A. B. STEVENS.
Nursery-Chair.

No. 214,479. Patented April 15, 1879.

Fig:1.

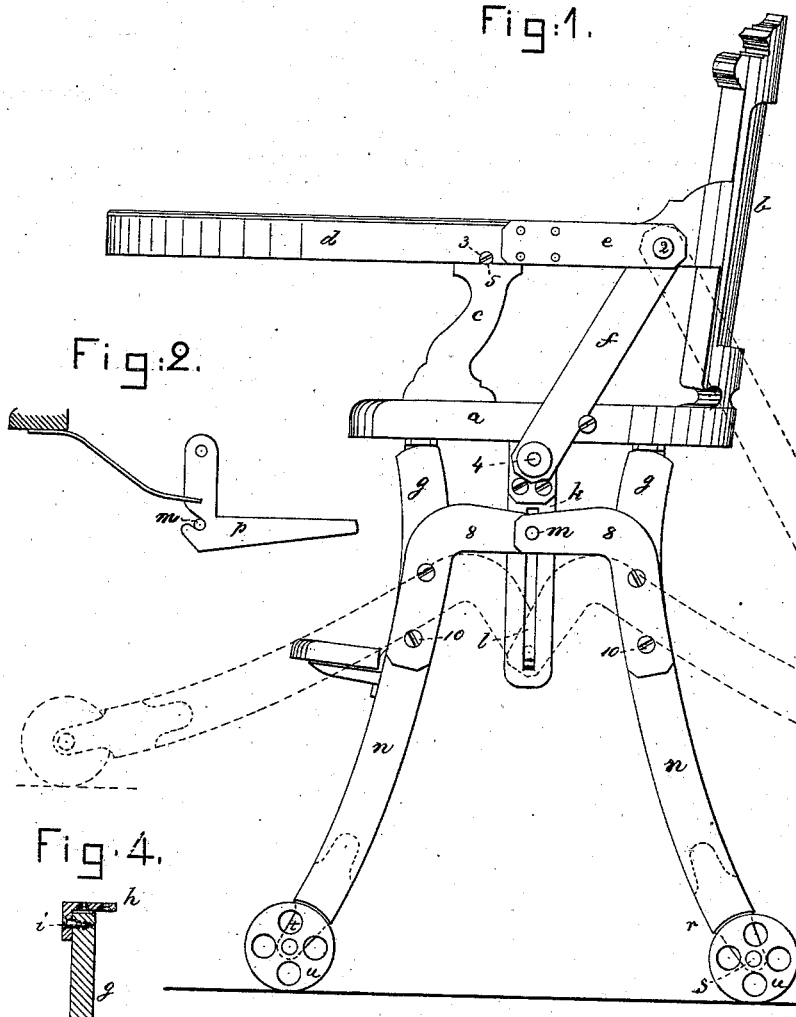


Fig:2.

Fig:3

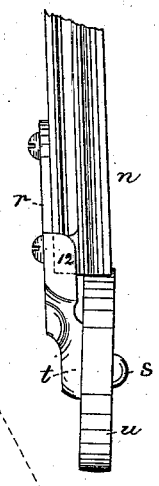


Fig:4.

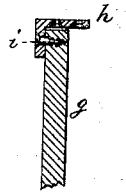
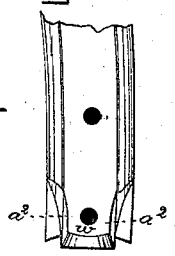


Fig:5.



Witnesses.
L. F. Connor.
N. E. Whitney.

Inventor.
Asher B. Stevens.
by Crosby & Gregory Attys

UNITED STATES PATENT OFFICE.

ASHER B. STEVENS, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN NURSERY-CHAIRS.

Specification forming part of Letters Patent No. **214,479**, dated April 15, 1879; application filed November 1, 1878.

To all whom it may concern:

Be it known that I, ASHER B. STEVENS, of Philadelphia, county of Philadelphia, State of Pennsylvania, have invented an Improvement in Children's Chairs, of which the following description, in connection with the accompanying drawings, is a specification.

This invention relates to a chair for a child, the chair being adapted to be used for either a high or low chair, or high or low carriage.

In this invention the roller-carrying legs of the chair are pivoted upon seat-supporting links jointed to the seat, and a rod or pins, or equivalents, which connects the upper ends of the roller-carrying legs, is made to move along a guideway attached to the seat-frame, to thereby cause the said legs to project equally and evenly as the seat is lowered.

