C. N. HAZELTON.

ROLLING CHAIR.

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1,123,872.

Patented Jan. 5, 1915.

Fig. 1.

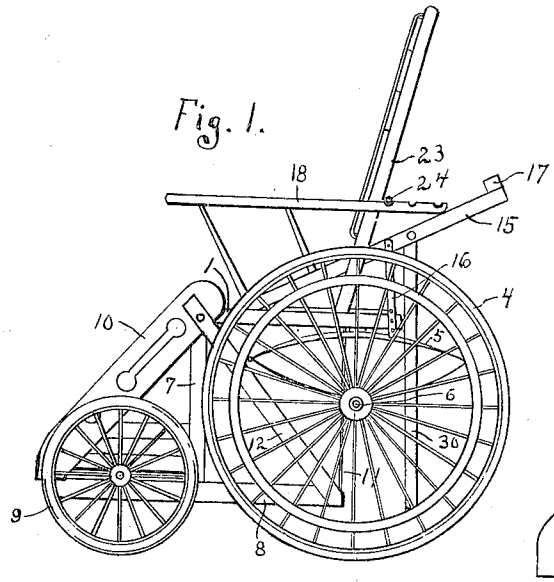


Fig. 4.

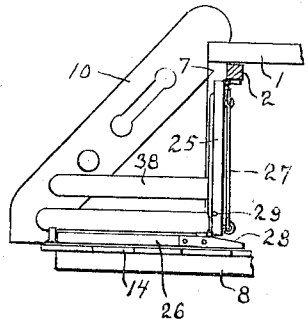


Fig. 3.

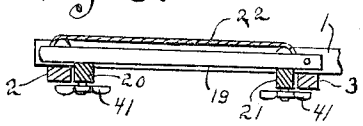


Fig. 2.

Witnesses

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ROLLING-CHAIR.

1,123,872. Specification of Letters Patent. Patented Jan. 5, 1915.

Application filed February 15, 1912. Serial No. 677,232.

To all whom it may concern:

Be it known that I, CHARLES N. HAZELTON, a citizen of the United States, residing at Morrison, in the county of Whiteside and State of Illinois, have invented certain new and useful Improvements in Rolling-Chairs, of which the following is a specification.

My invention has reference to rolling chairs for invalids, which as at present constructed are of two kinds; those which are specially adapted for use on the street, and those which are intended for house use. My device seeks to combine features whereby a strong durable chair is produced which can be used for either outdoor or indoor purposes. Former vehicles of this class comprise chiefly a chair with wheels attached, or "rolling chair" as the name indicates, whereas my device consists of a rolling frame of special construction, provided with a seat and movable back which can be removed for purposes hereinafter set forth.

In the drawings: Figure 1 is a side elevation of a wheeled chair embodying my invention. Fig. 2 is a medial longitudinal section thereof. Fig. 3 is a detail showing the seat frame and supporting frame therefor. Fig. 4 is a detail showing the leg-rest in folded position.

Similar parts are indicated by corresponding reference numbers throughout the several figures.

1 is a frame, having cross-pieces 2 and 3, and supported at its rear end on carrying-wheels 4, preferably by means of springs 5, connecting said frame with the axle 6 of said wheels. Connected with the forward end of said frame by means of a pair of supports 7 is a frame 8, the forward end of which is mounted on a pair of small carrying-wheels 9. Guard-braces 10 extend from the front end of the frame 1 to the forward end of the frame 8, and said frames are further united by means of supports 11 extending downwardly from the rear end of the frame 1 to the rear end of the frame 8, and cross-braces 12 connecting the forward end of the frame 1 with the rear end of the frame 8. The frame 8 is also provided at its rear end with a cross-piece 13, and at the front end of the frame 8 is a platform 14.

Pivoted to the forward end of the frame 1 is a pair of side-bars 15, capable of vertical movement on their pivots so as to be held in a desired position with relation to the frame 1 by means of adjustment plates 16, connecting the movable parts of said bars with the rear part of such frame. The bars 15 are united at their rear ends by a cross-piece 17 which also serves as a handle for the use of a person operating the chair from the rear thereof. Each of the bars 15 is provided with an arm-rest 18.

Supported on the cross-pieces 2 and 3 is a frame 19 having cross-pieces 20 and 21 corresponding in thickness with the cross-pieces 2 and 3 and adapted to set between the same. On the frame 19 is supported a seat 22 of any desired material, and pivotally connected with the side-pieces of the frame 19 is a back 23, capable of being held in adjusted positions by means of a rod 24 held at its ends in depressions in the arm-rests 18.

