(No Model.)

J. O. PATRIDGE.

SWING.

No. 428,515. Patented May 20, 1890.

Fig. 1.

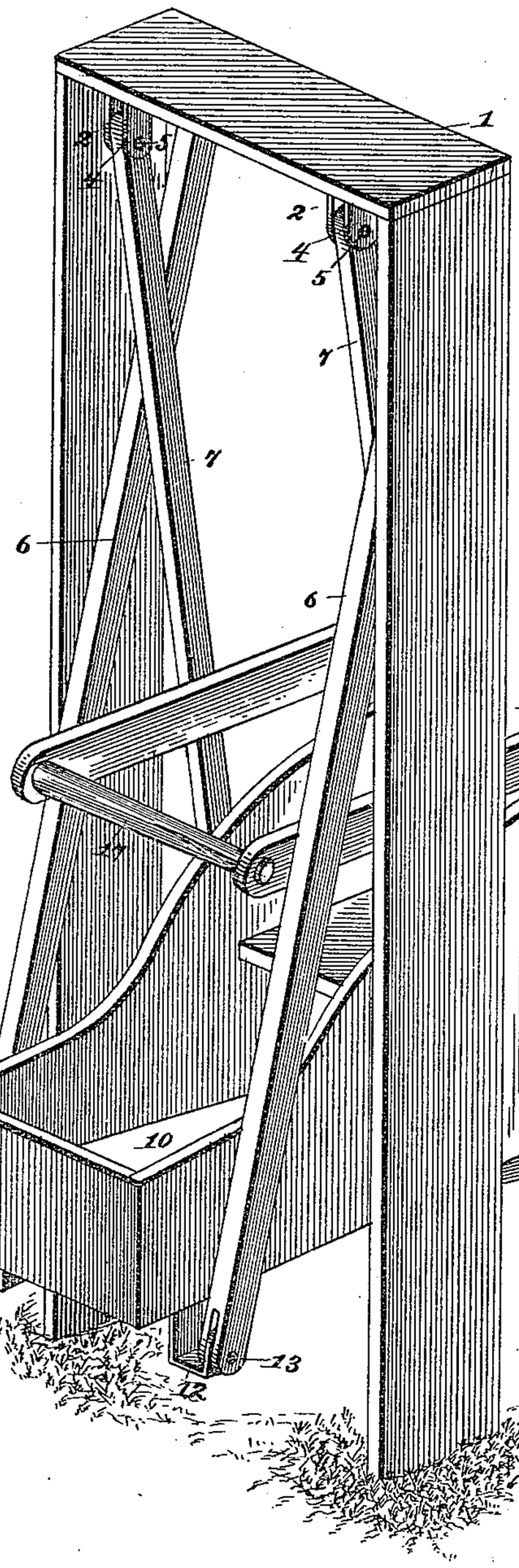
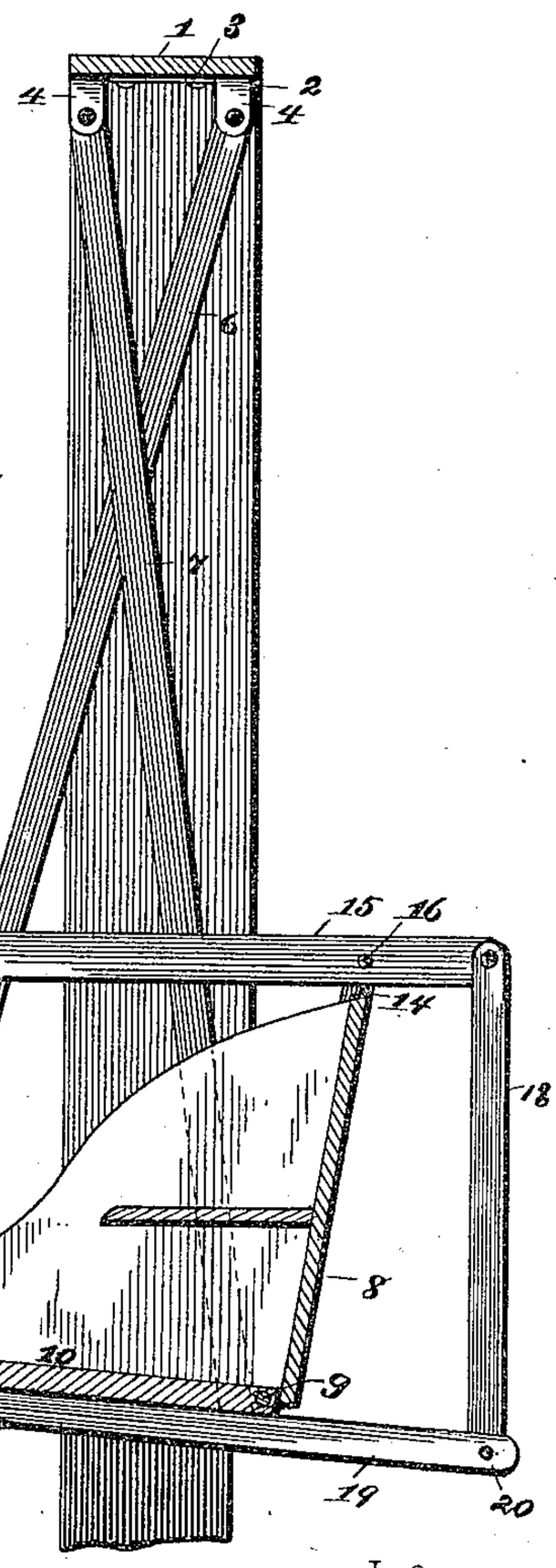


Fig. 2.



