T. & T. P. LONGKING.

Combined Carriage and Chair

No. 202,560. Patented April 16, 1878.

Fig. 1.

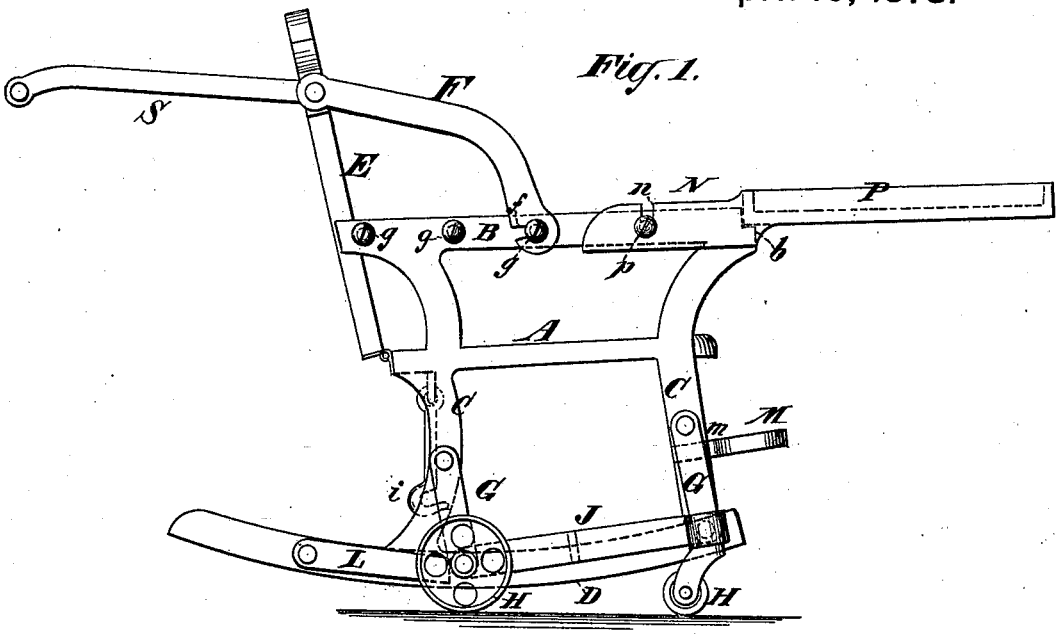


Fig. 2.

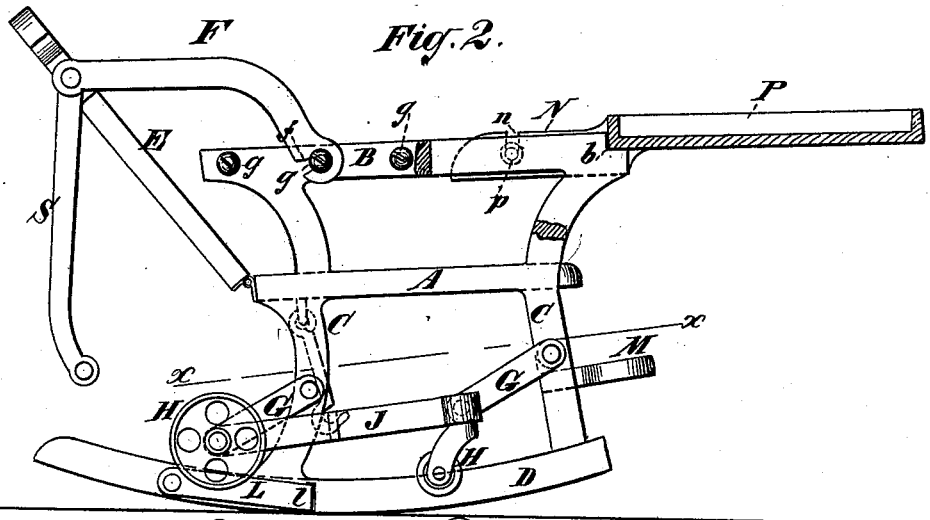
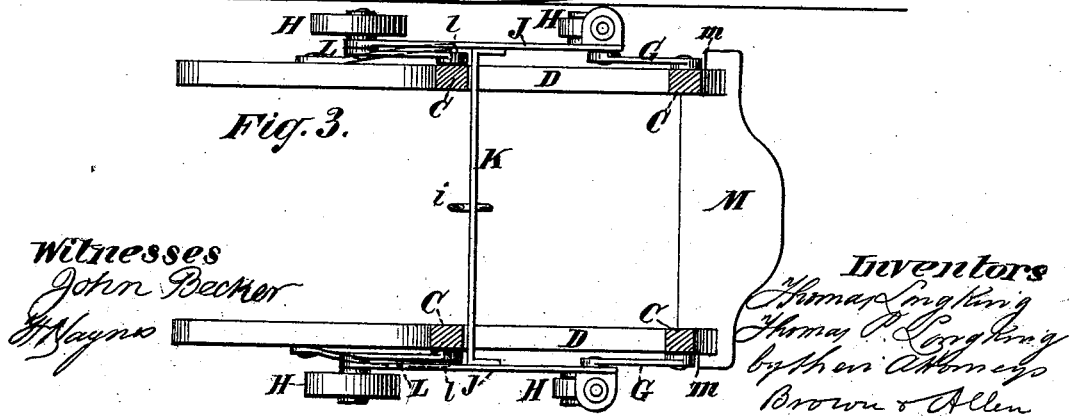


Fig. 3.



