

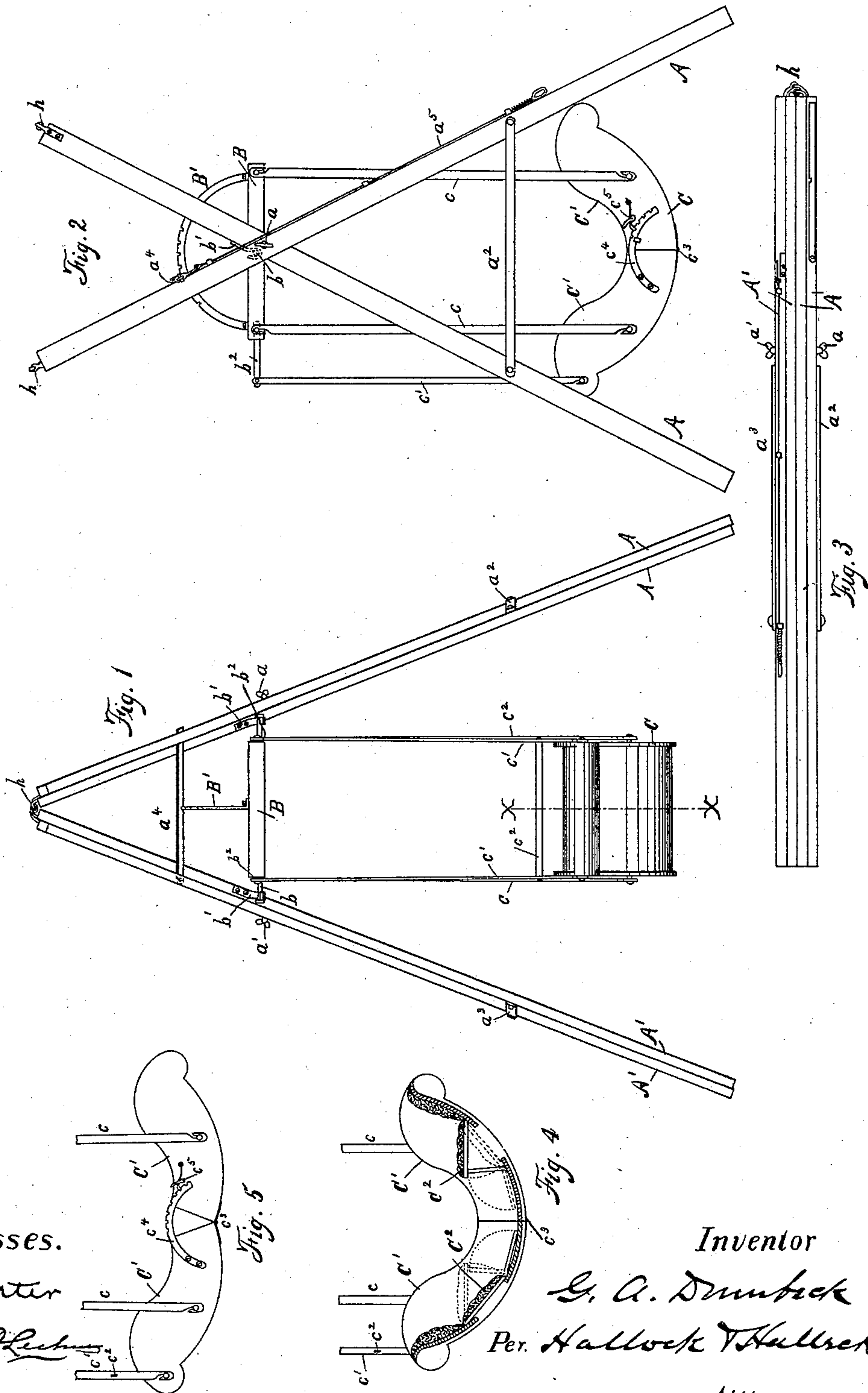
(No Model.)

G. A. DUMBECK.

SWING.

No. 372,256.

Patented Oct. 25, 1887.



Witnesses.  
R. N. Porter  
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Att's.



# UNITED STATES PATENT OFFICE.

GUSTAV A. DUMBECK, OF ERIE, PENNSYLVANIA, ASSIGNOR OF ONE-HALF  
TO JOHN P. GALLAGHER, OF SAME PLACE.

## SWING.

SPECIFICATION forming part of Letters Patent No. 372,256, dated October 25, 1887.

Application filed February 17, 1887. Serial No. 227,943. (No model.)

*To all whom it may concern:*

Be it known that I, GUSTAV A. DUMBECK, a citizen of the United States, residing at Erie, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Swings; and I do hereby 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 ap-  
10 pertains to make and use the same.

This invention relates to swings; and it consists in certain improvements in the construction thereof and the structure by which the same are suspended.

15 The first part of the invention relates to the frame or horse on which the swing is suspended, and the second part relates to the construction of the car and the manner of suspending it.

My device is illustrated in the accompanying drawings, as follows:

Figure 1 is a front elevation of the swing and the frame or horse on which it is suspended. Fig. 2 is a side elevation of the same parts. Fig. 3 shows the horse or frame folded  
25 up. Fig. 4 shows the car in longitudinal vertical section on the line  $x\ x$  in Fig. 1. Fig. 5 is a side elevation of the car when opened so as to form a hammock.

