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Patented Apr. 2, 1901.

A. J. PETTER & E. J. KILLIAN.
FOLDABLE ROLLER CHAIR OR CHAIR.

(No Model.)

(Application filed Dec. 23, 1899.)

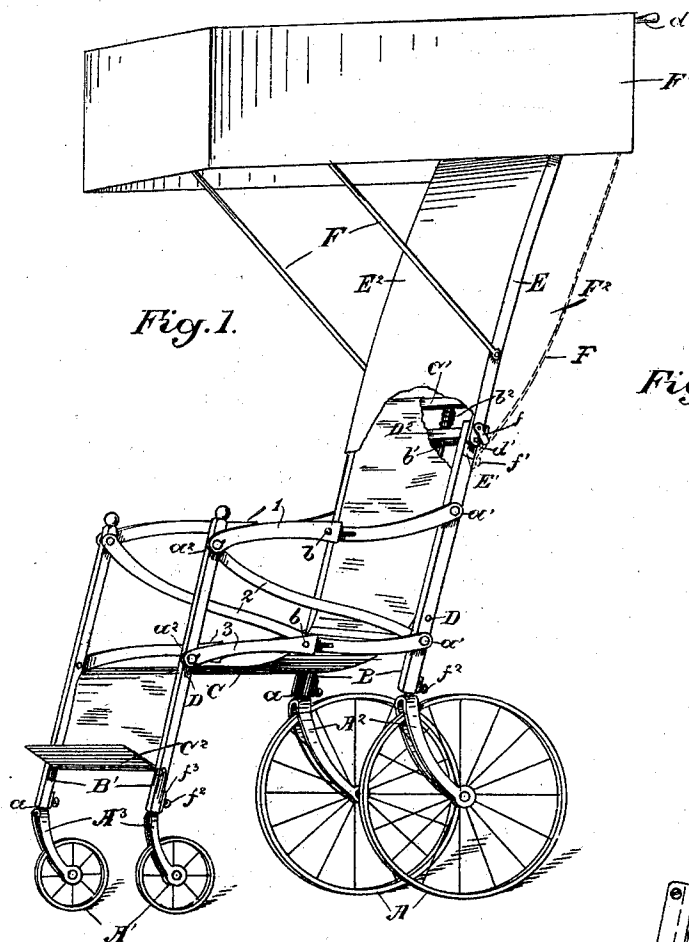


Fig. 1.

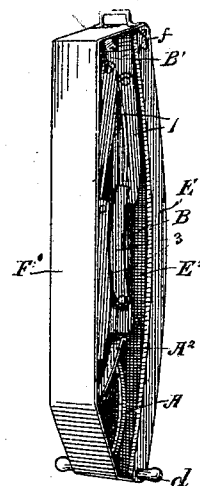


Fig. 2.

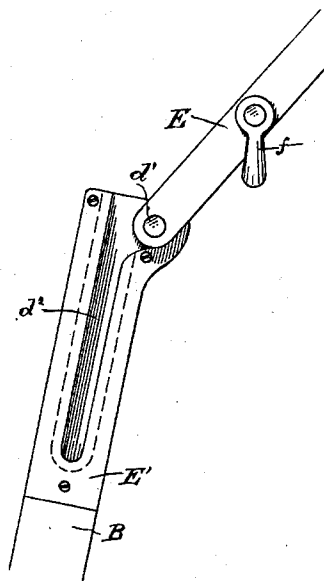


Fig. 3.

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UNITED STATES PATENT OFFICE.

ADOLPH J. PETTER, OF SAN FRANCISCO, AND EDWARD J. KILLIAN, OF
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FOLDABLE ROLLER CARRIAGE OR CHAIR.

SPECIFICATION forming part of Letters Patent No. 671,027, dated April 2, 1901.

Application filed December 23, 1899. Serial No. 741,423. (No model.)

To all whom it may concern:

Be it known that we, ADOLPH J. PETTER, residing in the city and county of San Francisco, and EDWARD J. KILLIAN, residing in the city and county of Los Angeles, State of California, citizens of the United States, have invented certain new and useful Improvements in Foldable Roller Carriages or Chairs; and we do hereby declare the following to be a full, clear, and exact description of the same.

The present invention relates to certain new and useful improvements in roller carriages or vehicles for invalids or children; and it consists in the arrangement of parts and details of construction, as will be hereinafter fully set forth in the drawings and described and pointed out in the specification.

The object of our invention is to provide a simple and inexpensive roller carriage or chair having its parts so united as to permit of being quickly folded into a small package or parcel capable of being carried in the hand when boarding transportation-conveyances or for shipment from place to place and easily restored into proper position when desired for use.

In order to comprehend the invention, reference should be had to the accompanying sheet of drawings, forming a part of this application, wherein—

Figure 1 is a perspective view of the carriage set up and ready for use. Fig. 2 is a similar view showing the carriage folded, and Fig. 3 is a broken enlarged detail view of one of the rear standards and the extension-back.

