P. S. MEDART.

SELF PROPELLED SWING.

APPLICATION FILED NOV. 29, 1915.

1,196,375.

Patented Aug. 29, 1916.

2 SHEETS—SHEET 1.

Fig. 2.

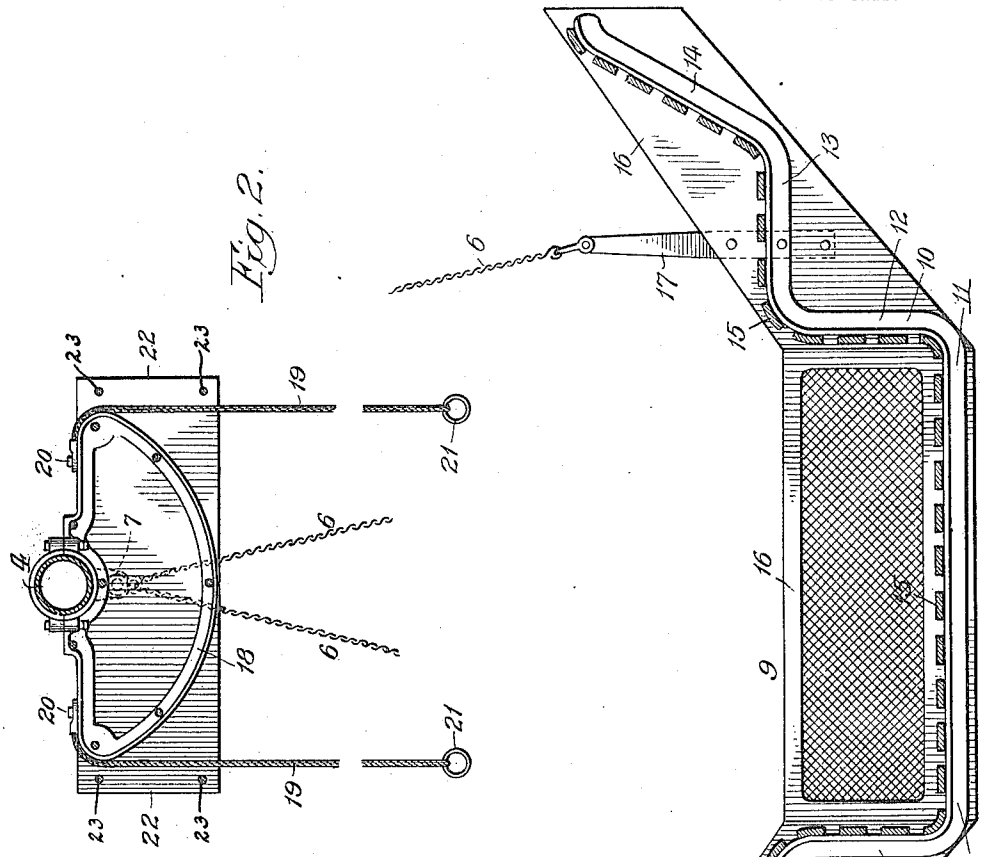
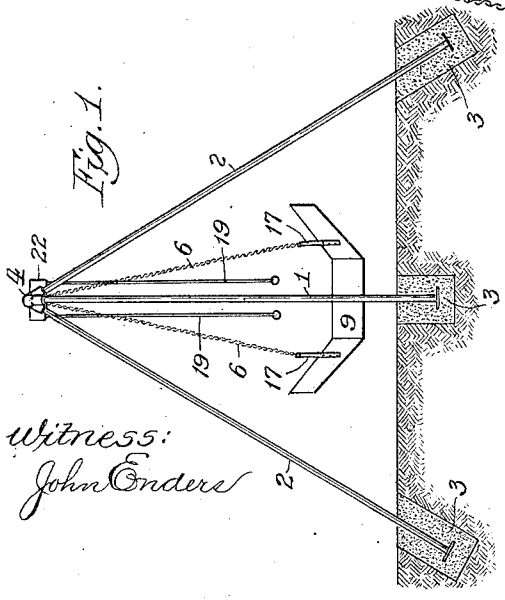


Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 4.