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THOMAS LONGKING AND THOMAS P. LONGKING, OF BROOKLYN, NEW YORK.

IMPROVEMENT IN COMBINED CARRIAGE AND CHAIR.

Specification forming part of Letters Patent No. **202,560**, dated April 16, 1878; application filed February 18, 1878.

To all whom it may concern:

Be it known that we, THOMAS LONGKING and THOMAS P. LONGKING, of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Combined Carriage and Chair; and that the following is a full, clear, and exact description of the same, sufficient to enable those skilled in the art to which our invention appertains to make and use the same.

This invention relates to certain improvements in combined carriage and chair, and consists of a certain combination and arrangement of parts to constitute such an article, as will hereinafter more fully be set forth.

The accompanying drawing illustrates a mode of carrying out our invention in a rocking-chair.

Figure 1 is a side view of the chair arranged as a child's carriage and provided with a table. Fig. 2 is a side view, partly in section, showing the chair arranged as a rocker. Fig. 3 is a horizontal section taken in the line *x x* of Fig. 2.

The chair proper consists of a seat, A, arms B, legs C, and rockers D, which may be of the usual or any suitable construction, and a back, E, which is arranged as hereinafter particularly described.

To each of the four legs C, preferably on the outer sides of said legs, at a point about midway between the seat and the rockers, is pivoted the upper end of an arm, G, the lower end of which carries a wheel, H. These four wheels may be of caster style, if desired, or only one pair may be casters, as shown. The two arms G on each side of the chair are connected by a bar, J, the ends of which are pivoted to said arms, so that they may be allowed to swing parallel with each other toward the front and rear of the chair. The two bars J are connected with each other by a transverse bar, K, which is here shown as arranged under the seat, between the front and rear legs. By this means the four wheels H are caused to move simultaneously when it is desired to raise or lower them. On each rocker D, near the rear leg C, is a catch, preferably a spring-catch, L, which is here shown as composed of a piece of flat metal, having one end rigidly secured and the other end free, and working in a recess in the rocker, being bent outward so as to cause it to stand out from said recess when no pressure is applied to it. The free end is bent abruptly, so as to form a shoulder, *l*, for the purpose hereinafter described. The front portion of the chair is provided with a foot-rest, consisting of a board, M, attached to the front legs C, and having its ends projecting beyond the outer sides of said legs, so as to form shoulders *m*, as shown clearly in Fig. 3. When the chair is to be used as a carriage, the arms G are moved forward, lowering the wheels H, and causing them to extend below the rockers D and raise said rockers from the ground, so as to support the chair entirely upon the wheels, as shown in Fig. 1. As the said arms move forward, the two rear ones press the spring-catches L inward until said rear arms reach and pass the shoulders *l*, when the catch L springs outward, and allows the shoulders *l* to bear against the rear arms and prevent them from swinging back. At the same time the two front arms bear against the shoulders *m* of the foot-rest M, and are prevented from moving farther forward; and thus the four arms are held firmly in position and prevented from moving backward or forward, while the transverse bar K serves as a brace, and prevents lateral or outward displacement of the arms and wheels. The projections of the said foot-rest form stops for the front arms G; but separate stops may be used.

When the chair is to be used as a rocker, the arms G are moved backward, so as to raise the wheels H above the rockers D, and allow the chair to rest upon and be supported by said rockers, as shown in Fig. 2. The wheels are held in this position by means of a hook, *i*, engaging with the brace K, as shown, or by any other suitable means.

The chair is provided with a detachable table, P, which is held in place by means of two arms, N, arranged to fit outside of the chair-arms B. The arms N are provided with notches *n*, for engagement with studs *p* on the chair-arms B, and the rear edge of the table P rests in shoulders *b* at the front ends of the chair-arms; and thus the table is held firmly when in place, and may be readily removed.

The back E has its lower part hinged to the rear edge of the seat A, so that it may be inclined at different angles. It is held in place in the different positions by means of two arms, F F, one on each side. The upper end of each arm F is pivoted to the part of the back E, and near the other end of each arm is a notch, *f*, for engagement with studs *g* on the chair-arm B. By this construction and arrangement of parts the back E may be inclined at different angles, and held firmly in place in the different positions, as shown in Figs. 1 and 2.

To the upper portion of the back E is attached a handle, S, consisting of two arms, pivoted at their inner ends to the chair-back, and having their outer ends connected by a transverse bar. By means of this handle the chair may be propelled when used as a carriage, and rocked when used as a rocker; and when it is desired to lower the back to a horizontal position, the handle may serve as a support for the outer end of the back.

When not in use, the handle may hang down out of the way, as shown in Fig. 2.

What we claim as new, and desire to secure by Letters Patent, is—

In a combined chair and carriage, the combination of the two pairs of legs G, arranged on opposite sides of the chair-frame, and provided with wheels H, the two connecting-bars J, the cross-rod K, and the hook *i*, adapted to catch said cross-bar, and a suitable stop holding the wheels in their lowered position, substantially as described.

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