front legs and adapted to engage the lower ends of said back-rails, substantially as set forth.

7. The combination with seat-rails, slats connecting said seat-rails, back-rails pivotally connected with the seat-rails, slats connecting said back-rails, and means for supporting the back and seat rails in alinement in a horizontal position, of a frame removably supported on said rails, said frame comprising end and side pieces hinged together, one of said end pieces being adapted to en-



gage a slat at the free end of the seat portion,  
lugs or hooks on the other end piece adapted  
to engage a slat at the free end of the back  
portion, and bars on the sides of the frame  
5 and adapted to be seated on the back-rails  
over the pivotal connection thereof with the  
seat-rails, substantially as set forth.

In testimony whereof I have signed this  
specification in the presence of two subscrib-  
ing witnesses.

JOHN EDWIN PLUMMER.

Witnesses:

F. W. O'TOOLE,  
J. A. MALONEY.