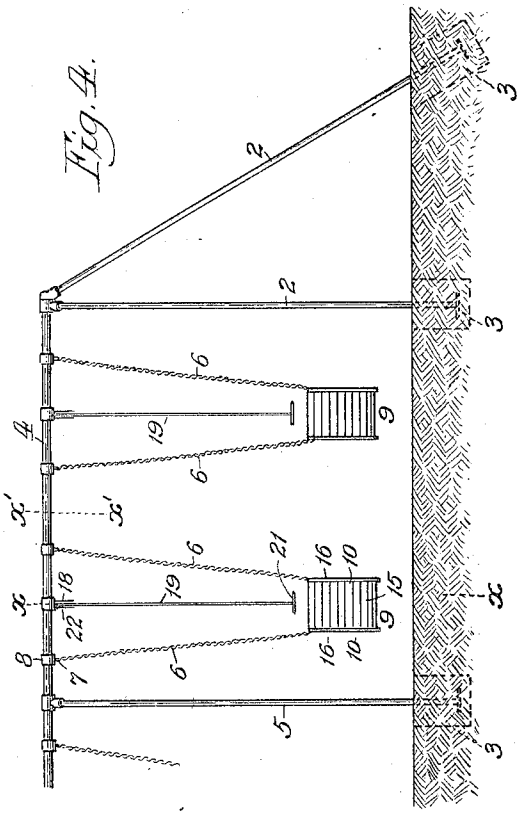


Fig. 5.

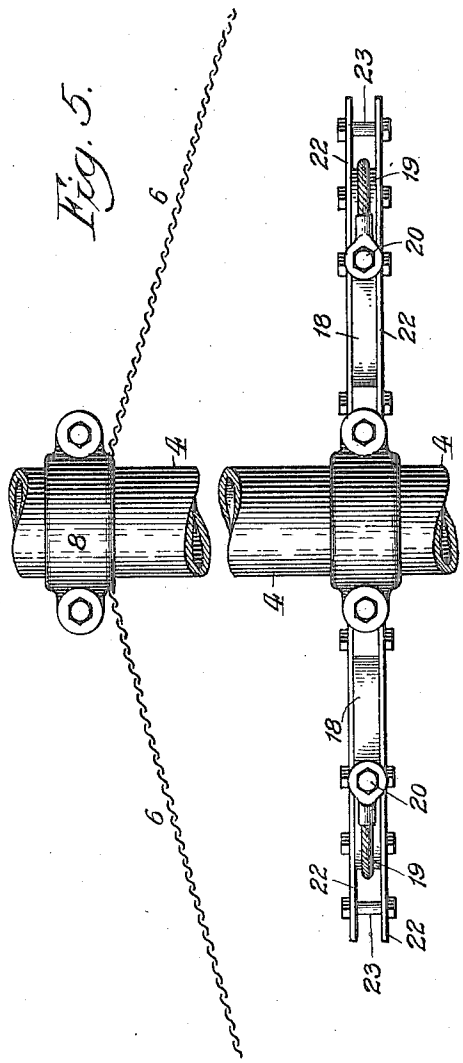
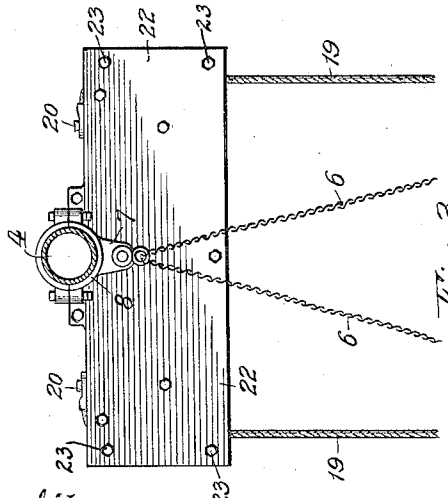


Fig. 3.



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UNITED STATES PATENT OFFICE.

PHILIP S. MEDART, OF ST. LOUIS, MISSOURI, ASSIGNOR TO FRED MEDART MANUFACTURING COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF MISSOURI.

SELF-PROPELLED SWING.

1,196,375. Specification of Letters Patent. Patented Aug. 29, 1916.

Application filed November 29, 1915. Serial No. 63,956.

To all whom it may concern:

Be it known that I, PHILIP S. MEDART, a citizen of the United States of America, and a resident of the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Self-Propelled Swings, of which the following is a specification.

This invention relates to that class of swings for playgrounds and like uses, in which a pulling stress on the part of the occupants imparts the required oscillatory movement to the seat member of the swing. And the present improvement has for its object to provide a simple and substantial structural formation and combination of parts, affording lightness and strength in the swing structure, and with which the operating members are maintained in proper operative condition and accidental disarrangement of the same prevented, all as will hereinafter more fully appear.

In the accompanying drawings:—Figure 1, is an elevation of the present swing structure. Fig. 2, is an enlarged detail sectional elevation of the same, on line x—x, Fig. 4. Fig. 3, is an enlarged detail section on line x'—x', Fig. 4. Fig. 4, is a front elevation of the structure. Fig. 5, is an enlarged detail top view.

