(No Model.) 2 Sheets—Sheet 1.

W. HOLDEN.

NURSERY CHAIR.

No. 331,748. Patented Dec. 1, 1885.

Fig. 1.

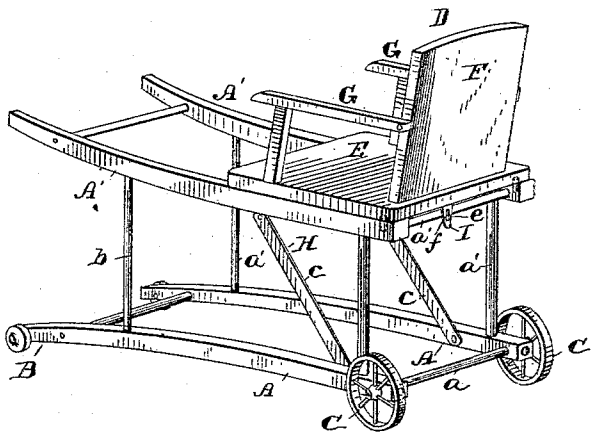
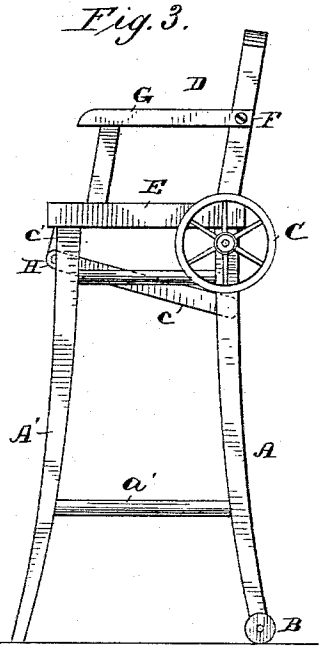


Fig. 3.



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(No Model.) 2 Sheets—Sheet 2.

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NURSERY CHAIR.

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Fig. 2.

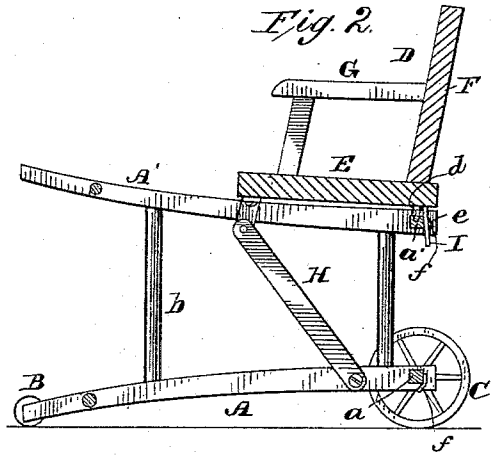


Fig. 5.

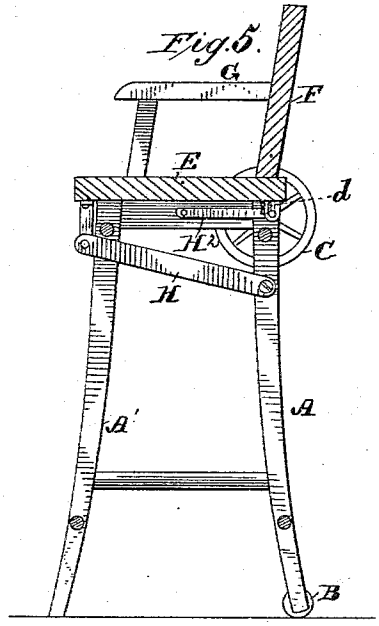
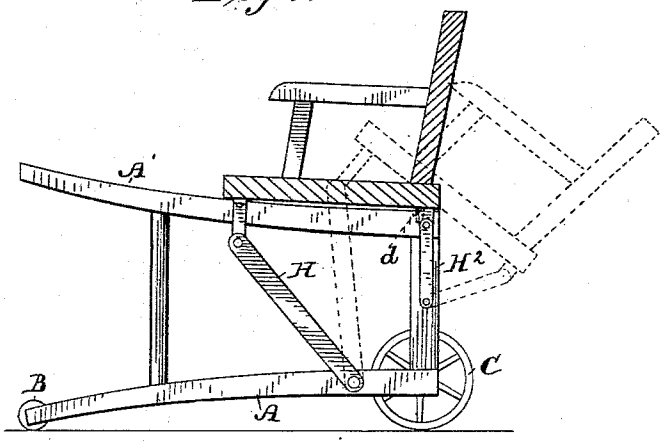


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM HOLDEN, OF BALDWINSVILLE, MASSACHUSETTS.

NURSERY-CHAIR.

SPECIFICATION forming part of Letters Patent No. 331,748, dated December 1, 1885.

Application filed April 23, 1884. Serial No. 129,003. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HOLDEN, a citizen of the United States, residing at Baldwinsville, Worcester county, Massachusetts, have invented new and useful Improvements in a Child's Combined Carriage and Chair, of which the following is a specification.

