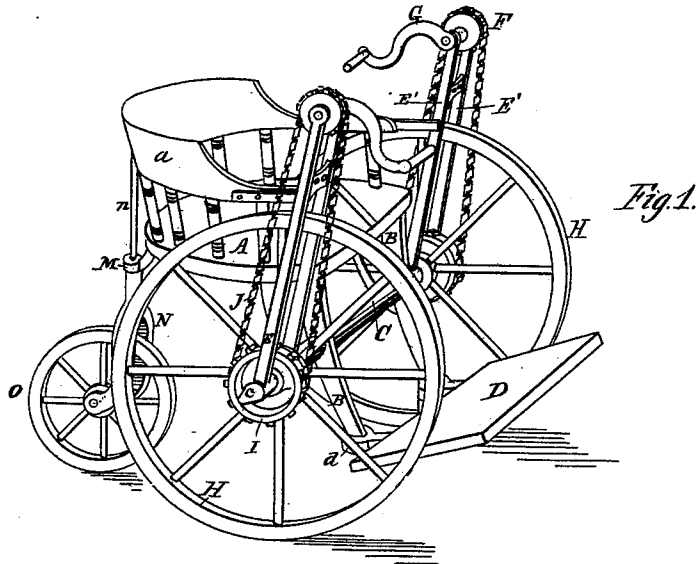
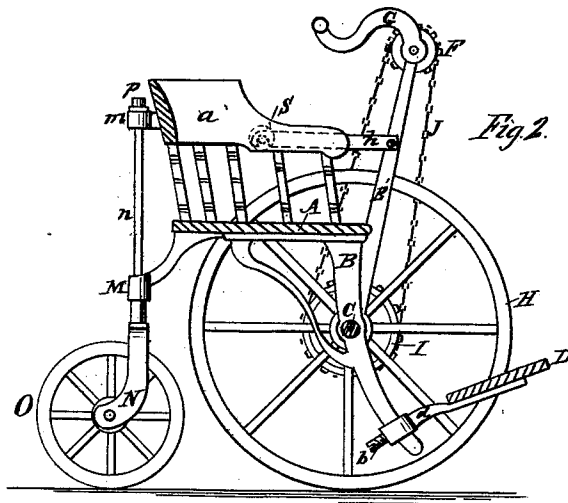
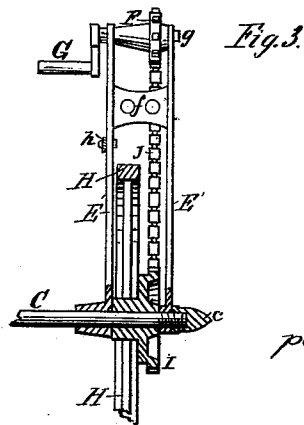


O. UNZICKER.
Locomotive Chair.

No. 229,500.

Patented June 29, 1880.



Witnesses:
F. B. Townsend
Emil H. Dornemann

Inventor:
Otto Unzicker
per Wm H. Lotz
Attorney.

UNITED STATES PATENT OFFICE.

OTTO UNZICKER, OF CHICAGO, ILLINOIS, ASSIGNOR TO ADOLPH SHOENINGER,
OF SAME PLACE.

LOCOMOTIVE-CHAIR.

SPECIFICATION forming part of Letters Patent No. 229,500, dated June 29, 1880.

Application filed October 23, 1879.

To all whom it may concern :

Be it known that I, OTTO UNZICKER, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Locomotive-Chairs, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to locomotive-chairs; and it consists in certain improvements therein, as hereinafter more fully set forth, and pointed out in the claims.

In the drawings, Figure 1 represents a perspective view of my newly-invented locomotive-chair complete. Fig. 2 represents a longitudinal vertical section through the center of the same; and Fig. 3 is a transverse sectional view of one end of the axle, with the carriage-wheel and the operating mechanism attached.

Like letters in the several figures of the drawings designate like parts.

A denotes the seat, having back and side rail, *a*. Under the sides of this seat A are secured two pendent brackets, B, which at about their middle are pierced by and rigidly hold the axle C, and the lower ends of said brackets B are curved forwardly for adjustably securing upon them, by means of a set-screw, *b*, the slotted ends of bars *d*, which support the foot-board D.

Upon each end of axle C are pivotally connected the lower ends of two standards, E E', which are laterally held in position by a socket-nut, *c*, screwed upon the end of the axle. Each two standards, E E', are rigidly connected together by a cross-brace, *f*, and in their upper extremities is journaled a shaft, *g*, which has a crank, G, upon its inward end, and carries a sprocket-wheel, F.

Each pair of standards E E' is connected to the seat-railing *a* by a brace-bar, *h*, and the standards to one side of the chair are permanently held to their upright position by rigidly securing its brace-bar *h* to the chair-railing, while, to give better access for the invalid to occupy the chair, the other pair of standards are arranged to enable them to be swung off from the seat.

The brace-bar *h* is pivotally connected with one end to the standard E', and its opposite

end is notched to be hook-shaped, and detachably engages with a screw-stud, which projects off the side of the seat-railing *a*, and to which said bar *h* is held rigid by tightening upon it a thumb-nut, *s*.

A carriage-wheel, H, is pivoted upon each end of the axle C between the two standards E E', which wheel has mounted upon its hub a sprocket-wheel, I, and over both sprocket-wheels F and I is stretched an endless open-linked chain, J, which will transmit motion from the crank to the carriage-wheel.

An eye-plate, *m*, is secured to the rear of the railing *a*, and under the rear of the seat is fixed a pendant, M, and through the end hub of pendant M and through the eye in plate *m* is passed the standard *n* of the curved and bifurcated stock N, in which the caster-wheel O is pivoted. The standard *n* is fitted to turn loosely in the bracket M and plate *m*, and is vertically held in position by a socket-nut, *p*, upon its screw-threaded upper extremity.

As will be readily understood from the foregoing description, a person occupying this chair, by means of the cranks and endless-chain connections, will impart a positive motion to one drive-wheel with each hand, and each wheel being thus operated independently of the other wheel, the occupant can move himself about with great ease in any desired direction, describing a curve by increasing the speed of one wheel relative to the other; or by turning the cranks in opposite directions he can whirl the chair round without changing its location; and the motion thus transmitted to the driving-wheels being positive, and the power obtained by the radial proportions of the sprocket-wheels and crank relative to each other being considerable, an invalid can propel himself in this chair up or down hill without exertion or danger of losing control of the vehicle.

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

1. The standard-frame E E', carrying crank G and sprocket-wheel F, being pivotally connected with the end of axle C and detachably connected with seat A by a pivotal bar, *h*, the

hooked end of which being secured by screw-stud and nut *s*, all substantially as and for the purpose set forth.

2. In combination with seat A, supported
5 in front upon two carriage-wheels, H H, each arranged to be operated from a separate crank, G, the sprocket-wheels F I, and endless chains J, of caster-wheel O, pivoted in stock N, having standard *n*, which is pivoted in eye-plate
10 *m*, and pendant M, to the rear of said seat A, all substantially as described and shown.

3. The seat A, having pendants B and axle C, in combination with foot-board D and slotted bars *d*, with set-screw *b*, all substantially as and for the purpose set forth.

OTTO UNZICKER.

Witnesses:

O. W. MARBLE,
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