The invention consists, essentially, in a chair composed of a seat, guideways fixed to the seat, seat-supporting links or leg-links jointed loosely to the seat, and legs pivoted upon the said links or leg-links, the pairs of legs at each side the chair being connected together by a suitable rod, or equivalent connection, which is guided by the guides attached to the seat, as hereinafter described; also, in the combination, with the leg of a chair, of a roller or wheel mounted upon a stud or axle held in a wheel-carrying plate, adapted to embrace a portion of the lower end of the leg to prevent it from splitting, and bent or curved at its lower end to place the roller in line with the end of the leg, and the axle of the wheel parallel with the floor, notwithstanding the outward inclination of the legs at their lower ends.

Figure 1 represents in side elevation, in full lines, one of my improved chairs elevated for a high chair, or roller high chair, or carriage, the dotted lines showing the legs in the position they will occupy with relation to the seat when the apparatus is used for a low chair or low-seated carriage. Fig. 2 is a detail of the catch or locking device to hold the pivoted legs in the position shown in full lines and the seat elevated; Fig. 3, an enlarged view of one of the rollers or wheels as it will be made; Fig. 4, a detail of the hinge or pivoted connection of the seat-sustaining arms with the seat; and Fig. 5 represents the end of the inner side of the leg shaped to fit the wheel-carrying plate.

The seat *a*, back *b*, and arm-rests *c* are, and may be, of any usual shape. The table *d*, of usual construction, has its side pieces, *e*, extended and jointed at 2 to links *f*, pivoted at 4. The arms of the table are notched at 3, to fit a stud, 5, on rests *c*. The table may be raised so as to disconnect 3 from 5, and may then be drawn forward far enough (the link turning upon pivot 4) to permit a child to be placed in the seat readily and easily, which is a matter of very considerable convenience; and, when desired, the table may be thrown back of the chair, out of the way, as shown in dotted lines.

The seat supporting or sustaining links *g* are pivoted to the seat in this instance by means of brackets *h*, screws or bolts *i* entering the brackets and arms. (See detail, Fig. 4.)

A guide, *k*, slotted at *l*, is connected with the seat *a* at each side, the said slots receiving and guiding a rod, *m*, which connects the upper ends, 8, of the legs *n* at the opposite sides of the chair, the said legs being each pivoted at 10 to the lower end of one of the links *g*.

By pivoting the links *g* and fixing the guide *k*, it is possible, when the seat is lowered and the legs *n* are extended, to throw the weight of the seat and its occupant farther from the upper ends of the legs, thereby making the chair or carriage stronger than if the links *g* were fixed to the seat. When the seat is elevated the locking device *p*, pivoted upon the lower side of the seat, engages the rod *m*.

The legs *n* of the chair, being curved, are liable to split at their lower ends, as the grain runs across the legs; also, in large chairs, the legs are usually set so as to be farther apart at their lower than at their upper ends.

To obviate the legs splitting, I have made the wheel-carrying plate *r* with ears 12, (see Fig. 3,) to embrace a portion of the lower and upper edge of the end of the leg, and I have provided the plate with a shoulder or rest, (shown in dotted lines, Fig. 3,) to receive the end *w* of the leg, the beveled sides a^2 resting against the ears, and have bent the lower portion of the said plate, which carries the axle *s*, so that the said axle, notwithstanding the out-

ward inclination of the said leg, stands parallel with the floor. In this way I am enabled to insure that the wheels *u* are vertical with reference to the floor.

The plate *r* is attached to the inner side of the leg, and the portion *t* of the plate which bears against one side of the wheel is so placed or formed as to occupy a position near the center of the leg with relation to its thickness, and consequently the wheel *u* is placed at the end of the leg and nearest the outer side of the leg, which adds materially to the stability or firmness of the high chair upon its base.

In a patent heretofore granted to me the wheel-carrying plates and wheels were placed entirely within the inner face of the legs.

I claim—

1. The chair-seat, jointed links *g*, and fixed guides, combined with the connected legs *n*, pivoted to the links and guided at their upper ends by the guides, substantially as described.

2. The cross-rod *m*, attached to and moving with the legs, in combination with the fixed slotted guides, the chair-seat, and links for connecting the seat and legs, substantially as described.

3. In an adjustable high and low wheeled chair, the legs *n*, having wheels attached to their lower ends by plates secured to one of the sides of the legs, and having wheel-carrying pins, axles, or gudgeons extending across the width of the feet of the legs, and bearing the wheels in, or nearly in, a right line with the opposite sides of the legs, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ASHER B. STEVENS.

Witnesses:
G. W. GREGORY,
N. E. WHITNEY.