In the drawings the letter A is used to indicate the rear wheels of the vehicle, and A' the front wheels thereof, which wheels are secured, respectively, between the curved bifurcated supports or arms A²A³. These arms or supports are curved, so as to place the wheels in alinement with the rear and front standards B B', and they are connected at their upper ends to the said rear and front standards B B', respectively, by swivel-joint a. The rear standards B are somewhat longer than front standards B', and the standards are detachably connected by suitable connecting devices, as braces 1 2 3. These braces at one end are pivoted to rear stand-

ards B by pins a' and attached to forward standards by catches a². Each brace consists of two members slidably connected by set-screw b. This form of connection permits of the braces being lengthened or shortened in order to vary the inclination of the seat.

The seat C consists of a single piece of carpet, cloth, or canvas, which at its upper end is attached to slide-bar C' and at its lower to the frame C². This frame constitutes the foot-rest, and it is hinged to swing upward between the standards B'. The seat C likewise constitutes the back of the vehicle, and it is supported intermediate the hinged foot-rest and slide-bar C' by means of the cross-rods D D'. The slide-rod works upon a post or posts b', secured to and upwardly projecting from cross-rod D², and the same is normally held upward by means of the springs b², interposed between the slide-rod and the cross-rod D³. By this arrangement a "spring connection," so to speak, is provided for the seat of the vehicle, which permits of the seat giving during travel of the vehicle over rough or uneven surfaces and by reason of such give or spring action prevents the invalid or person seated therein being subjected to jarring, which would result in case the spring connection be dispensed with.

To the back or rear standards B is connected an extension-back consisting of side pieces E, united at their upper ends by cross-piece d. The side pieces E at their lower ends are provided with an inwardly-projecting stud or button d', which fits within the slotted plate E', attached to the upper end of each standard B. The extension-back may be swung downward, so as to lie against the outside of the back proper, Fig. 3 of the drawings, and secured into place by any suitable fastening device, or it may be entirely removed by lifting the same, so as to remove the button d' from within the slotted plate E'. When swung over upon the back proper, Fig. 3, the buttons or studs d' rest within the slotted extension d² of the plate E'. It will be understood that the extension-back is provided with a suitable covering E².

When desired to make use of the extension-back, it is only required to release the same from the back proper of the vehicle and swing

the same upward, it turning upon its hinged joint formed by the studs or buttons working within the slotted shoulders of plates E'. When raised to a vertical position, the lower end of the extension-back is removed from within the slotted shoulders and permitted to drop into vertical slots d^2 of plates E', being then firmly secured in position by turning set-screw f , so as to frictionally engage one of the plates E'.

To the extension-back is hinged an awning-frame F, over which fits an awning F', Fig. 1 of the drawings. One end of this awning is attached to the upper end of the extension-back. If the awning is not in use, the same is thrown over the extension-back and secured at its lower end to the vehicle proper by buttons f' , as illustrated by dotted lines in Fig. 1. When thus secured, the awning forms a package-holding receptacle F².

The wheels A and A' are held locked in position by means of the slide-bolts f^2 at the back of each standard B B' engaging with the sockets f^3 , cut in the upper edge of the supports or arms A² A³. To close or fold the vehicle, the wheels are first unlocked and then turned inward or at a right angle to the body and locked in this position. Braces 1 2 3 are then released and permitted to swing downward and foot-rest C² swung upward. Standards B' are then laid up against rear standards. The awning-frame being swung inward against the extension-back and said back swung over, the awning will be free to serve as a binder for the entire package. The awning is drawn over the folded parts in order to hide the same from view and is secured thereover by the free end being buttoned, Fig. 2. The other side of the casing is formed by the covering E² of the extension-back. When folded or closed together an exceedingly neat and attractive package is provided and one which may be readily handled or transported from place to place.

Having thus described our invention, what we claim as new, and desire to secure protection in by Letters Patent, is—

1. In a foldable carriage, the combination with the rear standards, of the front standards foldably connected thereto, the supporting-

wheels secured to the standards by a swivel-joint, means for locking the wheels in desired position the hinged foot-rest, a covering for seat and back of the carriage, said covering being secured at its lower end to the frame of the foot-rest and at its upper end to a slide-bar, and of spring connection between the slide-bar and a cross-rod at the upper end of the rear standards.

2. In a foldable carriage or invalid's chair, the combination with the rear standards, of the front standards foldably connected thereto, the supporting-wheels secured to the standards by a swivel-joint, means for locking the wheels in desired position, a foldable seat for the carriage, means by which jarring is compensated for, an extension-back hinged to the rear standards, said extension-back serving as a cover for one side when the parts are folded, and of a covering carried by the extension-back and which serves as a covering for the opposite side of the package formed by folding of the parts.

3. In a foldable carriage or invalid's chair, the combination with the rear standards, of the front standards foldably connected thereto, the supporting-wheels secured to the standards by a swivel-joint, means for locking the wheels in desired position, a foldable seat for the carriage, means by which jarring is compensated for, an extension-back hinged to the rear standards, said extension-back serving as a cover for one side of the package formed by folding the parts together, an awning-frame hinged to the extension-back, and of an awning attached to the said back, said awning serving, when the parts are folded, as a cover for the opposite side of the package.

In witness whereof we have hereunto set our hands.

ADOLPH J. PETTER.

EDWARD J. KILLIAN.

Witnesses to the signature of Adolph J. Petter:

N. A. ACKER,

WALTER F. VANE.

Witnesses to the signature of Edward J. Killian:

JOHN P. KNOFF,

JOHN F. McELHENNEY.