F. ALBACH.

ROCK-A-BYE SWING.

APPLICATION FILED MAY 14, 1919.

1,314,495. Patented Sept. 2, 1919.

Fig. 1.

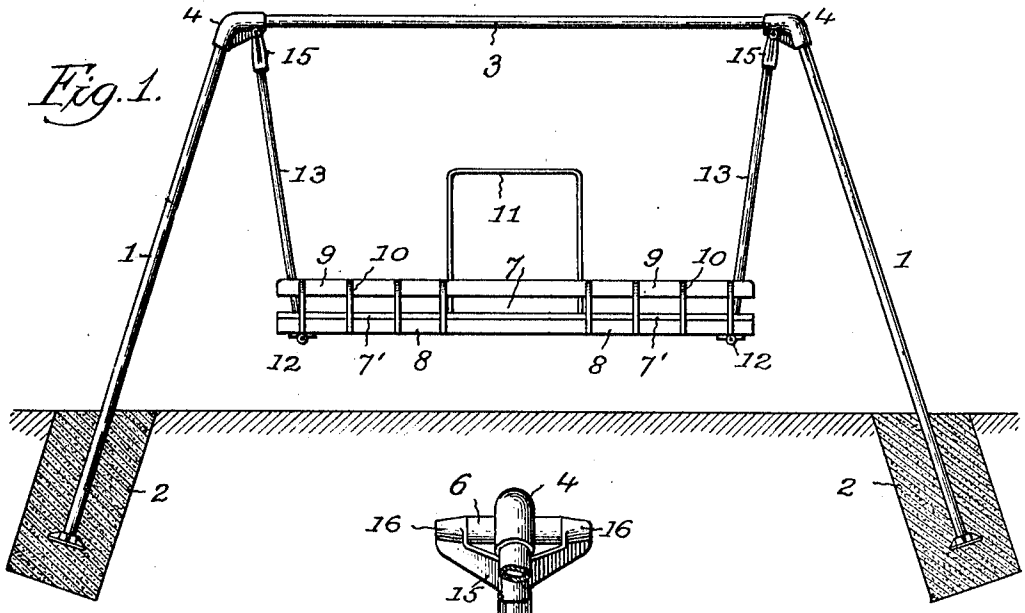


Fig. 3.

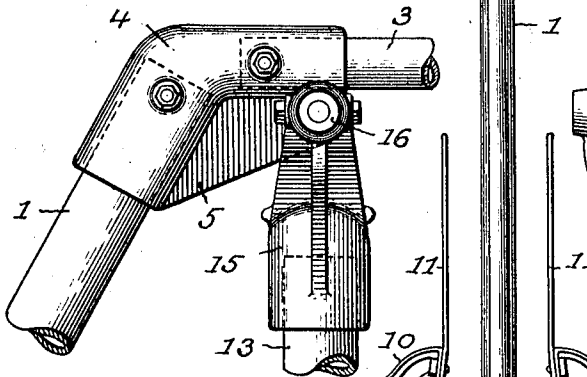


Fig. 4.

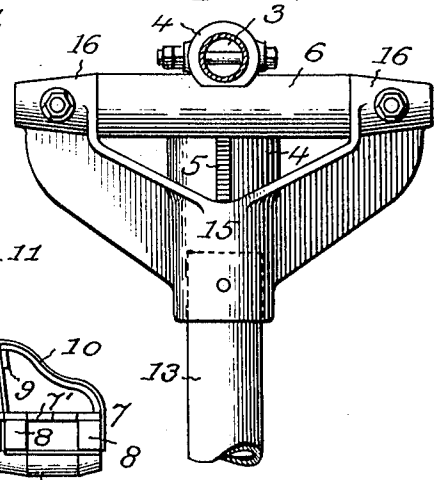


Fig. 2.

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UNITED STATES PATENT OFFICE.

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ROCK-A-BYE SWING.

1,314,495. Specification of Letters Patent. Patented Sept. 2, 1919.

Application filed May 14, 1919. Serial No. 297,020.

To all whom it may concern:

Be it known that I, FRANK ALBACH, a citizen of the United States of America, and a resident of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Rock-a-Bye Swings, of which the following is a specification.

This invention relates to that type of swings known to the trade as rock-a-bye swings, and in which the swinging movement is confined to a plane longitudinal with the seat member, and the present improvement has for its object:—

To provide a simple and substantial structural formation and association of parts, adapted for ready operation by the user or users of the swing, and by which a substantial pivotal suspension of the swinging seat is provided and the motion thereof effectively confined to a plane longitudinal of the structure, all as will hereinafter more fully appear.

