

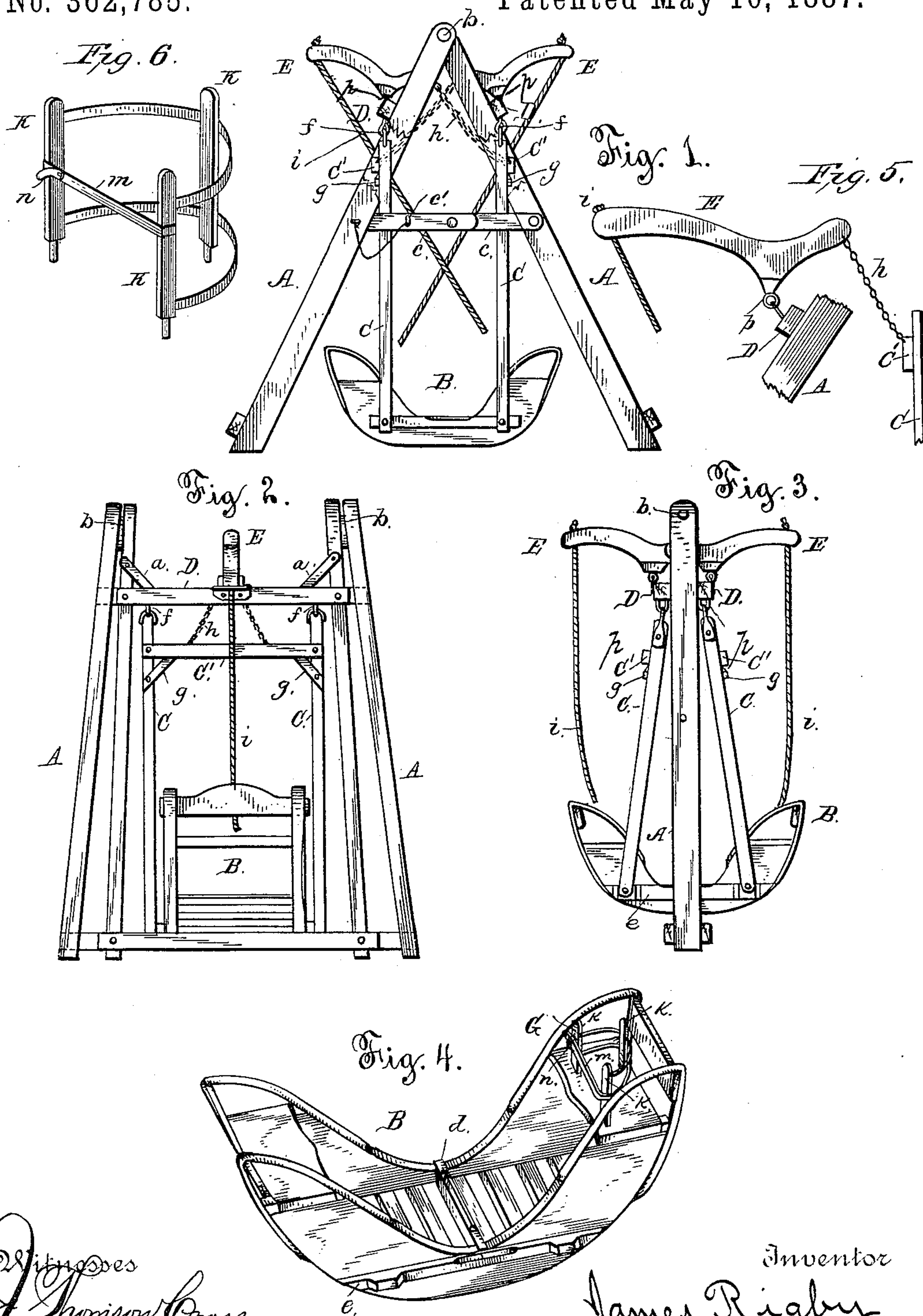
(No Model.)

J. RIGBY.

SWING.

No. 362,785.

