No. 626,025. Patented May 30, 1899.

C. B. JONES.

RECLINING PERAMBULATOR.

(Application filed Feb. 20, 1899.)

(No Model.)

Fig. 1.

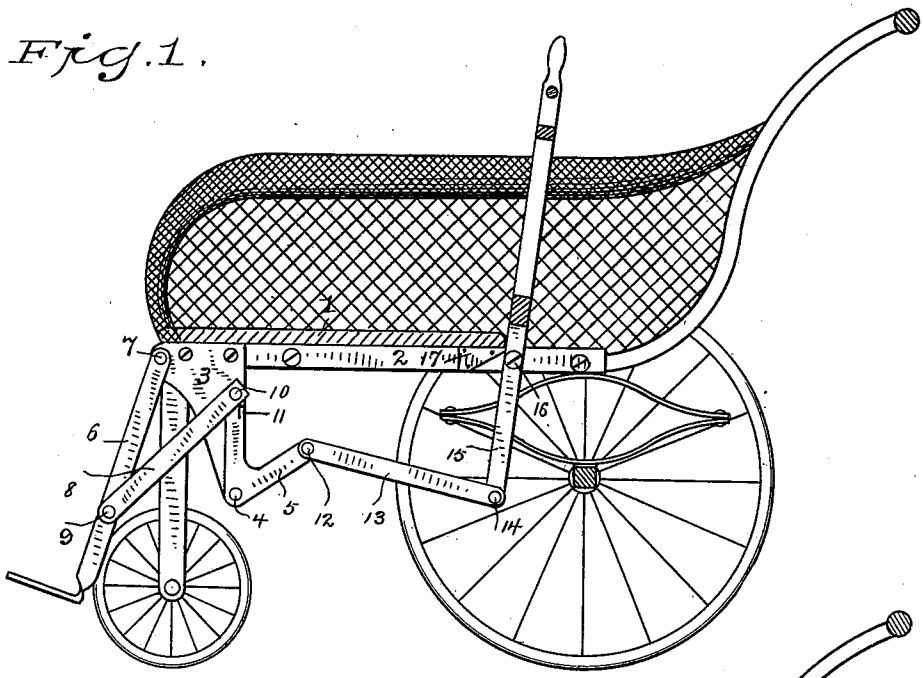


Fig. 2.

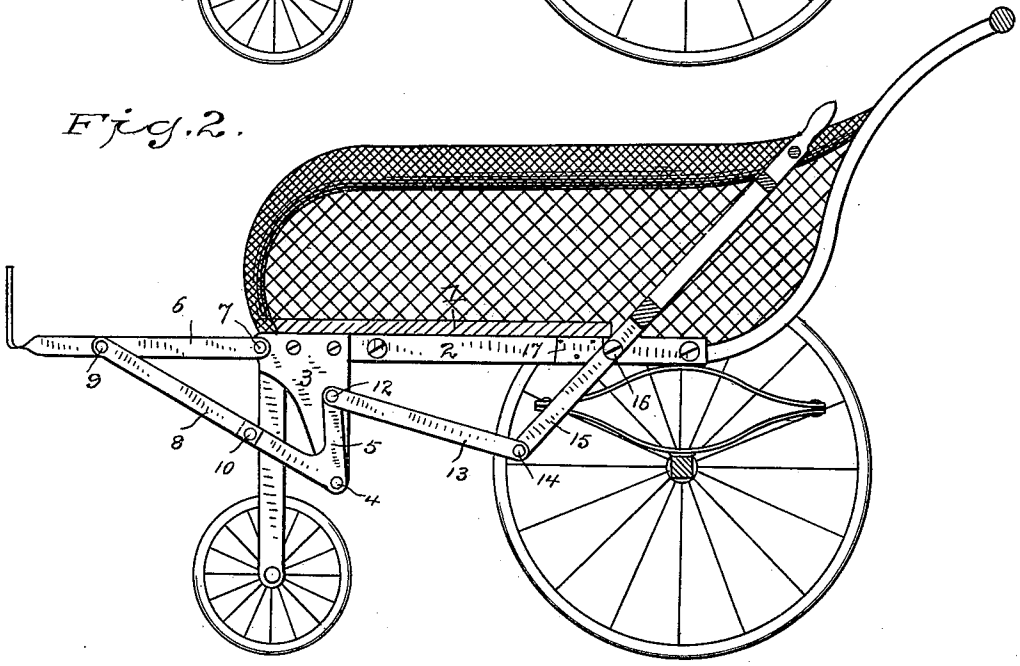


Fig. 3.

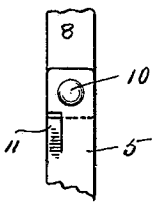


Fig. 4.



WITNESSES

H. A. Lamb

S. N. Pelley

INVENTOR

Charles B. Jones

By A. M. Wooster

Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

CHARLES B. JONES, OF NEW HAVEN, CONNECTICUT, ASSIGNOR OF ONE-HALF TO FREDERICK L. COWLES, OF SAME PLACE.

RECLINING-PERAMBULATOR.

SPECIFICATION forming part of Letters Patent No. 626,025, dated May 30, 1899.

Application filed February 20, 1899. Serial No. 706,233. (No model.)