The construction of the various parts is as follows: The frame or horse is adapted to support the swing, or it may be used to support any other form of swing or hammock, or a trapeze or other gymnastic device. It consists of two frames,  $A\ A$  and  $A'\ A'$ , which are  
35 hinged together at  $h\ h$  at their upper ends. The frames are alike, and each consists of two standards pivoted together at  $a$ , so they will stand crossing each other, like an  $X$ , and may be folded together. Cross-stays  $a^2\ a^3$  keep the  
40 parts forming each frame from folding together except when desired. The whole frame when folded will appear as seen in Fig. 3.

$B$  is a rectangular frame-work with trunnions  $b\ b$ , which are seated in hooks  $b'\ b'$  on  
45 the frame or horse, and these trunnions may have heads outside of the hooks to prevent the frame or horse from spreading. From this frame the car is suspended on rods  $c\ c\ c\ c$ , extending from each corner of the frame and en-  
50 gaging with the car directly below, as shown in Figs. 1 and 2.

$B'$  is a quadrant, made preferably of iron, which arches from one end of the frame  $B$  to the other and is notched on top. A catch-bar,  $a^4$ , is pivoted to one frame of the horse above  
55 the quadrant and reaches across to the other, and a rod,  $a^5$ , extends from it down in position to be easily operated by an occupant of the car. This bar  $a^4$  engages with the notches in the quadrant, and by disengaging it the frame  
60  $B$  can be tilted to any desired angle and the bar again brought into engagement with the quadrant, and thus hold the frame at the desired angle. The object of this construction will appear farther on.

65 The car  $C$  is composed of two sections,  $C'\ C'$ , each of which constitutes half of the car. These sections are hinged together at  $c^3$ . Each section is provided with a seat,  $C^2$ , which can be let down or raised up, as desired, said seats  
70 being hinged to the body on their rear edge, and supported by a pivoted prop which sets under their front edge, as is shown clearly in Fig. 4.

When the car is to be used as a hammock, 75 it is brought into the position shown in Fig. 5, and the seats will then be let down, as shown on the left of Fig. 4; but when it is to be used by persons who desire to sit upright it is put in the position shown in Fig. 4, and the seats  
80 are put up into the position shown in right of Fig. 4. A quadrant,  $c^4$ , and catch  $c^5$  are employed to hold the car-sections in the position shown in Fig. 5.

When the car is used as a hammock, it will 85 be desirable that the head be elevated above the feet more or less, and to do this the frame  $B$  should be tilted to the desired point, as previously explained. To enable the occupant to swing himself when reclining in the car  
90 when adjusted as a hammock, I provide the frame  $B$  with an extension,  $b^3$ , and connect it by pendants  $c'$  with the car, and these pendants I connect by a cross-bar,  $c^2$ , which is in position to be easily pressed by the foot of a  
95 person reclining in the car, and thus act as a treadle to operate the swing.

I am aware of the constructions shown in Patents Nos. 173,635, 85,238, and 198,091; but none of them embody my invention, and I  
100 hereby disclaim said constructions as in any way embodying my own.



What I claim as new is—

1. In a supporting frame-work or horse for swings and other devices, the combination, substantially as set forth, of the two parts A 5 A and A' A', each consisting of two uprights pivoted together, as at *a* and *a'*, and hinges *h* *h*, connecting the upper ends of the uprights forming the part A A with the same ends of the parts forming the part A' A'.
- 10 2. In a supporting-frame for swings, the combination, substantially as set forth, of two upright pivoted X-formed frames, A A and A' A', hinged together at the top, the rectangular frame B, pivotally supported on said X- 15 formed frames, and pendants *c c*, pivoted at each corner of said frame B and to opposite sides of the car.
3. In a supporting-frame for swings, the combination, substantially as set forth, of two 20 upright pivoted X-formed parts, A A and A' A', hinged together at the top, the rectangular frame B, with trunnions *b b*, supported on hooks *b' b'* on the X-formed parts, the quadrant B' upon said frame B, a catch device for 25 engaging said quadrant and holding said frame B in the desired position, and pendants *c c* and *c c* for suspending the car from said frame B.
4. In a swing, the combination, with a sup- 30 porting-frame, of a car, C, composed of two parts, C' C', each part containing a folding seat, C<sup>2</sup>, hinged together, substantially as and for the purposes set forth.

5. In a swing-car, the combination, sub- 35 stantially as shown, of the parts C' C', hinged together, each of said parts being provided with a folding seat, C<sup>2</sup>, and a locking device for holding said parts C' C' in a substantially horizontal position.

6. In a swing, the combination of a support- 40 ing horse or frame, the frame B, pivoted upon said horse, a locking device for holding said frame at any desired angle, and a car supported from said frame B by pivoted pendants, which car is composed of two parts, C' C', hinged to- 45 gether, substantially as and for the purposes set forth.

7. In a swing, the combination of a sup- 50 porting horse or frame, the frame B, pivoted upon said horse, a locking device for holding said frame at any desired angle, a car supported from said frame B by pivoted pend- 55 ants, which car is composed of two parts, C' C', hinged together, substantially as and for the purposes set forth, and a treadle, *c' c'*, connected with said car, and an extension from said frame B.

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

GUSTAV A. DUMBECK.

Witnesses:

R. H. PORTER,  
F. B. WHIPPLE.