Witnesses:

E. L. Purdeman

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Inventor

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UNITED STATES PATENT OFFICE.

JAMES O. PATRIDGE, OF WELLSTON, OHIO, ASSIGNOR OF ONE-HALF TO HUGH BARNHILL, OF SAME PLACE.

SWING.

SPECIFICATION forming part of Letters Patent No. 428,515, dated May 20, 1890.

Application filed July 31, 1889. Serial No. 319,278. (No model.)

To all whom it may concern:

Be it known that I, JAMES O. PATRIDGE, a citizen of the United States, residing at Wellston, in the county of Jackson and State of Ohio, have invented a new and useful Swing, of which the following is a specification.

This invention has relation to swings of that class actuated by the depression of levers; and the invention consists in certain features of construction hereinafter specified, and particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of a swing constructed in accordance with my invention. Fig. 2 is a transverse vertical section.

Like numerals of reference indicate like parts in both the figures of the drawings.

1 represents the roof of any suitable support—such as a porch or especially-built structure—and to the same are secured the oppositely-arranged hanger-castings 2, bolted, as at 3, to the roof and provided with opposite pairs of depending perforated ears 4, between each pair of which, by a pin 5, are pivotally connected the usual depending main suspension bars or hangers 6 and 7, the same crossing each other near their centers, and one pair extending to the front and the other pair to the rear. The rear pair 7 are rigidly secured to the sides of the car 8 by suitable bolts, and the opposite front hanging bars 6 depend below the bottom of the car. The car 8 may be of any suitable construction or shape, the only requisite being that it be provided with an independent bottom 10, that is mounted within but having a swinging movement independent of the car, which I provide for by pivoting the opposite side edges of the bottom, near their rear corners, to the sides of the car, as shown at 9, Fig. 2, and to the under surface of said bottom at its front are secured the levers 6 by means of, in this instance, L-shaped depending straps or castings 12, the upper ends of which are bolted to the under surface of the bottom of the car and the lower ends pivotally connected, as at 13, to the lower extremities of the front hanging bars 6. From the rear ends of the sides of the car extend opposite standards 14, and upon each of the same is pivoted a rocking lever 15 by means of a bolt 16, the forward ends of the rocking lever extending between the front hanging bars 6 and beyond the seat of the car and connected by a tie-bar 17. To the rear ends of the rocking levers are pivotally connected opposite depending levers 18, and to the lower ends of the same are connected a pair of horizontal levers 19, through which and the depending levers passes a transverse pin 20, said horizontal levers being attached at their forward ends to the rear end of the bottom of the car.

21 represents a suitable toe-piece having recesses 22 for the toe or heel of the operator, said toe-piece being secured to the upper front edge of the bottom of the car.

The operation of my invention may be at once apparent from the foregoing description, it being simply necessary in order to actuate the swing for an incumbent of the car to throw his weight intermittently against the toe-piece or draw downwardly intermittently upon the transverse connecting-bar of the rocking levers or both simultaneously, as desired, either motion causing the floor to be depressed and the swing carried to the rear, and when released to the front, as will be understood.

Having described my invention, what I claim is—

1. The combination, with a suitable support, of a pair of rearwardly-disposed suspension-bars pivoted thereto and depending therefrom, and a pair of forwardly-disposed suspension-bars, also pivoted to and depending from the support, said pairs of bars crossing each other, a car-body mounted between the pairs of bars and having its sides rigidly secured to the rearwardly-disposed bars, rock-arms pivoted at each side of the car and having their front ends connected by a transverse bar, opposite shorter levers pivoted to and depending from the rear ends of the rock-arms, forwardly-projecting arms pivoted at their rear ends to the lower ends of the depending levers, and an independent movable car-bottom rigidly mounted on the forwardly-projecting arms and pivoted at its rear end to the sides of the car and at its front end to the forwardly-disposed pair of suspension-bars, substantially as specified.

2. The combination, with a suitable sup-

port, of a pair of rearwardly-disposed suspension-bars pivoted thereto and depending therefrom, and a pair of forwardly-disposed suspension-bars, also pivoted to and depending from the support, said pairs crossing each other, a car-body mounted between the pairs of suspension-bars and having its sides rigidly secured to the rearwardly-disposed suspension-bars, rock-arms pivoted at each side of the car and having their front ends connected by a transverse bar, opposite shorter levers pivoted to and depending from the rear ends of the rock-arms, forwardly-projecting arms pivoted at their rear ends to the lower ends of the depending levers, and an independently-movable car-bottom mounted on the forwardly-projecting arms, hinged at its rear end to the sides of the car, and the angular straps 12, secured to the bottom near its front end and pivotally secured to the lower ends of the forwardly-disposed suspension-bars, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES O. PATRIDGE.

Witnesses:
ADAM SCOTT,
D. W. SANDS.