To all whom it may concern:

Be it known that I, CHARLES B. JONES, a citizen of the United States, residing at New Haven, county of New Haven, State of Connecticut, have invented a new and useful Reclining-Perambulator, (Case A,) of which the following is a specification.

This invention relates to the construction of adjustable chair-supports, preferably of the wheeled variety, for the accommodation particularly of children; and the said invention has for its object to provide means for elevating the foot or leg rest simultaneously with the rearward adjustment of the back-rest and to means for automatically locking the parts in the latter position.

A further object of this invention is the production of a device of this character in which the foot or leg rest when projected to horizontal position shall be absolutely immovable from that position by any accidental means, thus preventing any possibility of a child falling from the vehicle if it should rest upon said forwardly-projecting portion; and a further object of the invention is to provide a construction whereby the application of a very slight upward pressure upon the upper end of the back-rest will serve to unlock the foot or leg rest from its horizontal position and permit it to drop to a vertical or nearly vertical position.

To these ends the invention consists in the construction and combination of parts substantially as hereinafter described and claimed.

In the accompanying drawings, Figure 1 represents a side elevation of one embodiment of my invention, the parts being in their positions for the occupant of the vehicle to sit upright therein. It is to be understood that the invention shown as applied in this figure could be equally well applied to supports of the chair type mounted on legs or a frame of any kind instead of on wheels. Fig. 2 is a view similar to Fig. 1, but with the parts in their positions when the occupant is reclining. Fig. 3 represents an enlarged detail view of the strut-joint hereinafter described. Fig. 4 represents an edge view or elevation of the said joint.

Similar reference characters indicate similar parts throughout the several figures of the drawings.

The fixed seat of the support, whether it is a wheeled or a stationary chair, is indicated at 1, and attached to the side thereof is the metal strap 2, which may form a part of the frame of the vehicle or chair and strengthen it. Secured to the front end of the strap 2 is a bracket 3, to the lower end of which is pivoted at 4 a bell-crank or elbow lever 5.

The strap or bar 6, forming one side of the foot or leg rest, is pivoted at 7 to the front end of the strap 2 or bracket 3, and a strut 8 is pivoted at one end 9 to the bar 6 and at the other end 10 to the forward end of the elbow-lever 5. This forward arm of the elbow-lever forms, in connection with the section 8, a jointed strut to support the foot-rest in horizontal position directly from the pivot 4. One of the overlapping portions which forms this strut is provided with a lug 11, as indicated in Figs. 3 and 4, to engage the end of the other overlapping portion or member to prevent the said strut from doubling up or folding downward from the position shown in Fig. 2. To the other end of the elbow-lever 5 is pivoted at 12 one end of a link 13, the other end of which link 13 is pivoted at 14 to the lower end of the lever 15, which in turn is pivoted at 16 to the strap 2. It is to be understood that all of these parts are duplicated at the other side of the chair or vehicle preferably and that the two levers 15 form the sides of the back-rest, while the two bars 6 form the sides of the leg and foot rest.

The shape of the elbow-lever 5, as shown, is such that a number of them can be cut from a strip of metal of the requisite width with the least possible waste of material, the die which cuts the outside margin of one elbow-lever forming at the same time the inside margin of the next lever. The bar 6, strut 8, link 13, and lever 15 are all adapted to be formed by severing the proper lengths from flat stock of the requisite width and thickness.

A stop 17 may be secured to the strap 2 in a position to be engaged by the edge of the lever 15 when said lever is in the position

shown in Fig. 2, said stop preventing the strain due to the weight of the occupant's back on said lever 15 from being communicated to the stop-lug 11 of the jointed strut.

I claim—

1. A device of the character specified, comprising a fixed seat portion, an adjustable foot and leg rest, an adjustable back-rest, and connections for elevating the former by the backward movement of the latter, the said connections including an elbow-lever operatively connected with the back-rest and a support between said elbow-lever and the leg-rest for automatically locking the leg-rest in extended position.

2. In a device of the character specified, the combination with the seat-frame, of the elbow-lever 5 pivoted to a fixed support below said frame, the bar 6 pivoted to said frame the strut 8 pivoted to the bar 6 and to one end of the elbow-lever, the lever 15, and the link 13 connecting the lower end of the lever 15 with the other end of the elbow-lever.

3. In a device of the character specified, the combination with the seat-frame, of the bracket 3 secured thereto, the elbow-lever 5 pivoted to said bracket, the bar 6 pivoted to the seat-frame, the strut 8 pivoted to the bar 6 and to one end of the elbow-lever, the lever 15, and the link 13 connecting the lower end of the lever 15 with the other end of the elbow-lever.

4. In a device of the character specified, the combination with the seat-frame, of the bracket 3 secured thereto, the elbow-lever 5 pivoted to said bracket, the bar 6 pivoted to the seat-frame, the strut 8 pivoted to the bar 6 and to one end of the elbow-lever, the lever 15, and the link 13 connecting the lower end of the lever 15 with the other end of the elbow-lever, the member 8 and the arm or member of the elbow-lever to which the member 8 is pivoted forming a jointed strut for supporting the bar 6 in extended position, a lug being formed on one of the said members and adapted to engage the other member to hold the two members substantially in alinement with the bar 6 locked in extended position.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES B. JONES.

Witnesses:

THOMAS T. WELLES,

F. M. RUWET.