My invention has reference to a combined child's carriage and chair, and has for its object to simplify and cheapen the construction, and to render the same strong and durable; and to these ends it consists in the construction and the combination of parts hereinafter particularly described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of one form of my invention, showing the parts in position for use as a carriage. Fig. 2 is a vertical section of the same. Fig. 3 is a side elevation showing the carriage represented in the above figures converted into a chair. Figs. 4 and 5 represent an arrangement of double levers for connecting the seat with the supporting-bars.

The letter A designates two supports, runners, or bars, preferably curved, as shown, from front to rear and connected by rounds *a* at or near opposite ends, and provided at both ends with wheels or rollers B and C, the rollers C being of greater diameter than roller B. To these supports, bars, or runners A there are connected by rounds *b* the supports A′, which are connected to each other by rounds *a′*, near opposite ends, and all together form a support for the seat D. This seat is composed of the base E, back F, and side arms, G, and is held to the supports A and A′ by means of jointed links H, the long arms *c* of which are pivoted by screws or other suitable means to the inside of supports A, preferably near one end, and the short arms *c′* rigidly to the seat by screws or other suitable means, as is shown in Figs. 1 to 3, inclusive. The seat is further held to said supports against lateral movement by pins *d*, projecting from beneath the seat and entering perforations made therefor in the supports, and also by a spring catch or tongue, I, secured to the seat at or near its rear end and formed with a perforation, *e*, to receive the beveled-face catch-pin *f* on one side of the round *a′*. The spring-catch holds the seat firmly to the supports A′ and prevents it from rising up. The links H permit the seat to be shifted from the upper sides of the horizontally-disposed supports A′ to the ends of the four vertically-disposed supports A A′, when the latter are in position to serve as standards or legs for the high chair made by shifting the seat, as is shown in Fig. 3. It will be obvious that this conversion of the carriage into a high chair is effected by turning the seat at right angles to the position it was in when the structure was used as a carriage.

In the position of the seat indicated in Figs. 2 and 4 the pins *d* thereof enter sockets made in the ends of the supports A, and the spring-clasp I engages with the beveled-face catch-pin *f′* on the round *a* in the same manner that it engaged with pin *f*. It will thus be observed that the single spring-clasp is made to discharge the same function in the same way in the two positions of the chair. When the carriage is thus converted into a chair, the rollers B serve as casters to slide the chair about on, and the rollers C serve to brace the seat against lateral strain, as it will be observed that the seat fits down between them, so as to bring them on opposite sides thereof.

By the construction described the carriage is rendered simple and made strong, and the top and bottom supports and end rounds form a railing for an infant to hold onto and lean against, and be kept from falling while moving the carriage about in learning to walk. The seat can be readily shifted back and forth to change the carriage to a chair or a chair back to the carriage, and the levers guide it steadily while being shifted from one portion to another, so that it is carried directly to its proper place.

A modification is represented in Figs. 4 and 5, and consists in the employment of double sets of links, the auxiliary links not shown in the other figures being designated by the letters H^2, and being connected with the rear portion of the under side of the chair-seat and the upper or end round or cross-piece that connects the legs or standards of the chair structure. In this construction the seat can be carried around the angle or shifted from one into the other position with a perfectly steady motion, confining the rear of the seat as well as the front almost as though the seat were pivoted on a center. The pins and perforations for holding the seat may, with this latter ar-

rangement, be dispensed with. A push-handle may be attached to the back of the seat and hang down behind the upright chair, or such handle can be pivoted to the lower part of the rear legs and be fastened up under or near the seat, so as to be swung out when the structure is used as a carriage.

In all the constructions illustrated the seat on the carriage will rest on the sides of the support, and thus have a firm and solid foundation, and when the carriage is converted into a chair will rest upon the ends of the supports.

The carriage may be made of any suitable material and in any design desired.

A step and a table may be added, if desired; but as such forms no part of my invention and can be applied by any skilled mechanic I do not illustrate the same.

Having thus described my invention, what I claim is—

1. The combination of the two pairs of legs A A′, rigidly connected together by rounds, the movable seat D, the short arms *c′*, rigidly attached to the bottom of the seat, adjacent to the front thereof, the long arms *c*, pivoted at one end to the short arms, and at the other end pivoted to the legs A, for adjusting the seat from the ends of the legs to the sides of the legs A′, substantially as described.

2. The combination of the two pairs of legs A A′, rigidly connected by rounds, and the front and rear top rounds provided with catch-pins *f f′*, the seat D, the short arms *c′*, rigidly attached to the under side of the seat-bottom, adjacent to front thereof, the long arms *c*, pivoted to the short arms and to the legs A, for adjusting the seat from the ends of the legs to the edge of the legs A′, and a fastening device, I, on the rear edge of the seat for engaging the catch-pins to hold the seat either on the ends or the sides of the legs, substantially as described.

3. A child's chair and carriage consisting of the following elements, to wit: a pair of legs, A, each provided at both ends with rollers, a pair of legs, A′, rigidly connected with the legs A by rounds, a seat, D, the short arms *c′*, rigidly attached to the seat-bottom, and the long arms *c*, pivoted to the rigid arms and to the legs A, for adjusting the seat from the ends to the sides of the legs and retaining it in either position, substantially as described.

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

WILLIAM HOLDEN.

Witnesses:
C. A. TENNEY,
C. S. DICKINSON.