By lowering the side-bars 15 and supporting the back 23 on the cross-piece 17 the vehicle can be converted into a reclining chair. To aid in this position a leg-rest is provided, consisting of a part 25, hingeably attached to the cross-piece 2 and a part 26 hingeably connected with the part 25. When not in use the leg-rest is partly folded with the part 25 in vertical position, as shown in Fig. 4, with the part 26 supported on the platform 14, and forming therewith a support upon which the occupant of the chair can step in entering or leaving such chair. The leg-rest can be held in a partially raised position by means of a brace 27, hinged at one end near the lower edge of the part 25 and held at its other end by a depression in the platform 14, as shown in Fig. 2. When the chair back is in a more reclining position the leg-rest can be held in a horizontal position by supporting the end of the brace 27 at the forward end of the platform 14. When the brace 27 is not in use it can be supported against the rear face of the part 25 by means of a hook or other means. To give greater support to the parts of the leg-rest at the point of connection thereof the part 26 is provided at each edge with a plate 28, projecting beyond the joint, and adapted to engage a pin 29 in the part 25.

Pivoted on the inner faces of the bars 15 is a pair of arms 30, united by a cross-piece 31, adapted to be connected with the cross-piece 17 by means of a clasp 32, hinged to the part 31. By this means the arms 30 may be held in extended position, in line with the bars 15. When not thus in use such

arms are permitted to hang downwardly from their pivotal points. The arms 30 are provided near their outer ends with a bar 33, which serves as an auxiliary handle.

Beneath the platform 14 is pivotally supported a cross-piece 34, carrying on its outer face a pair of swivel-rollers 35, and connected with said cross-piece at one of its ends is a hand-lever 36 projecting upwardly through a slot (not shown) in the platform 14 and capable of being oscillated longitudinally of the frame 8 in a rack 37 secured at one end to the support 7 and at the other end to a slat 38 connecting said support with one of the guards 10. The cross-piece 34 is normally held in elevated position when the vehicle is being used as a street chair, and propelled in a straight line, but when it is desired to use the same as a house chair or to turn the same within a small space such cross-piece is lowered by operation of the lever 36, the rollers 35 having the effect of raising the forward end of the frame 8 until the wheels 9 are clear of the ground. The chair can then be readily turned in any direction. When the lever 36 is at the end of its rearward movement it is locked in such position by means of a latch 39 on the support 7, and in its forward position such lever is held from accidental movement by means of a catch 40 on the slat 38.

To hold the seat frame 19 in place the cross-pieces 20 and 21 are provided with turn-buttons 41, which are turned so as to engage the cross-pieces 2 and 3, and which, upon being turned lengthwise of the parts to which they are attached, permit the release of the seat, and back connected therewith. One of the advantages of having the seat removable is in order that another chair can be used with the frame 1, such as is shown in Letters Patent No. 820,973, issued to myself May 22, 1906. In such use the upper part of the chair is supported on the cross-pieces 2 and 3, and the rear legs engage the cross-piece 13 to keep the chair from tipping. When used in this way the chair can be rolled to a desired locality, and the chair removed from the frame and used independently.

It will be seen that the handle-frame is not connected in any way with the back of the chair, and can be raised or lowered without reference thereto, and the operation of the back is also independent of the handles and arm-rests.

In the operation of pushing the chair the force is applied to the forward part of the frame 1, or at a point in the vehicle which is beneath the occupant, rendering the same more easily and steadily operated. In most chairs of this kind the force is exerted against the shoulders of the occupant, tending to tip the chair forward. If desired, the rear ends of the bars 15 can be lengthened to some extent, and the auxiliary arms and handle dispensed with.

When in use either with or without the leg-rest the chair is provided at its forward end with a level platform, solidly supported so that the same can be stepped upon without danger of upsetting the chair.

For use in the house the short handle and swivel rollers are preferably employed, the space for operation being more limited, but for use outside of the house where it is desired to propel the chair in a straight line the auxiliary handle and carrying wheels are more suitable and to be preferred.

What I claim as my invention and desire to secure by Letters Patent of the United States, is:

1. A rolling chair, comprising a wheeled frame; a seat supported therein; handle bars pivoted to said frame and provided with a handle; means for adjusting the position of said bars with reference to said frame; arm-rests fixed to said handle-bars; and a back hingeably connected with said frame, and adjustably supported on said arm-rests.

2. A rolling chair, comprising a wheeled frame; handle-bars pivoted to said frame and provided with a handle; means for vertical adjustment of said bars; an auxiliary handle, pivoted to said handle-bars and adapted to be held in line therewith; arm-rests fixed to said handle-bars; and a back hingeably connected with said frame and adjustably supported on said arm-rests, to permit the degree of inclination of said back to be varied.

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

CHARLES N. HAZELTON.

Witnesses:
J. H. GRAY,
W. N. HASKELL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."