In the accompanying drawing:—

Figure 1 is a front elevation of the swing.

Fig. 2 is an end elevation, with parts of the supporting posts broken away.

Fig. 3, is an enlarged front elevation of one of the pivotal connections of the swing.

Fig. 4, is a transverse elevation of the same with the ridge rail or tube in section.

Like reference numerals indicate like parts in the several views.

Referring to the drawing, 1 designates a pair of end supporting uprights or posts, preferably of a tubular form, anchored in the ground in concrete foundations or bases 2 and extending in an oblique direction toward each other as shown in Fig. 1.

3 designates a horizontal ridge rail or tube arranged at the upper ends of the posts 1 and fixedly secured thereto by coupling members 4 of the angle or oblique type shown. Each of said coupling members is formed with a depending strengthening web 5, and a transversely extending journal sleeve 6 located at the inner end of the coupling member, as shown in Fig. 3.

7, 7 designate counterpart longitudinal seat members arranged in spaced relation, to provide a passageway for the hereinafter described suspension rods, and each of said seat members will comprise a seat board 7′ and its longitudinal stiffening rails 8, a back rail 9, a series of spaced and transversely arranged arms 10, and a centrally located upright frame 11 of the square loop form shown and which is adapted to provide a convenient hand grasp for one or more of the occupants of the swing in effecting the normal swinging movement thereof.

12 designates journal boxes or sleeves secured transversely to the underside of the aforesaid stiffening rails 8 near the respective ends of the same, and adapted to receive the journal pins by which the suspension or radius rods of the swing are pivotally associated with the seat members aforesaid.

13 designates the suspension or radius rods above referred to, provided at their lower ends with transverse journal sleeves 14 fitting between journal sleeves 12 of the seat members and connected thereto by journal pins. At their upper ends the rods 13 are provided with transverse yoke frames 15, the respective arms of which are formed at their upper ends with journal sleeves 16, adapted to embrace the ends of the transverse journal sleeve 6 of the coupling member 3 and receive the ends of the pivot pins by which the parts are pivotally connected together.

In actual use, a swaying movement in a longitudinal direction of the swing occupants is adapted to set the swing in motion and maintain such motion as long as desired, the effectiveness of an occupant's swaying motion being increased by grasping an upright frame 10 aforesaid.

Having thus fully described my said invention, what I claim as new and desire to secure by Letters Patent, is:—

1. In a swing of the type described, the combination of a plurality of oppositively inclined posts, a ridge rail connected to the upper ends of said posts by angle couplings, each of said couplings having a transverse journal sleeve, a suspension rod adapted for pivotal connection at its lower end to a seat member and at its upper end provided with a transverse yoke having journal sleeves fitting outside the journal sleeve of the coupling, and a pivot pin connecting said parts together, substantially as set forth.

2. In a swing of the type described, the combination of a plurality of oppositively inclined posts, a ridge rail connected to the upper ends of said posts by angle couplings, each of said couplings having a transverse journal sleeve arranged adjacent to the inner end of the horizontal portions of a coupling,

and each coupling having a strengthening web intermediate of the journal sleeve and angular part of the coupling, a suspension rod adapted for pivotal connection at its lower end to a seat member and at its upper end provided with a transverse yoke having journal sleeves fitting outside the journal sleeves of the aforesaid couplings, and pivot pins connecting said parts together, substantially as set forth.

3. In a swing of the type described, the combination of a plurality of oppositively inclined posts, a ridge rail connected to the upper ends of said posts by angle couplings having transverse journal sleeves, a seat member comprising a pair of longitudinally disposed seat structures arranged in spaced relation and provided with transverse journal sleeves on their under sides, a pair of suspension rods disposed between said pair of structures and pivotally attached to the journal sleeves thereof, transverse yokes secured to the upper ends of said suspension rods and having journal sleeves fitting outside the transverse journal sleeves of the aforesaid couplings, and pivot pins connecting said parts together, substantially as set forth.

4. In a swing of the type described, the combination of a plurality of oppositively inclined posts, a ridge rail connected to the upper ends of said posts by angle couplings having transverse journal sleeves, a seat member comprising a pair of longitudinally disposed seat structures arranged in spaced relation and provided with transverse journal sleeves on their under sides and with centrally disposed upright loop shape frames forming hand grips, a pair of suspension rods disposed between said pair of structures and pivotally attached to the journal sleeves thereof, transverse yokes secured to the upper ends of said suspension rods and having journal sleeves fitting outside the transverse journal sleeves of the aforesaid couplings, and pivot pins connecting said parts together, substantially as set forth.

Signed at St. Louis, Missouri, this 9th day of May, 1919.

FRANK ALBACH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."