Patented May 10, 1887.



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UNITED STATES PATENT OFFICE.

JAMES RIGBY, OF GALVESTON, TEXAS.

SWING.

SPECIFICATION forming part of Letters Patent No. 362,785, dated May 10, 1887.

Application filed September 6, 1886. Serial No. 212,846. (No model.)

To all whom it may concern:

Be it known that I, JAMES RIGBY, a citizen of the United States, residing at Galveston, in the county of Galveston and State of Texas, have invented certain new and useful Improvements in Swings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 is an elevation of my improved swing, showing the frame extended. Fig. 2 is an elevation of one end of the same. Fig. 3 shows the swing-frame folded. Fig. 4 is a perspective view of the swing-seat, showing a removable cage or back for small children applied to one of the seats. Fig. 5 is a detail of one of the hinged levers E and the chain or rope connecting it to a cross-bar, C. Fig. 6 is a perspective view of the removable child's cage detached from its seat.

My invention relates to improvements in the construction of portable swings, which will be fully understood from the following description, when taken in connection with the annexed drawings.

Referring to the annexed drawings, A A designate two folding frames, which are composed of longitudinal and transverse bars rigidly secured together, the upper bars being held firmly by means of diagonal braces *a a*, so that they will safely sustain the swing. These two frames are connected together at their upper ends by means of pivots *b b*, which allow the frames to be folded, as shown in Fig. 3. When the lower ends of the frames are extended, as shown in Fig. 1, they afford a broad substantial base, and they are firmly held in this position by means of jointed folding stays *c c* and locking-pins *c'*.

The swinging seat or car B may be double or single. The seat shown in the drawings is double, and its floor is provided with a foot-rest, *d*. On the sides of this seat I secure battens *e e*, provided with offsets, to which are suitably pivoted the lower ends of the swinging pendent arms C, four being used, which

are connected by means of metal eyes *f* to the horizontal transverse bars D D, that are secured rigidly to the longitudinal frame-bars near their upper ends. Near the upper ends of each pair of swinging arms C a cross-bar, C', is rigidly secured to them, and diagonal braces *g g* are employed, as shown in Fig. 2, which prevent lateral swinging motion of the seat or car B.

At the middle of the length of the two cross-bars D D of the folding frames A A, I hinge, as at *p p*, in a suitable manner, curved levers E E, which have chains or ropes *h* attached to their shortest arms, which are connected to the opposite cross-bars, C', of the swinging arms C. The outer or longest arms of these levers have chains or ropes *i i* secured to them, which are crossed and carried down to the swinging seat or car B, so that persons sitting therein can by alternately pulling on said ropes produce the desired swinging motion with very little expenditure of labor.

G designates a frame or cage of semicircular form and composed of uprights *k k k* and horizontal wires secured thereto. The uprights and wires form a seat-back, which is removably secured to one of the seats of the swinging car by means of tenons on said uprights entering holes made through the said seat. This seat-back is designed for safely holding very young children on the car-seat, and it is provided with a strap, *m*, and buckle-fastening *n*, for preventing a child from falling forward.

It will be observed by reference to Fig. 2 that one of the main supporting-frames is somewhat smaller than the other, and that washers are interposed between them at their jointed ends. This will allow the smaller or narrower frame A to be folded within the larger frame, as shown in Fig. 3, thereby rendering the structure when folded very compact and portable.

Having described my invention, I claim—

The combination, with the two folding frames provided with jointed braces, of the horizontal cross-bars D D, secured to said frames, the swinging arms C C, pivoted to said bars and also to the car B, cross-bars C' C', secured to these arms, the curved levers E, hinged to

the cross-bars D D, the crossed ropes or
chains h, connecting the short arms of said le-
vers to the cross-bars C' C', and the pull-cords
attached to the long arms of said levers and
5 extended to the seats of the said car, all con-
structed and adapted to operate substantially
as described.

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

JAMES RIGBY.

Witnesses:

JOHN A. WHITE,
HENRY CAMPKIN.