Similar reference numerals indicate like parts in the several views.

Referring to the drawings, 1 and 2 designate series of upright and inclined posts, properly anchored in the ground by concrete piers 3 or the like.

4 designates the horizontally arranged top rail of the structure secured at its respective ends to the posts 1, 2 aforesaid, by suitable couplings as shown. The aforesaid posts and top rail are preferably formed of metal tubing, with a view to strength and economy in manufacture and erection.

5 designates an intermediate upright or post associated with the middle portion of the top rail 4, and adapted to support the same from sagging in cases where a long rail is employed to support a plurality of individual swings, as illustrated in Fig. 4.

6 designate a series of pairs of suspension chains or like flexible members, each pair of which have near convergence at top and are secured to a single depending eye 7 of an attaching sleeve or collar 8, which encircles the aforesaid top rail 4 and is suitably fixed thereon preferably by a split formation of the sleeve 8, as illustrated in Fig. 3.

Each pair of the suspension chains 6, will have longitudinal divergence, as shown in Figs. 1, 2 and 3, so that their lower ends will have widely spaced relation at their points of attachment to the hereinafter described seat member 9 of the swing structure. And as usual in the present type of swings, two pairs of the aforesaid flexible suspension members 6 will constitute the suspension means for a simple seat member 9 and will have attachment at the respective sides of said seat member.

The respective pairs of flexible suspension members 6, will preferably have the usual lateral upward divergence, with a view to neutralize any tendency of the seat member 9 to lateral sway in actual use.

In the present construction, the seat member 9, above referred to will have a detail construction as follows:—10 designates a pair of counterpart supporting bars or rails, arranged in spaced relation, to constitute the main frame of the seat member 9. Said bars or rails are preferably formed of angle-iron, and each rail has a bent formation comprising, a central floor forming horizontal portion 11; a pair of upright portions 12, extending upward from said central portion 11; a pair of horizontal seat forming portions 13, extending outwardly from said upright portion 12, and a pair of back forming portions 14, extending upwardly and outwardly from the outer ends of the horizontal portions 13, as shown more particularly in Fig. 2.

15 designate webs or rails secured at their respective ends to the side supporting rails 10, to constitute the back, seat and floor of the seat member 9.

16 designate counterpart side plates secured to the outer sides of the supporting rails 10, to form side guards for the seat and floor portions of the seat member 9.

17 designate hanger stirrups bolted or riveted to the supporting rails 10 and side plates 16, as shown in Fig. 2, with their up-

per ends formed for engagement with the flexible suspension members 6 of a seat member 9.

18 designate fulcrum members of a segmental form secured to the top rail 4 aforesaid, and depending therefrom as shown. Each fulcrum member 18 is individual to a seat member 9 and is disposed centrally above the same.

19 designates a pair of operating pull-cords or flexible members, individual to a seat member 9, and preferably formed of wire rope. The upper ends of said pair of pull-cords 19 are fixedly secured to the opposite corners of a fulcrum member 18 aforesaid, by clamping bolts 20, while their lower and free ends are provided with handles 21 within convenient reach of the occupants of the seat member 9. In actual use the individual members of the pair of pull-cords 19 will be moved into the usual crossed relation in order to attain the required purchase in the operation of the swing by the occupants thereof. 22 designate a pair of guard plates bolted to the opposite sides of the fulcrum member 18 and overlapping the sides and bottom of the same so as to provide a marginal confining cavity for the pull-cords 19 in their movements in actual use.

23 designate transverse marginal stay bolts or pins associated with the guard plates 22, and adapted to confine the pull cords 19 in the guard cavity between said plates 22.

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

1. In a swing structure of the type described, the combination of an overhead rail, a seat member connected thereto by flexible suspension members, a segmental fulcrum member fixedly secured to said rail, a pair of guard plates secured to the sides of said fulcrum member and overlapping the side and lower portions of the same, and a pair of pull cords secured at their upper ends to said fulcrum member and having handles at their free ends in adjacent relation to the aforesaid seat member, substantially as set forth.

2. In a swing structure of the type described, the combination of an overhead rail, a seat member connected thereto by flexible suspension members, a segmental fulcrum member fixedly secured to said rail, a pair of guard plates secured to the sides of said fulcrum member and overlapping the side and lower portions of the same, guard pins located between said plates near the end margins of the same, and a pair of pull cords secured at their upper ends to said fulcrum member and having handles at their free ends, substantially as set forth.

Signed at St. Louis, Missouri, this 24th day of November, 1915.

PHILIP S. MEDART.

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